

Commodore's Report

I am sure we all appreciate the beauties of winter and it would be wonderful if that would be the whole story. All of us had a feeling of other than appreciation when we saw the effects of the Christmas storm on our marine facilities. The Vice Commodore will report in detail on the damage and the repair schedule.



The Club House has been cleaned, repairs made to equipment and some renovations have been made. By the time the Log is issued the dining room and bar will be back in operation on the normal winter schedule.

The Director of Publications, Art Fuhrman, and Log Editor, Greg Weislogel, advise the publication dates for the Log are January 15, March 15, May 15, July 15 and November 15. Material, articles, information on activities, items of interest, etc., will be accepted until the 15th and the Log will then be edited and printed as quickly as possible. Any material submitted after the close out date will be carried over to the next issue. It is necessary to close out and publish on schedule as much of the material involves a time element.

The negotiations for the purchase of the property are continuing. At this writing, we have made our proposal. The City Council has voted unanimously to sell the property and the Port Authority has scheduled action at their next meeting on January 20th.

Donald Sheeran
Commodore

but mostly on the west side, as these docks are lower. The ends had been raised but the ice formed when the water was extremely high and when the water subsided it pulled the catwalks down with it. To add insult to injury, before the dock crew could attempt to work on them, two additional layers of ice had formed.

We hired a "cherry picker" as soon as possible, and with the hard work of our men, chain saws, picks and shovels, most have been cut out and laid on shore. On Saturday, January, the committee I had asked to work on the project of putting Humpty Dumpty together again, (Bill Ambro, Dick Amthor, Walt Bertaux and Dave Preston) met and decided on the best approach.

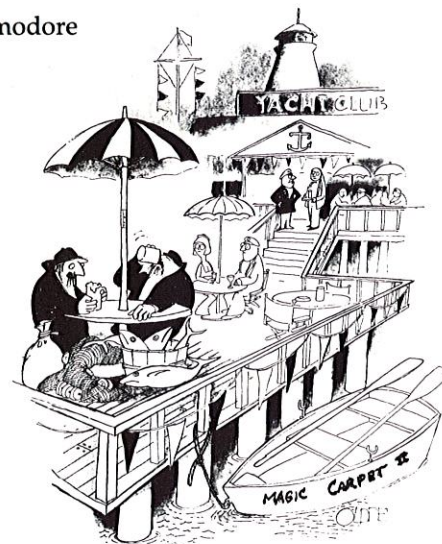
We are aiming, at this writing, to initially repair and replace every other dock, in some places, to expedite matters. Many docks are so badly beyond repair that they will be cannibalized for material to make ready the other docks by spring launching. In other words, our work is cut out for us in what will be a very major project. Our aim is to not only do this with a minimal cost to the Club, but to be able to use all of the dock spaces by launch time. Approximately one third of our docks have been badly damaged.

Please Note: On your dock application for this year we have inserted one new question. You are to give us your liability insurance carrier and policy number. This is not only for Club information but also for members protection. Thank you for your cooperation.

Bill Behr
Vice Commodore

Vice Commodore's Report

As the saying goes, "Why Me God, Why Me?" If you have not been down to the Club since Christmas you owe it to yourself to pay a visit. The dock damage we have incurred thus far this season is the worst that anyone can remember. A, B & C docks were hit the hardest. Other damage was sustained on the other docks



"Get me the chairman of the membership committee . . ."

Rear Commodore's Report



The EYC New Year's party was a large success. It was unfortunate that all who wished could not attend because of the early sell out.

My thanks to the House Committee for their endless time, efforts, and ideas. By the time you read this article, most of the changes in the house procedures and personnel will

have been made. We have refurbished all of the furniture including chairs and tables. The kitchen has been cleaned and reorganized to effect a more efficient work flow which includes everything from order queing to resupply of washed dishes.

