

Commodore's Report

Now begins the wind down of 1983 for the Club. The auditors have started their work. Boats are being pulled and stored for the winter. The party calendar for the rest of the year is being filled. All in all, this has been a good year. Much has been accomplished, but there is still much to do.

The Nominating Committee has submitted the list of names for



Officers and Directors for 1984. These names will be posted and circularized as soon as a few more details are taken care of.

At the Annual Meeting, it is the intention of the Board to reintroduce to the membership a change in the By-Laws. This change relates to the assignment of points for Keg occupancy. The Board unanimously feels the membership has to reconsider their action this year. This rule is unfair and impossible to administer.

To clarify the situation allow me to describe to all members what is going on. Every regular member is given one point per year for every full year of membership (or 1/2 point for a half year). In addition, any Regular member who has a boat that is assigned to a slip or keg is given 2 additional points a year for occupancy. It is by this method of point assignment, together with membership entry date, that a system of seniority is established, allowing the Vice Commodore to assign boats to slips or kegs.

It is not the system or the points that we are having a problem with. It is basically good and fair, except as it relates to the assignment of points for a keg. Here the system breaks down and becomes a nightmare to administer. It is unfair to some members.

Granted a keg is not as desirable place as a slip, but it is a place to keep a boat. Kegs have been placed to allow more members to keep their boats at the Club. The problem is that it now allows some members the opportunity to "leap frog" their way into a slip ahead of more senior members. Let me explain what this has created.

There are 35 kegs. At the beginning of the year, 35 members in line of priority are assigned to these kegs. They are all new members and have earned 2 points as of January 1, 1983.

- A. Lets say members 1 through 20 put their boats on the kegs and use them. On January 1, 1984 they will have earned 3 additional points and now have 5 points. They will continue to maintain their seniority standing.
- B. Lets also say members 21 through 25 elect to not use their kegs, their boat may be too big for the keg, they may have a slip paid for somewhere else, or they just don't want to use a keg. They have refused a keg. They have been honest. On January 1, 1984 they will have earned only 1 point and will then have only 3 points. They do not get the additional 2 points and will lose their seniority position to the next group of members.
- C. Now lets say members 26 through 35 say that they have been using the keg - (we know they don't) or they will use the keg tomorrow. Unless they are caught and proven that they have not used the kegs, on January 1, 1984 they will have 5 points. The same as the first group. They will then be senior to the last group of members described and therefore by lying about their occupancy, will "leap frog" past older members, possibly into a slip.

On January 1, 1984 5 members will lose seniority because they have been honest and 10 members will have retained seniority when they have been dishonest. These shenanigans end up by keeping 10 to 15 kegs a year empty while more junior members cannot keep their boats at the Club.

What is proposed is to eliminate any reference to awarding points to keg occupancy only. Such a change would not be effective until 1984 and would not apply to members this year.

It would in effect accomplish the following:

1. Allow full keg usage each year for members who would use a keg.
2. Keep the present system of seniority intact by preventing "leap frogging".
3. Correct the inability to fairly monitor keg use.
4. Allow no one the awarding of 2 points for slip usage until by seniority he is assigned a slip.

It is my earnest desire that all members support this change when presented at the Annual Meeting.

R.L. Lasher
Commodore

Vice Commodore's Report

The inevitable time of the year is upon us and the boats are coming out of the water.

As a reminder, there are several rules regarding boats in winter storage that must be heeded; No electrical connections when the boat is unattended. A fire in the storage area, from whatever cause, could be disastrous.



Remove mooring lines, shackles and other gear. Dock boxes should be removed as high water could float them away.

Owners will provide sufficient labor for this haulout.

Also, identification, showing owner's name and Club number and name of boat, should be attached to each cradle in a location not covered by the winter covers. This would be helpful in case of any problem that would require the owner's immediate attention.

All masts must be marked with owner's name, Club number, and boat name and hung in the proper areas.

When removing equipment and gear all removable flammable articles should be removed.

If any work is needed on catwalks or slips, advise the Dockmaster so the work can be done during the winter season.

Boats in the dry sail area should be removed when they are no longer being used.

A number of unidentified dinghies and small boats are being held under lock. These vessels will be sold after October 15th if they are not claimed and accrued charges paid.

