

## COMMODORE'S REPORT

1983 is here. For those members we missed at the New Years Day "Tom and Jerry Party", Happy New Year.

I am pleased to report that the other Officers, their committees: and the ad hoc committee on computerization of the Club, and committee on development of a multi purpose use building are hard at work. Information from these groups will come later in the year.



Contrary to some reports, we have paid the taxes on the improvements (Docks and Club House) and our land lease. These taxes were held up by a stay order of Judge Pfadt, which was lifted in late December.

The Rear Commodore will report on changes in the Bar and Galley area. You will be pleased with the appearance, comfort and energy conservation cost savings anticipated.

A most difficult problem facing us at the moment is the implementation of a "monthly minimum". At the Annual Membership Meeting I stated that the Board would reconsider its action, and that if they continued to feel a minimum was necessary, it would not be implemented until all the mechanisms had been evaluated and in place to insure its success. At subsequent meetings, insufficient information has been presented so far to institute this minimum. As a result, the Board at its December meeting has again postponed the date until at least March 1st.

All correspondence has been forwarded to the Rear Commodore, on this matter. We are also aware of a petition now being circulated. Personally I need the following questions answered:

1. Why do we need a monthly minimum?
2. To whom will it apply?
3. Will it be run monthly?, Quarterly?, Semi-annually?

4. Will it be by cards? Chits? Credits?
5. Will it include tax? Tips?
6. Do we have adequate personnel to guarantee a satisfactory level of service *at all times*?
7. Do we have enough kitchen facilities to guarantee satisfactory food preparation *at all times*?
8. What is the anticipated cost of:
  - (a) Adminstrating the project?
  - (b) Hiring additional personnel?
  - (c) Increased capital expenditures in the kitchen?
9. What would be the *net* increase in revenue anticipated?
10. And others . . . . .

Many times I have stated that in my opinion this is a yacht club. NOT a marina. We were organized to provide a facility whereas a common bond, people interested in boating could have a place to meet and keep their boat; to find new friends, to exchange information, and to help each other out in their aquatic interests.

As such we have a place where we provide not only mooring facilities, but an area where all the other activities are carried out.

I am fully aware that there are many members who view this Club as a cheap marina. They come down here to use their boats – to store their boats – to sail their boats – to sleep on their boats – to eat on their boats, and from one end of the year to the next never set foot inside the Club House except to use the Head facilities, pay a bill in the office or complain about their slip. It is to this group of members that the "monthly minimum" appears to be directed. It is to this group that the many members are saying, you are not supporting your Club. Whether this is correct approach or not I really don't know. But I do know that if this "non-par" group would support the Club, the talk of a "monthly minimum" would probably disappear. Its all up to you.

R.L. Lasher  
Commodore





# Vice Commodore Report



The applications for boat accommodations are in the mail and should be returned no later than January 31st. Please review to insure the vessel measurements are correct and that all equipment requiring electrical service is reported in detail.

Applications have been mailed to those who were assigned slips or moorings in the 1982 season. Members who are acquiring a

boat or launching anew this season may obtain an application form from the Club office.

A member who is assigned a slip or mooring cannot be displaced by a member with senior points who files after January 31st.

Members who are assigned to moorings (kegs) will retain exclusive right to the assigned mooring until they either relinquish the mooring or are later assigned to slips.

As of January 10th the point list is in final updating and should be published within the week. A copy of the list (s) in point order and alphabetical order will be available for reference at the bar. Any exception should be called to our attention immediately.

To clear up a possible misunderstanding by a few people the slips and moorings belong to the Club. Their use is on a rental basis and the Club retains the right of proprietorship. The same applies to the parking areas. While it is customary and a matter of courtesy to leave the parking space near a members boat for his use the fact remains the property belongs to the members.

Despite the Springlike (?) weather we have been enjoying and the urge to launch please remember Winter here is treacherous.

Donald Sheeran  
Vice Commodore

## Rear Commodore's Report

The Board of Directors of your club has voted to institute a monthly minimum of \$25.00 to be spent each month in either the bar or galley or a combination of both. This was originally intended to begin on February first but was delayed until March first in order that the house committee could study possible alternatives. We are presently meeting as often as possible to reach an answer. After March first please be sure that all money spent in the club is registered on a tab, whether you charge or pay in cash, in order that the office may keep abreast of your account.