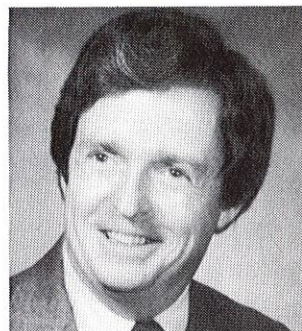
We have the best talent for a restaurant-type organization on this year's House Committee that we could have. They are Mark DeDionisio, Pat Geary, Esther Fromknecht, and Bob Nichols. Also on the committee are Jim Piersol and Steve Bartosik who will serve in other various capacities.

With the changes and improvements the committee has recommended, along with the cooperation and input of the Club employees, we feel we can improve and enhance the quality and service of the entire house operation. This is the most important goal we hope to attain this year - "quality and service". I am asking all of you, and I mean this sincerely, if you have a problem please let me know. I'll do anything within reason to improve the service and quality, but I can only do so if you let me know. If you've had problems in the past, please don't judge us on these. Come down and use the facilities and then give us your comments.

The committee intends to continue to make improvements in the house operation throughout the year, but the most obvious has been done now.

James L. Owen
Rear Commodore

Fleet Captain's Report



After two months in office, your Fleet Captain is gratified by the level of support he has received from his fellow Flag Officers, Board Members, the employees of the Club, and the membership in general. So many people do so much for this Club in a quiet and confident manner.

Both safety and security have been concerns during the past two months. Immediately prior to the change in officers, several boats were broken into and vandalized. Your Fleet Captain is continuing with the plans laid down by your Commodore, and Jim Owen, when he was Fleet Captain. Several changes are being made in the security system - including increased planned patrolling of stored boat areas. Use of electronic surveillance, lighting, physical barriers, and human resources are planned. You will notice that the gate at the Club is closed as much as possible except during high use times.

Insofar as safety is concerned, boat owners who have stored their boats at the Club must not use electricity on their boats in the winter. Common sense and the rules of this Club (Haul Out Rule #16) dictate that this must be enforced. Therefore, the staff has been instructed to disconnect electricity to boats stored for the winter.