It is a long time until March, April, May and back to boating. In the meanwhile, the Club will be open with a number of functions scheduled. The place is as enjoyable in the winter time as in summer, except no boats.

Donald Sheeran
Vice Commodore

Rear Commodore's Report

Jane's office is now located in the hallway where the former coat room was located. We are awaiting the arrival of some additional furniture for the two offices.

The old room used for storage of chairs is now the coat room. Both of the above rooms have been given the same ceiling effect as the bar and dining area, also painted.



Last year we requested bids from contractors to either install an insulated roof or repair the old. The bids for the insulated roof

were quite high so we opted to repair the existing roof with the assurance from the roofer that it would be good for quite a few more years. Unfortunately it wasn't. After we had installed the new ceiling tile and insulation it began to leak. We bit the bullet and solicited bids for a new roof. Conversing and consulting with our very cooperative in house architects and engineers, we decided that a ballasted rubber roof was the way to go. To make matters worse, before the new roof was completely sealed, it rained. More tile was damaged but all losses were covered by our roofers insurance. He has been very cooperative in every way to correct any problems.

Since this will be my last report for the Log in this fiscal year, I must say that it was an enjoyable experience and hope things were left a little better for the effort.

Rear Commodore
Bill Behr

Fleet Captain's Report



It's hard to believe another year has gone by. We had a very beautiful summer which brought great boating weather for both sail and power boaters alike. It also allowed us to complete all of the projects, save one, that we hoped to accomplish at EYC. My thanks to the EYC grounds crew for seeing the projects

through, to the Grounds Committee for their endless contributions of ideas, to the Board of Directors for their approval, to the officers for their encouragement, and to you, the members, for your support.

Immediately after my election to Fleet Captain last year, I realized how different things looked to me and felt great trepidation. This soon passed as all of you began to offer your ideas, time, effort and help. It became apparent to me that the talent within this yacht club is awesome and I soon found that 80% of this job is listening and the other 20% implementation.

Please remember one thing before you complain or criticize, and that is how would you handle the situation under the very same constraints as the individual that must make the decision. There are many and most are not easy.

I have enjoyed the Fleet Captaincy immeasurably and thank all of you for your loyal support. Should you see fit to elect me as Rear Commodore, I can promise that my enthusiasm has not wained.

James L. Owen
Fleet Captain





NOMINEES FOR ELECTION



The Nominating Committee consisting of P/C David B. Schuler, John Bierley, Frank Knauer, David Heitzenrater and P/C Roy Martine have completed their deliberations. We present the following nominees for election at the Annual Meeting of the Erie Yacht Club.

COMMODORE:

Donald E. Sheeran

VICE COMMODORE:

William J. Behr

REAR COMMODORE:

James L. Owen

FLEET CAPTAIN: (One to be elected)

Melvin (Roy) Strausbaugh
James P. McBrier

DIRECTOR: (3 year term, two to be elected)

William B. Robertson
Craig R. (Rick) Filip
Robert C. Kubeja
Seth J. Marshall

DIRECTOR: (1 year term to fill vacancy, one to be elected)

J. Glynn Conard
Robert B. Pratt

NOMINATING COMMITTEE: (3 to be elected)

William C. Lasher
Peter A. Traphagen
Gilbert Loesel
P/C Richard E. Waller

Respectfully submitted,
P/C David B. Schuler



ATTENTION SAILORS



There is a problem with improperly stored masts in the basement. If your mast is stored you must check your mast. If there is a orange tag attached you must see the manager.

Any mast not taken care of will be moved by management to correct the problem.





ALL LADIES !!!