If you wish more information you may contact any officer, director or a member of the house committee which consists of myself, Dave Heitzenrater, Wilbur (Bud) Johnson, Seth Marshall or Dick Waller.

The Clubhouse heating system is in the process of renovation. This includes two new units, one in the bar area, the other for the rest rooms, hall and meeting room.

Another item that will be completed during the shutdown period is the replacement of the ceiling tile in the bar and dining areas. Along with a new style of tile is the installation of nine



inches of insulation with an R factor of thirty. Other areas of the club will be insulated in steps. In the past the only insulation has been the tile itself. I am sure you will appreciate our new look plus the savings in the utility area. Other areas are being cleaned, painted, and maintained that can only be completed during a shutdown period.

Be patient with our bartenders and cocktail waitresses. I have given them the authority to cut off anyone whom they feel has had enough. This has been true in the past, but with the new drunk driving laws and the stronger enforcement thereof, it is for your protection and ours. Kindly let them be the judge.

By the time this report returns from the printer our cook, Scott, will have returned from the chefs school at Greenbriar. We look forward to many new ideas. Along with improvements in our menu we anticipate a much better selection in the dessert area. Many more calories. Also a new wine list.

The new tables purchased last year already need to be refinished due to abuse. This will also be done during the period the Club is closed.

To add color and interest to the bar area we intend to display burgees from other yacht clubs. They will be placed on the beams to insure their continued presence. If you should have any that you would care to donate it will be appreciated. Duplicates will be returned.

Rear Commodore,  
Bill Behr



### A DIFFERENT VIEW !!!

My thanks to all of you for your support at the Annual Meeting. Things at Erie Yacht Club suddenly look very different to me from this new perspective. One cannot imagine how much effort is put into the Club by so many people that often times goes unnoticed.

Bill Behr has left tough shoes to follow. In working with him during the "transition" period, I soon realized I needed help and lots of it. I am very fortunate, however, because of our cooperative membership.

The following members have offered, and were promptly taken up on same, to serve on the grounds committee: Gordon Way, Al Wodzianski, John Kabasinski, Dick Bayer, Jim Gorski, Dave Burdick and Hal Bush. Their professional fields include rigging, engineering, equipment and machinery maintenance, sanitary waste disposal and construction. I am confident that this staff will give our club an excellent complement of expertise.

The FLEET is being reviewed and the plans for its continued future are now under study. The grounds and its related equipment have been winterized.

Quotations are being sought for a new vehicle for snow removal and towing the travel trailers. Installation of two fire alarm boxes on premises is underway. A new crane is under consideration to replace the old stiff leg that has been dismantled. Let's hope for a mild winter, as there is much to be accomplished that will allow us all an early and "comfortable" launch schedule.

My family and I wish all of you and yours a happy and prosperous new year.

Jim Owen  
Fleet Captain



**E.Y.C. Auxiliary Luncheon**  
Wednesday, February 2, 1983  
Social Hour 12:00 Noon  
Luncheon 1:00 P.M.  
For Reservations Call:  
Marilyn Anthor 866-2392  
or  
Ellie Matts 833-5809

This is the beginning of a New Year and the traditional time to make resolutions – so why not make one to attend the Auxiliary luncheons this year – and brighten your day? Everyone is welcome, and we have a fun format.

On Wednesday, February 2 we will have an Aerobic Dance Demonstration presented by Mary Ann McCarthy, owner of Aerobics Unlimited. February is heart month – so lets take care of ours and learn some of the benefits of exercise.

In March we will have a Make-Up and Hair Styling presentation done by "Savoischeux." Lets be beautiful for our husbands, and show them what fantastic gals they married.

Then in April – just in time for Spring cleaning – will be a program by the Decorating Den – the colorful store that comes to your door with over one million exciting combinations of drapery, carpet and wallcovering.

So – come one, come all – don't miss the boat. See you at the Yacht Club.

Dee Lasher



## ANNOUNCEMENTS

### Announcing The Erie Winter Carnival

Ice Boat Races on Presque Isle Bay January 29th to 30th, 1 to 4 P.M.

Anyone interested please call Audrey Brown at 453-6366 after 5 P.M.

All participants are invited to attend the Snow Ball January 28th, tickets are \$5.00 a person. Call Audrey for details.

### – NOTICE –

There are 12 cradles abandoned at the northeast corner of the Club grounds. Nine have names painted on them as follows: Nagle, Lyons, Martin, Tamm, Catrabone, Unanue, Westerdahl, Klett, and Gebhart.