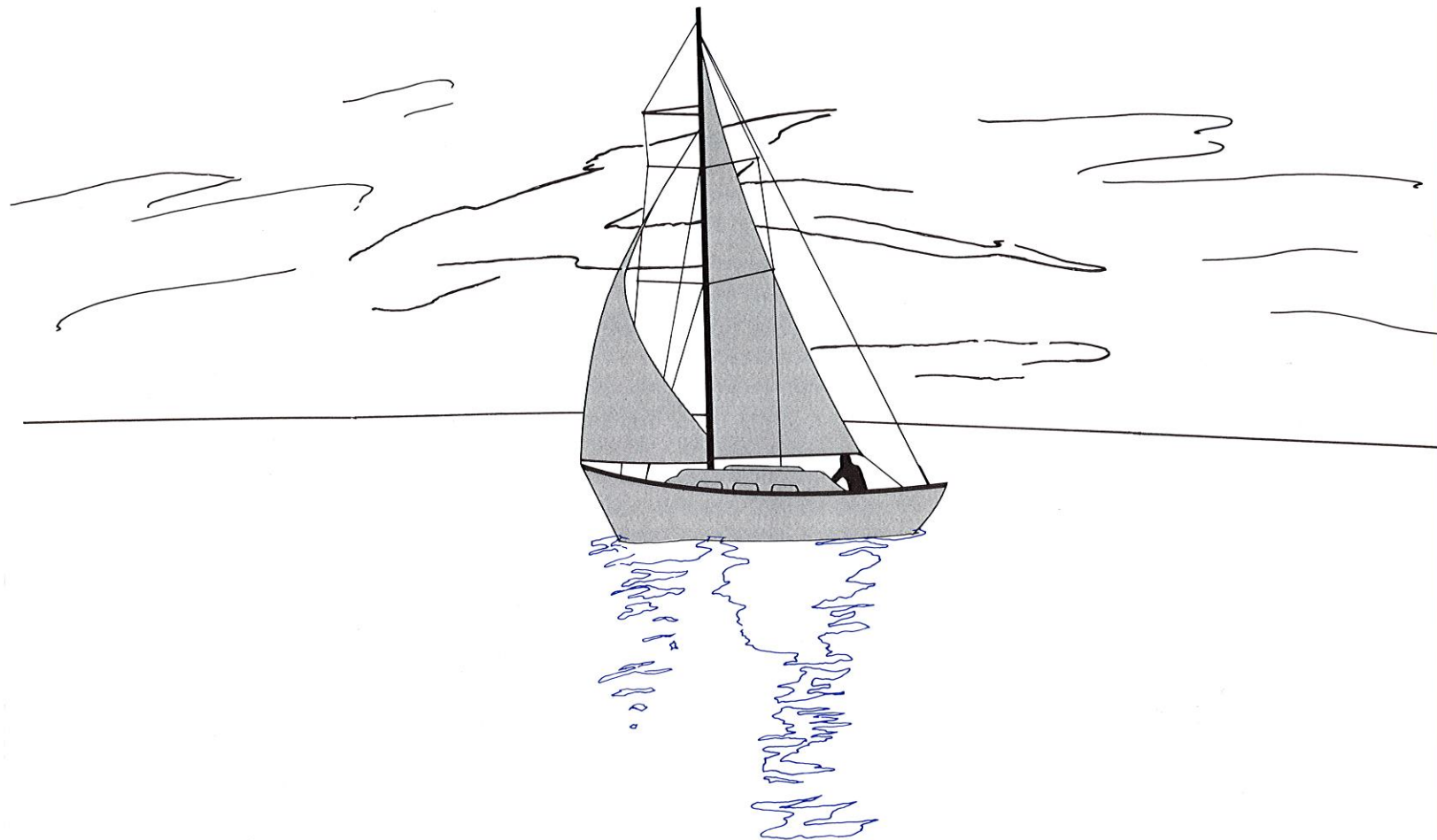
Also, members with boats are reminded of their responsibility to make sure that cradles and shorings for their stored boats be sufficient to the task. The Dock Master and his staff regularly check this and you will be contacted if there are problems.

In anticipation of spring, your Fleet Captain will be planning for improvements in security and safety, basic maintenance, and parking problems as well as the attractiveness of the grounds. Your concerns, ideas, and support are solicited.

If there are concerns membership has concerning my areas of responsibility, please contact me.

Roy Strausbaugh
Fleet Captain





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GUEST REGISTRATION

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The Pennsylvania Liquor Control Board, requires that we maintain non-member guest register volumes at the Erie Yacht Club. There has been one volume near the front door and one volume in the bar area next to the bulletin board. Members are requested to register their non-member guests as is required by the P.L.C.B.

During the last year the Club has installed telephones for members local phone calls. One phone is located in the hallway leading to the bar area. This phone is located on the wall opposite the stand that holds our guest register. We have found that people have been writing phone numbers at random in our guest register. Some others have been tearing out pages and partial pages from our guest register. We presume this was for the purpose of recording phone numbers. We have also noted that the wall adjacent to the phone has been used to write phone numbers. This has occurred as recently as two days after the area had been newly painted, the first week in January 1984.

While there is little that can be done if people insist on writing on the wall, we can move the guest book.

Therefore, starting January 17, 1984 when the Club reopens, one guest register volume will be kept behind the bar. Members are requested to ask the bartender to give them the guest register so they may register their non-member guests. One guest register volume will remain near the front door as it has in the past for the convenience of all. It is necessary to register one's guests in only one guest register to remain within the law. Either volume can be used.

We regret that this action has to be taken. However, we must maintain proper guest registration in order to comply with the law. The P.L.C.B. Inspectors do visit us from time to time. We do not wish to be cited and have our license suspended for failure to comply with the rules.

David S. Preston
Sec. / Treas.

SICK CALL:

Robert Chambers Sr. is at the Doctor's Osteopathic Hospital, Intensive Care Unit.