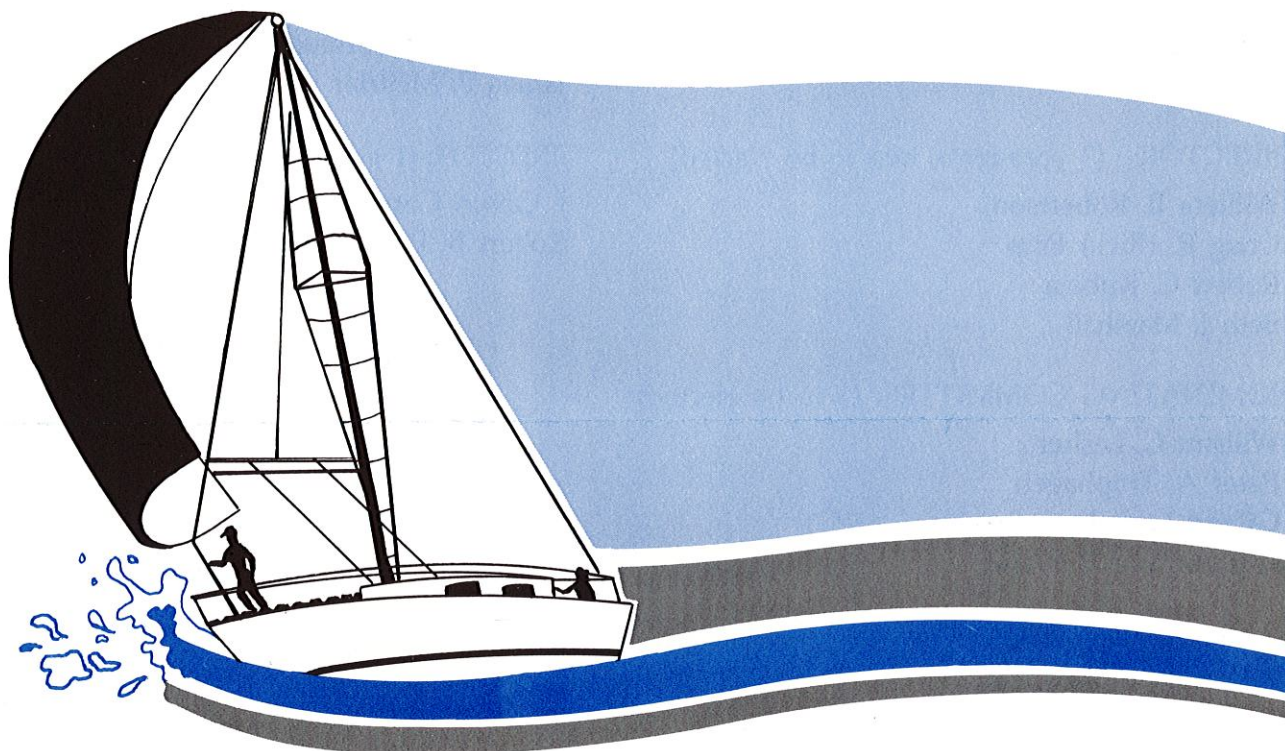


Duplicate Bridge at EYC (Boardroom) every Tuesday. Half hour lesson at 9:30 by Gert Mason. Playing starts at 10:00. Break for lunch (order from the menu). We finish at approximately 2:30 - 3:00 P.M.

All Yacht Club ladies are welcome (we really wouldn't object to men !). Yacht club members may bring a guest as often as they choose.

The group was organized by Jackie Welsh 12 years ago with the intention of offering Yacht Club ladies an opportunity to play duplicate bridge in a friendly atmosphere without pressure.

Come join us. For further information call – Carol Eichenberger, 838-1133 or Eleanor Conard – 838-7859.



As another boating season comes rapidly to a close, we are looking to another annual meeting just around the corner. This will be the last full edition of the EYC Log for 1983. We have in the past run "Special Editions" for the purposes of candidates for Fleet Captain, Board of Directors and Nominating Committee to run a photo and note about themselves for the membership. Naturally, we want to get this out as soon as possible so there will be plenty of time for review before the Annual Meeting. Anyone wishing to do so, please get their info into my box at the club office A.S.A.P. We will determine whether or not to run a special after we measure the response. I would like to thank you all for your support over the 1983 season. Please continue sending information to the Log box for any following issues of The Log. Any other party announcements or notes will be accepted for the special edition of the Log.

My special thanks to Mr. Art Furhman for all of his help and support.

Greg Weislogel
Editor

ERIE YACHT CLUB AUXILIARY

It doesn't seem possible that my year as Commodore's Wife is coming to an end – yet here it is, the final "Countdown". It's been a great year, made so by the support of so many members with their willingness to work in any capacity.