If these are not claimed by March 1, 1983, they will be considered Club property and put up for bids. The proceeds will be used to erect a new lighthouse to more easily maintain our existing light at the northeast corner.

Jim Owen  
Fleet Captain

### Galley Update

Our Chef, Scott Young was accepted for a course of advanced cooking at the Greenbrier Hotel in White Sulphur Springs, West Virginia. During the shut down period Scott attended this school. We are certain that he brought back many ideas to help our Club. This is another of the educational activities we are providing to constantly upgrade the services to the Club.



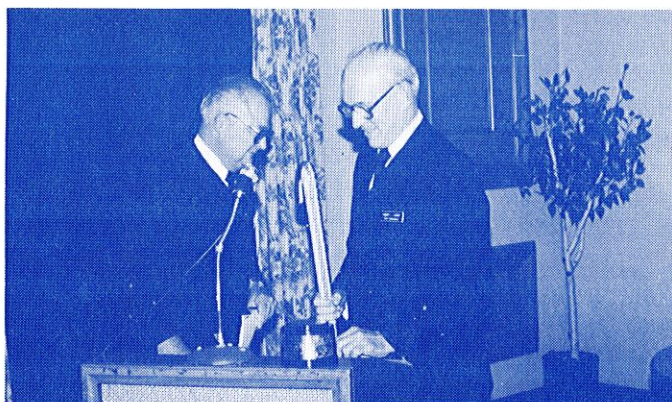
## So You Think Erie's Weather is Bad ?

Look at this data compiled by the U.S. Army Engineer's Geographic Sciences Laboratory.

1. U.S. largest hailstone, 17½" circumference at Coffeyville, Kansas.
2. U.S. largest 24 hour temperature fall, 100° F at Browning, Montana.
3. World's greatest one minute rainfall 1.23 inches at Unionville, Maryland.
4. World's highest surface wind 231 mph peak gust and 188 mph (5 min. speed) at Mt. Washington, N.H.  
Thule Air Base in Greenland had a 207 mph peak gust.
5. U.S. highest temperature, 134° F at Death Valley, California. Their hottest summer average was 98° F. The World's highest was only 2° F more in El Auzea, Libya.

Submitted by:  
Bill Ambro





Doc says good bye and welcomes Commodore Lasher. "Thanks for a great job Past Commodore Bressler!"

## 1982 Annual Meeting



Our past Commodore and the new Bridge, From L to R: Clarke S. (Doc) Bressler - Past Comm., Dr. Robert Lasher - Commodore, Don ("Pat") Sheeran - Vice Commodore, Wm. Behr - Rear Commodore, G. Wm. Ambro - Sec./Treasurer, James L. Owens, Jr. - Fleet Captain



Dave Preston receives the prestigious Thompson Trophy from award committee person, Past Commodore, Richard Amthor.



Some of the members and candidates in attendance.