Party Log

The annual Members Christmas party, was for all practical purposes, a sell out. Chairmen for the event were Art and Helen Fuhrman. They kept it all in the family by having Garrett and Peggy Fuhrman, and Bill and Sandra Belos as aides.

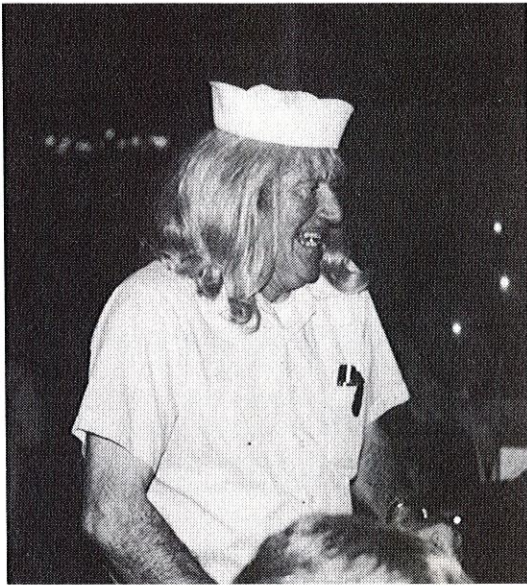
Whity Wolfe provided the dance music. The guests were served a Prime Rib dinner at the start of the affair.

The New Year's Eve Party was a sellout. All tickets went on sale the morning of December 12, and they were sold out three hours and ten minutes later. Chairmen for this event were Glynn and Rusty Conard. They were ably assisted by Bob and Claire Nichols, John Kathman, and Joan Sipes.

The Cocktail Hour was followed by a Beef Tenderloin dinner. Music for dancing was provided by Jimmy Issue. Champagne was also provided for the guests. At Midnight, the dance floor was filled with balloons; some which had prize chits in them.

Coffee and donuts or Danish was served "for the road".

Agnes and Bill Robertson



Hi Sailor!



We're not leaving until we get fed.



I told you drinking wasn't any fun!

1984 Goodies

Since the Christmas season begins before Thanksgiving arrives, we would like to present a few of our 1984 goodies in 1983. This should be a good way to fill in some of the holes on your calendar.

December 10, 1983	CHRISTMAS PARTY – Arthur and Helen Fuhrman
December 31, 1983	NEW YEAR'S EVE PARTY – Glynn and Rusty Conard
January 1, 1984	TOM & JERRY PARTY – For members only
January 22, 1984	SUPER BOWL PARTY – Bud and Tricia Johnson
January 28, 1984	BOAT SHOW TRIP – Pat and Sue Geary
February 18, 1984	CHAMPAGNE BIG BAND DINNER DANCE – Dr. John and Melinda Tucker
March 10, 1984	ST. PATRICK'S PARTY – Bernie Levick and Pat Riley
April 14, 1984	ROARING 20'S DANCE – Bob and Guthrie Pratt
May 12, 1984	AUCTION – Roy and Rosemary Martine and Bill and Agnes Robertson
June 9, 1984	THEME TO BE ANNOUNCED, EVENING – Dick and Jean Weinheimer

There is still lots more to come, and we do welcome any suggestions.