By the time the Log comes out, the October luncheon with William Garvey as our speaker, will be a thing of the past. It's still not too late to plan on attending our November luncheon, however, so make your reservations now with either Marilyn Amthor (866-2392) or Ellie Matts (833-5809). It will be on Wednesday, November 2, 1983. Cocktails 11:30 a.m., Luncheon 12:30 p.m. Because the program will be of interest to so many of our husbands, I am extending an invitation to them to join us for the slide presentation which will be at 1:30 p.m. Nick Scott, an outstanding photographer, will show slides of a Greek Island Cruise and some

underwater slides that I know everyone will enjoy.

At this time I would like to acknowledge my callers, who have done such an outstanding job of contacting the Auxiliary members for the luncheons. They are Mildred Ambro, Jean Ginader, Mary Kennedy, Betty Koedel, Joan Virgilio, Barbara Lockwood, Sue Corson, Helen Fuhrman and Marge Neuss. Thank you one and all! If you would like to be placed on the calling list to be contacted for the meetings, call either Marilyn Amthor or Ellie Matts.

There is an old saying "Red Sky at Night" Sailors Delight – and I can see nothing but a Red Sky for Ginny Sheeran who will be taking the helm in late November, and I know will do a super job.

Sincerely,
Dee Lasher

DOVER WEEKEND REGATTA

Port Dover sailors joined EYC's MORC fleet for the annual Dover Weekend Regatta on July 30 and 31. The 38 boat fleet raced in a variety of weather conditions. Light air dominated the first race of this main and jib event while rain and gusty winds prevailed in race two. The top award for the regatta went to Erie Ambro's *Foxy Lady* (J-24), which finished first both overall and in Class B. *Dr. Zook* (Kirby 25), skippered by Dave Forsman, placed second overall and in Class B. The third place overall winner was Bill Baker's *Tacky* (J-24), which also took third place honors in Class B.

In Class A, Rich Loesel sailed *Airborne* (C&C 33) to a first place victory. Second and third place honors went to Canadian boats. Finishing second was Foster Hutton's *Barbarian* (Kirby 30), followed by *Seattle Slew* (San Juan 30), skippered by James Spencer.

In other MORC racing events, the Erie-Dunkirk series was won by Jim Child, who sailed *Scimitar* (Sabre 28) to a first place victory both overall and in Class B. Ron Hamilton's *New Tricks* (Mega 30) captured first in Class A and second overall. Dave Forsman's *Dr. Zook* finished second in Class A, followed by John Dauber in *Signature* (Beneteau 28). In Class B, Bob Miller sailed *Second Wind* (O'Day 27) to a second place finish. Third place went to Gerry Deimel's *Blue J* (J-24).

In the Night Lighthouse Race, Ron Hamilton turned in another winning performance, sailing *New Tricks* to a first place finish overall and in Class A. Second place in Class A went to Eric Ambro, sailing *Foxy Lady*, with Dave Heitzenrater's *Blackwatch* (J24) finishing third. John Dauber's *Signature* was the first place victor on Class B, followed by Jim Child's *Scimitar*. third place went to Bob Miller on *Second Wind*. In Class D, Bill Baker skippered *Tacky* to a first place victory. Pete Benekos, sailing *Sweet Greek* (Islander 28), placed second, with Howard Miskel skippering *White Lightning* (Islander 30) to a third place finish.

Station 31 boats have also been turning in winning performances in independent racing events. Eric Ambro sailed *Foxy Lady* to several victories. In the Falcon Cup race from Rocky River to Mentor, Ohio, Ambro finished first overall in the 38 boat MORC division and first in the J-24 class. Ambro also won Erie's Governor's Cup race.

Two other Station boats were also trophy winners in the Falcon Cup race. Dave Heitzenrater sailed *Blackwatch* to a third in the J-24 class and fifth overall in the MORC division. Bill Lasher skippered *Gargoyle* (Lasher 22) to a first place finish in Class B and seventh overall in the MORC division.

Station boats dominated the Erie-Fest races. In addition to *Foxy Lady's* winning performance, Nelson White sailed *Blue Bell III* (J-24) to a second place finish in Class B and third overall in the Governor's Cup race. Ron Hamilton, skippering *New Tricks*, won the Mayor's Cup race. Dick Robertson Jr. sailed *Cookie Monster* (Rogers 26) to a first place finish in Class B and a second overall in the Mayor's Cup race.

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	838-7618

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	866-3140	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	898-4000

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 454-9303
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Boat House

Long Range Planning

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

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