# Commander of U.S. Coast Guard Auxiliary Flotilla 5 - 3, Rosemary Burkely, Announces Safe Boating Classes

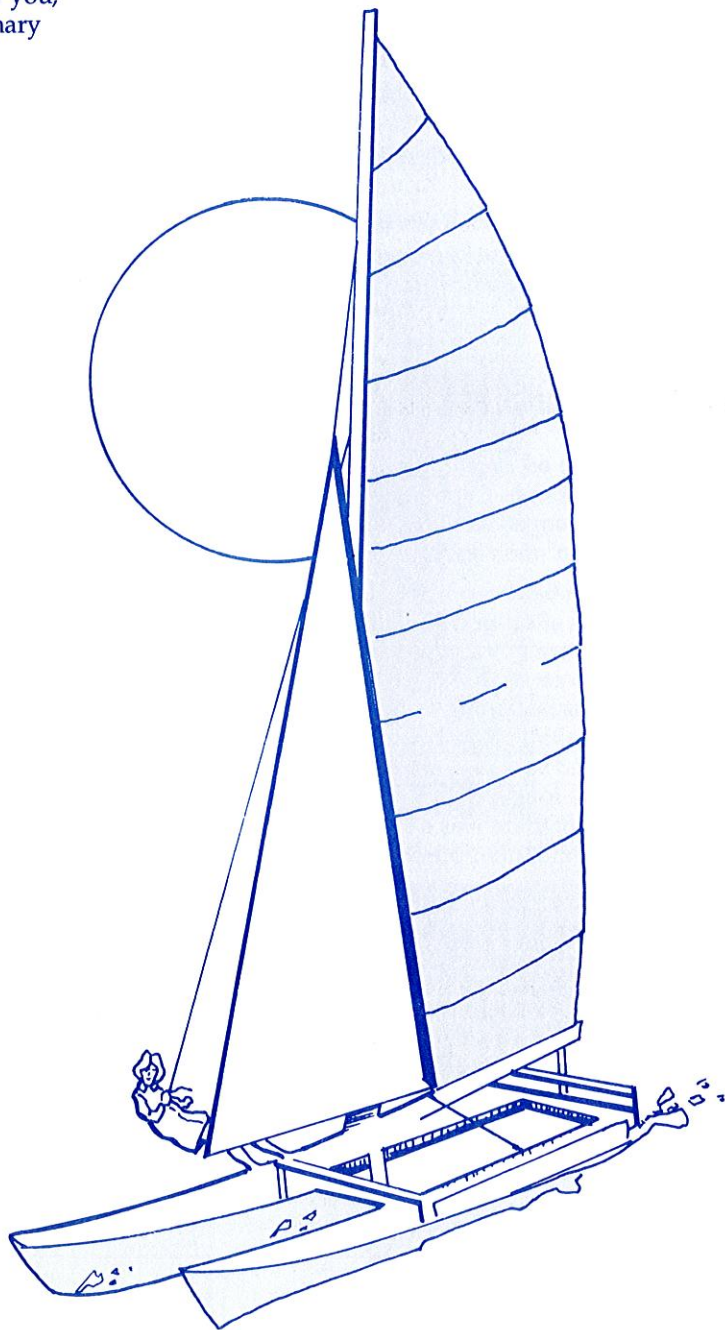
Flotilla Commander Burkely has made public that the Flotilla Public Education Officer Wm. O'Brien and Flotilla Vice-Commander, Gene Burkely, have set up classes in sailing and power boating safety.

Power boating safety classes begin February 9, 1983 at U.S. Army and Navy Reserve Training Center. For information call Gene Burkely at 868-4661 or after 5 P.M. at 864-0349.

Sail boating safety classes start February 15, 1983 at Erie Yacht Club. For information call Betty Waller at 455-4332.

Cost of this course is for your text only. So get out of the house, fight cabin fever, and make Erie a safer place to enjoy boating. Bring the whole family to either listen in or participate. The more members of the family that are safety educated the better. Please support safe boating in Erie and have a great and safe '83' season.

Thank you,  
Rosemary



We should have left the boats in the water! As I write this article, the man on the radio said there are sail boats on the bay! By the time you read this, we will probably be socked in by the snow.

Since we last talked, we've had our Annual Meeting, the Christmas Party and New Years Eve Party. All went well and I would like to welcome Fleet Captain Owens and new Board Members as well as members of the nominating committee to the "'83" boating season. The Club House is getting its annual first of the year shake down and a change that won't be seen by most of us; added insulation in the ceiling areas, to cut down on overhead. I'm sure that everything will be ship shape for us to enjoy in the months to come.

Last but not least, anyone wishing to make a contribution to the Log; events, non-commercial articles and comments, photos, reports, etc., must have them to my box in the E.Y.C. office no later than the 10th day of every other month. Next Log date March 10th, 1983 deadline. May 10th, July 10th, etc. to follow. I welcome back my co-editor, Mr. Art Furhman, who helps me gather the info needed to make your Club Log possible. Please feel free to contact us anytime with comments or suggestions.

Greg Weislogel  
Editor



# Remember When . . .

## From Vol. 4 No. 6, November 1972

### How To Avoid Being Invited Again

For those unwilling guests who really don't want to go cruising, the following list of rules will serve as insurance against future invitations. It isn't necessary to adhere to all of them – three or four should be enough.