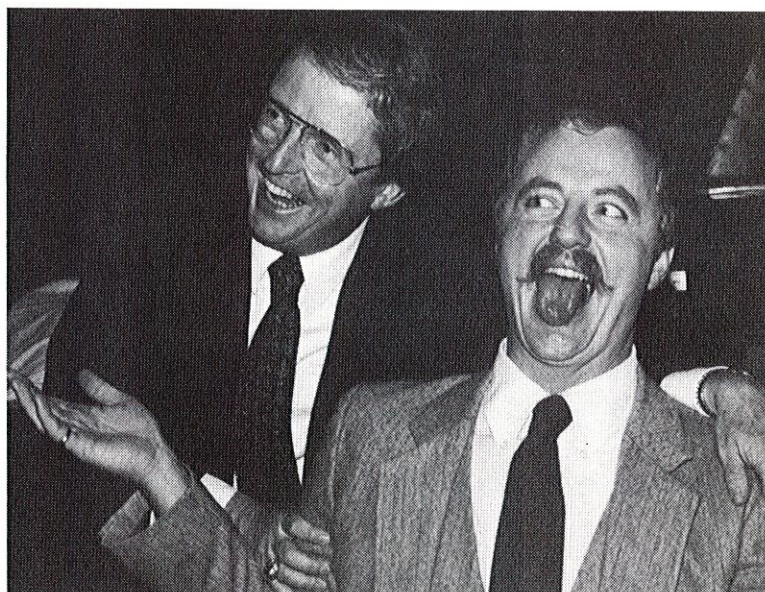
Bill and Agnes Robertson



Greeting visiting dignitaries.



Commodore's Ball. The Commodore and Mrs. Dee Lasher



On a more serious note !!! Our new Fleet Captain Roy Strausbaugh.

HARBOR CHARTS

While cleaning out the attic, I found some old Erie Harbor charts for the year 1934, 1946 and 1949. I've traced the contour of Gull Point, at the eastern end of Presque Isle, for each of these years so you may see how dramatic have been the changes in fifty years.

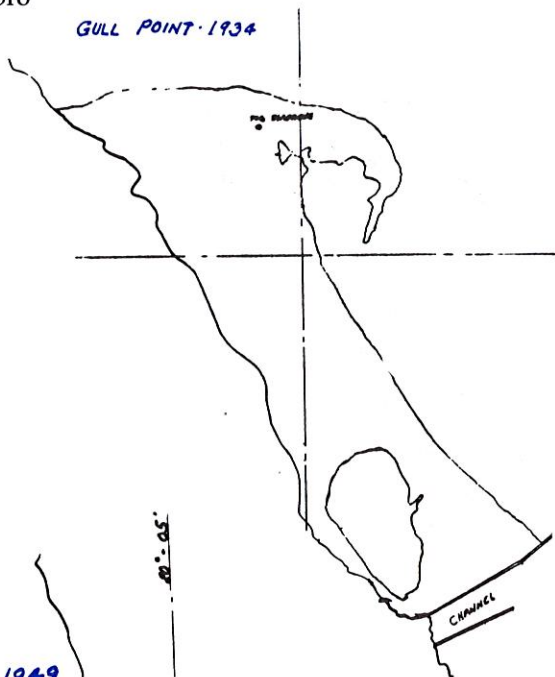
First, the 1934 chart, at which time the inlet to Horseshoe pond had not been cut through from Misery Bay. The opening to Thompson's Bay was reasonably wide (I remember the Enigma and other boats would anchor there overnight in amply deep water and one could dive from the land into 10 feet of water.

Twelve years later the hook forming Thompson's Bay had moved south of the $42^{\circ} - 10'$ parallel. Only three years later the shallows on the inside of the hook had filled in and the entrance to that bay had narrowed considerably. My recollection is that during the fall low water period one was tempted to try to jump across the 12 to 15 foot span at the reek.