1. Don't be on time. If you are asked to be aboard at 0800, 1000 is all right, but 1100 is much better. Any reasons which the skipper might have for inviting anyone at such a ridiculous hour can't really be too important. One sure-fire method to avoid future invitations is to wait until 1400 and then cancel out completely.
2. Bring your dog. Big ones are best, but small ones work too if they are unhousebroken and yap a lot. Be sure to say that you couldn't leave Snookums at home because he "thinks he's people." With any luck at all, he will throw up – or at least christen the new carpet.
3. When your host offers you a drink, ask for a Brandy Alexander or a Ramos Fizz. When you discover that he is fresh out of some of the ingredients, look hurt and ask for an aquavit and apricot juice. This ploy can be carried to great lengths until you grudgingly settle for bourbon and water.
4. After taking a tour of the boat, be sure to mention that you have a friend who has a much larger cruiser (or sailboat) which is equipped with every convenience known to man. See how many you can think of that your host doesn't have.
5. If you are visiting on a power boat, tell your host you prefer sail – "less noise and smell, you know." If you are on a sailboat, be sure to mention that you are basically a power man – more room, more conveniences, and less work.
6. When you are under way and you open a beer and it gets warm, just leave it anywhere and get another one. Whatever you do, don't dump it out and throw the can in the trash. If you leave it out, it will almost always end up on the carpet or the teak deck.
7. Try to avoid wearing rubber-soled shoes. If you are female, wear spike heels. Whenever you sit down, put your leather shoes on the painted bulkhead and grind a little.
8. Drink more booze than anyone else. This makes you jolly and good company. If you drink enough, you may get sick. This is very effective.
9. Throw all of your trash over the side or on the deck . . . never in the trash receptacle. It doesn't make sense to keep garbage aboard when you have a great big body of water to throw it into.
10. Smoke continually and scatter ashes and sparks with gay abandon. Large black cigars in the cabin are a nice touch.
11. If you are on an overnight cruise, sleep late the next morning. This works especially well if you are sleeping on the convertible dinette where everyone has breakfast.

### NEAR TRAGEDY, GUS FLOUNDERS

It is a sad duty to have to report that the sloop *Gus* reached the end of her days on a sand bar off Turkey Point, which lies inside the curve of Long Point. In the last issue of *The Log* we carried an article on the high hopes Capt. Robert Heinrich held for using *Gus* for his honeymoon cruise, but high winds, rough seas and an unsuspected sand bar changed all of that and added a frightful night which will never be forgotten. To quote Bobby Burns, "The best-laid schemes o'mice an' men gang aft a-gley (go often off the right line)."

Capt. Bob and his bride-to-be, Charlotte Day, slipped the moorings of the *Gus* on Saturday before Labor Day, and hoisted sail for Dover to spend the weekend with other E.Y.C. members docked there. It was a perfect afternoon sail with calm seas and just enough wind to provide fair headway. However, off the tip of Long Point they encountered a strong N.E. wind and rising seas. *Gus* was making good progress through fairly high waves when Bob noticed a change in her response to the helm and the "feel" of the ship, so he sent Charlotte below to investigate. Bilges were full of water and the cabin carpet was becoming wet. Later inspection showed that the bilge pump was unable to handle the volume necessary to offset that which *Gus* was taking, so Bob skirted Bluff Bar and laid a course for Port Rowan. The time was approximately 7:00 p.m. By 9:00 it was dark with wind and seas increasingly violent. There was now some eight inches of water over the floorboards and *Gus* was losing headway. Sails were lowered and she ran under power, her diesel engine running perfectly although water was now nearly up to the air intake. Suddenly there was a shuddering jar as *Gus* ran aground on a sand bar off Pottohawk Point. Wind and wave lifted her progressively farther and farther onto the bar, canting her onto her side as she moved.

By now it was completely dark and the cabin was full of water. There was no choice but to sit on deck in the lee of the cabin superstructure, and there was little comfort to be found in the piece of canvas which they wrapped about themselves. There was nothing else to do but wait for daylight. Uncertainty about their location and distance from dry land made the long night more frightful for fear of what the light of morning might show. At last darkness began to fade, and about 7:00 four men arrived in a fishing boat and took them aboard. They were driven immediately to Turkey Point Marina where they were fed and their clothes dried in a clothes drier. About 9:00 they were taken back to *Gus* to retrieve what ever personal possessions could be reached, and then delivered safely to Port Dover and into the company of E.Y.C. friends. The trip back to Erie was made aboard the George Althofs' yacht, the *Four A's*. Charlotte and Bob wish to thank all who so kindly helped them during this unfortunate experience.

Although the disappointment of losing *Gus* – particularly after the tremendous amount of work which Bob had done to remodel and recondition her, and the plans he had made for her use – is enough to shake anyone's timbers. It is necessary to remember that all the elements were present to bring about a real tragedy. We are all glad that it did not, and that Charlotte and Bob are safely back with us for many years to come.

In conclusion, we add a few words concerning the final fate of *Gus*. She was stripped by persons unknown of everything movable or which could be detached. Furnishings hardware, a 90-pound capstan and even the mast are gone. Although Club members have seen her from a distance and even photographed her, we know of no one who has boarded *Gus*, but it can be assumed that stripping has been thoroughly done. Bob has assigned title of the wreck to the Canadian government. And so the story ends.



# "Cookie Monster" Crumbles MORC Fleet

Dick Robertson alias "Cookie Monster" and co-owner Ken Sorenson passed out cookies to fellow MORC (Midget Ocean Racing Club) members at the Annual MORC Awards Banquet held at the Erie Yacht Club.

The "Monster" took 14 First Place finishes in the 27 races they entered and won the "Boat of the Year" trophy. The Rodgers 26 captured major race victories including the Spring and Summer Series, both Lighthouse Races, The Dover Canadian Series, and both the Bay and Lake Timed Starts.

"Cookie Monster" also competed in the Annual Bay Week held in Put-In-Bay, Ohio and won their MORC class and placed 2nd overall in the 200 plus fleet.

"Gargoyle" designed, built and skipped by Bill Lasher finished 2nd overall for the season and frequently was nosed out by "Cookie Monster" by only seconds. Lasher also competed in the Put-In-Bay series and placed 2nd in his division. "Gargoyle" won its MORC division in the Cleveland to Mentor "Falcon Cup".

Eric Ambro placed third overall in Division A and skippered his J-24 "Foxy Lady" to victories in the Dover Traingle and the prestigious "Chet Curriden" Lake Race.

"Dr. Zook", a Kirby 25, owned by Dave Foresman placed 4th overall.

In Division B Jim Childs aboard his 28' Sabre "Slimitar" took first place honors. Starting in the middle of the season, Childs won the Dover Triangle and both Erie to Ashtabula and back races. His victory in the 15 mile Autumn Lake Race assured his division victory.

Bud Miller placed 2nd in Division B in his Rodgers 26. "Loose Goose" won the Spring Series and the Lake and Bay Timed Starts.

"Ondive", a Catalina 27 owned by John Smith won the Summer and Fall Series and placed 3rd in his class.

"Second Wind", Bob Miller's O'Day 27 placed 4th in class and Miller finished the season with a victory in the Frost Bite Series.

Job and main honors went to Al Taylor aboard "Winky". Taylor won 11 out of the 18 races he entered. Dave Walker skippered his Catalina 27 "Glass Slipper" to a second place finish.

Special mention should be made to Seth Marshall owner of a speedy San Juan 24, "Termily". Seth was forced up to Division A after taking 8 early season victories in Division B. Lightning struck "Termily" in August and the Season ended early for Seth.

## 1982 Xmas Party



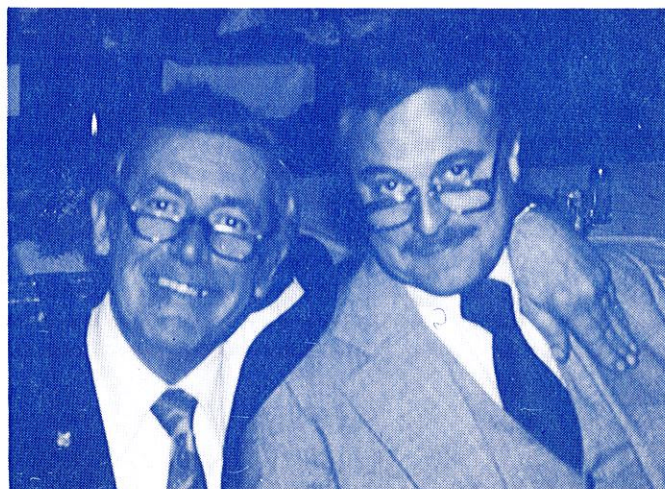
"I lost a lot of weight after my sex change operation."



"Keep your hands where they belong Bud!"



"You think he's so neat, you take him!"



"Who let these two out!"



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



**ERIE YACHT CLUB**  
P.O. Box 648  
Erie, PA 16512

**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
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**Manager**

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

Douglas C. Pomorski	1108 Brewster Street, 16503	456-8169	453-4931
<b>Boat House</b>			454-9303

**Long Range Planning**

Wilbur E. Johnson, Jr.	219 Monaca Drive, 16505	455-8880	454-5844
<b>Coast Guard</b>			836-2097

**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
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