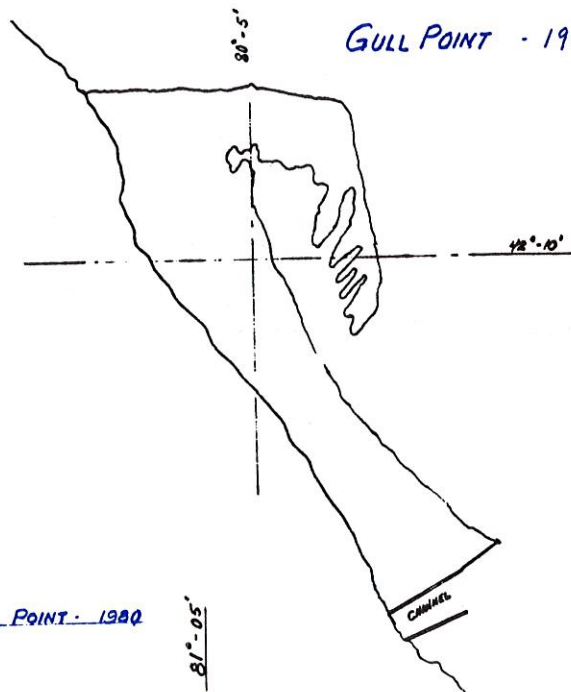
By 1980, my latest chart, the movement south had not progressed much further but the sand build-up eastward was most extensive and the cross hatched areas denoting shoals, continued to restrict access into Thompson's. Even the 1980 chart does not reflect the land contour as it truly was in 1983. Just a cursory examination from the beach or from your boat would confirm that the 1980 chart was already obsolete as a new hook had formed which looked like the start of a new Thompson's Bay with the old bay likely to become Thompson's Pond.

G. Wm. Ambro

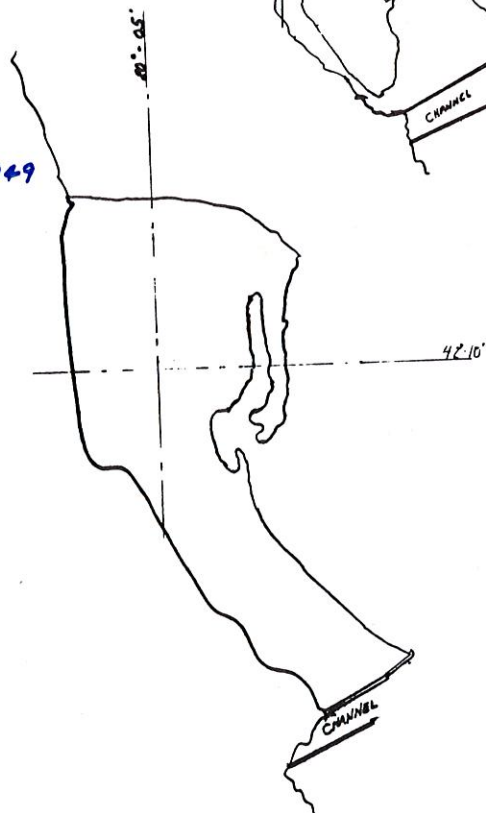
GULL POINT - 1934



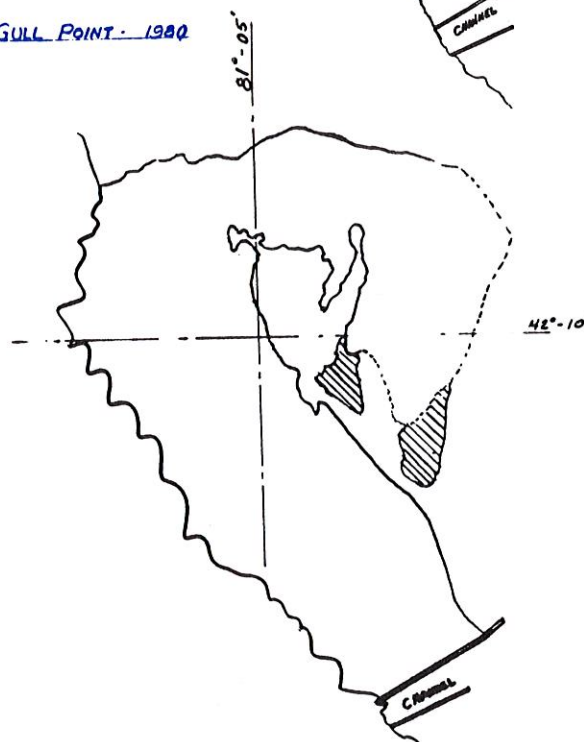
GULL POINT - 1946



GULL POINT 1949



GULL POINT - 1980





Happy New Year ! And welcome to the 1984 boating season. I'm not going to bore you about the weather and how great 1983 was. We all know that. The 1984 version of our "EYC Log" will go to press on the 15th of every other month starting with January 15th, March 15th, May 15th etc. The 15th of these months will be the cut off date and I do mean cut off date. Any material received after the 15th will be held until the next edition. No exceptions will be made. So please consider this when submitting any date material. Look ahead if and when possible. Below is the kind of extra articles we're looking for to publish in the Log. Thanks to Joe Coogle from Pittsburgh for this article.

Greg Weislogel
Editor



Racing on the Solent



So there I was, in London on business with a free weekend, and with a promise to Erie Yacht Club to try to collect some foreign club burgees on my travels, for display in the EYC bar. I targeted the Royal Southern Yacht Club, on the river Hamble, near Southampton, since it has a strong racing heritage (it has sponsored America's Cup challengers; Prince Philip is a royal member, etc.), and the famous yachting port of Cowes is just across the Solent on the Isle of Wight.

My plan was to try to talk my way into the RSYC, convince them to part with a burgee to a non-member, and then catch a hydrofoil to Cowes to dockwalk and sightsee there.

Southampton is on the southern coast of England, and is an active commercial port, in a good sized estuary. Offshore a few miles lies the Isle of Wight, in the English Channel. Between them is the Solent, site of the Admiral's Cup races, starting point for the Fastnet Race, and many other events.

I arrived at the RSYC in the late morning, in a typical English overcast in a "building drizzle". There were only two members at the Club when I arrived, and the manager explained that the secretary didn't work on weekends and that she had the only key to the burgees. (It was mailed to me later.) However, they offered me reciprocal privileges at the Club, and one of the members offered me "a pint" while we spoke of sailing. They all know the J-24, which I sail at EYC, as a fleet of J's sails nearby. Since the America's Cup series had just been completed, you can guess the main subject of conversation ! Soon other members began drifting in, and the first one I had met began introducing me as "Joe McCullough, the chap from the New York Yacht Club." I responded with comments about having to leave the States to get away from the Aussies, and took a lot of ribbing about the Cup.

By this time there were maybe 30-40 people there, preparing to race, and someone said, "Come on and race with us !". I declined, mentioning my blazer and tie as hardly being appropriate gear, and pointing out that I planned to visit Cowes later. They pointed out that it was raining and I wouldn't see much of Cowes, and said "Have another pint."

In a few minutes someone asked again, saying "We can probably outfit you.". An extra set of foul weather gear appeared - very useful, even if it did have a rip in the seat - along with a warm jacket and even a pair of deck shoes that were only one size too big.

How can one say "no" to a chance to sail in the Solent for the first time? One reason for its reputation is its strong and confusing currents. The tide range is 10 to 13 feet, depending on the season, and the current really runs ! The Solent has a double high tide, with water entering from one side of the Isle of Wight, reaching slack, then more coming in around the other end for another high - the real high tide - an hour or so later. So there was a lot of talk about current conditions before we left the Clubhouse.

This was a one-design race in "X" boats. This is a 20' daysailing keelboat with a wooden hull and a deep cockpit. It was first built in 1906 or thereabouts, though the rig was modernized to a marconi sloop rig after World War II, with a small jib and now a small triradial spinnaker.

A total of 180-odd have ever been built, right there on the Isle of Wight, of which 140-odd are still sailing, and more than 70 turned out to race at this year's Cowes Week series. Cowes Week is the event after which our Block Island Race Week was patterned.

About 10 boats turned out; we sailed with a crew of three in about 15 knots of wind, and from time to time could see Cowes through the mist. While we didn't win, we did beat some boats. Just like here, our finish was attributed to a "very dirty bottom" ! The rig is highly adjustable, so I pulled what I was told and especially enjoyed a close finish, reaching under spinnaker, when we beat another boat by about half a boat length.

The next time you're in the EYC bar, look for a royal blue burgee with a red St. George's cross on it, with a gold crown in the center. And if you ever get the chance, see the Solent for yourself; it's what sailboat racing is all about.

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



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