



August/September 1993

Volume III, Issue IV

COMMODORE'S REPORT

Knock on wood, the weather has been great this year for boating. If you haven't been swimming, fishing, sailing or cruising – hurry up – this will not last forever. Speaking of ending, we dedicated the completion of the Clubhouse renovation on July 2. We solicit your input for further improvements and beg your patience as we establish our new routines. Your support is reflected in the fact that our operating budget is basically right on

track. As fall approaches, remember that you can still socialize among your friends with the Bowling League, Pinochle Club, etc. And lastly a reminder, please abide by our rules (15-mph speed limit, low wake, etc.) which make the Club enjoyable and safe for all of us.

Respectfully submitted,
Ronald Busse,
Commodore



COMMODORE
RONALD E. BUSSE

CANDIDATES FOR EYC OFFICE

Article X of our Constitution and Bylaws describes the makeup and duties of your Nominating Committee.

Paragraph Three of this article states that: "It shall be the duty of the Nominating Committee to nominate an eligible Member for each elective position except for the positions of Fleet Captain and Director. Two candidates shall be nominated for each of these positions."

The Nominating Committee will be meeting during the summer to provide the membership with an appropriate slate from which to choose. If you or someone you know has expressed a desire to serve our Club as an Officer or Director, please share your thoughts and ideas with a member of the Nominating Committee.

VICE COMMODORE'S REPORT

There appears to be a trend of increasingly larger boats being purchased by members, and this has raised some questions regarding how large a boat we can realistically fit into the basin. While we do not want to unnecessarily constrain ourselves by specifying a size limit, please be aware that we do not have an abundance of very large slips, and we do not feel it would be prudent to rebuild the basin to accommodate what may be a temporary situation. If you are considering buying a boat larger than would fit in your current slip, please contact either Mike or me to see if there would be any problems.

It has come to our attention that we should not be using the basement of the Clubhouse for storage, as this area was designated a crawl space when the building was originally built. We are attempting to resolve this problem, but it will probably not be resolved until late fall. If you are planning on using this space for winter storage (masts, boats, etc.) you may wish to plan on an alternative. We will let you know as soon as we have a final solution.



VICE COMMODORE
BILL LASHER



Reverend Downey blesses the new Clubhouse.
Bridge officers in review.

Commodore Busse cuts the ribbon at the official ribbon-cutting and dedication. Vice Commodore Lasher, Rear Commodore Ashby and Fleet Captain Bierley in attendance with Reverend Downey.



REAR COMMODORE'S REPORT



REAR COMMODORE
JOHN G. ASHBY

The Clubhouse dedication went very well . . . it started . . . it was brief . . . and it was over. Special thanks to everyone who was in attendance.

The same evening as the Clubhouse dedication was the Club's Beach Party which was attended by over 230 people who dined on the front lawn. This event was such a success that we are planning our second Beach Party for August 27th. Seating will be limited, so make your reservations early. The total number of people the Club served that evening was close to 600.

I realize that as your Rear Commodore my area of responsibility is Clubhouse operations, but can we talk about the "doggie walk"? If members do not use the "doggie walk" areas and they let their dogs leave their "calling cards" on our beautiful lawns surrounding the Club then some unsuspecting member may accidentally re-deposit that odoriferous mess upon our beautiful new

Clubhouse carpeting . . . and they did . . . and they did. So PLEASE help keep our Clubhouse beautiful . . . use the "doggie walks".

The Ninth Annual Sailing Regatta for M.S. is coming soon. The date is Sunday, August 29th so get your boats sponsored and join in the fun that raised over \$27,000 last year for local M.S. clients. Remember to purchase one of our "Rubber Duckies" - they're only "10 bucks a quack". Out of the 300 Rubber Duckies sold last year we had over 60 prizes donated. Not bad odds, AYE?!

Finally, congratulations to Susan and John Dunn's daughter Laura whose sailing expertise was lauded in a recent issue of *American Sailor Magazine*. Keep it up, Laura.

Respectfully submitted,

John G. Ashby

Rear Commodore

CALENDAR OF EVENTS

AUGUST

AUGUST 1	DOVER WEEKEND & CHAMPAGNE BRUNCH
AUGUST 4	MID-WEEK BUFFET
AUGUST 5	EXPRESS DELI BUFFET (LUNCH)
AUGUST 6	DOCK PARTY — D-E-F DOCKS — 7:30 PM
AUGUST 8	JAZZ BRUNCH WITH PETE PEPKE
AUGUST 11	MID-WEEK BUFFET
AUGUST 12	EXPRESS DELI BUFFET (LUNCH)
AUGUST 15	CHAMPAGNE BREAKFAST BUFFET
AUGUST 16	EYC BOARD MEETING
AUGUST 18	MID-WEEK BUFFET
AUGUST 19	EXPRESS DELI BUFFET (LUNCH)
AUGUST 20	DOCK PARTY — A-B-C — 7:30 PM
AUGUST 22	CHAMPAGNE BREAKFAST BUFFET
AUGUST 25	MID-WEEK BUFFET
AUGUST 27	BEACH PARTY II — 7:00 PM
AUGUST 29	M.S. REGATTA

SEPTEMBER

SEPTEMBER 1	MID-WEEK BUFFET
SEPTEMBER 6	CLUB IS OPEN FROM 11:30 AM TO 10:00 PM
SEPTEMBER 20	EYC BOARD MEETING

EVERY WEDNESDAY WE WILL SERVE THE MID-WEEK BUFFET.

SUNDAYS IS THE CHAMPAGNE BREAKFAST BUFFET.

NONE CAN COMPARE

On Tuesday, June 8, we headed our 35-foot sloop *Saturday Morning*, to Maitland, Ontario, on our way to the Welland Canal. We motored up the Grand River to Dunnville and spent the night at the Dunnville Boat Club. We had intended to stop at a new marina which is being built on the east side of the river, but there didn't seem to be any activity or significant dockage as we went past.

The next day was a wild one with the winds gusting 40 knots and eight-foot waves. With no main and only about half of the Genoa unfurled, we flew to Port Colborne and tied up at the Marlon Marina. There is a large new municipal facility, the Sugarloaf Harbour Marina, which has transient slips, but they were still working on the heads and showers and they have no fuel dock. Marlon Marina charges \$.80 Canadian per foot and has a nice boating equipment store plus a fuel dock.

The next day was an easy ride down the Welland Canal. Bill Underhill joined us for the trip which we made in about nine hours. We were the only boat in the lock for the first five locks and were then joined by a tug boat for the next three locks. We stopped overnight at a new marina just outside the channel entrance at Dalhousie. They do not have a fuel dock but are otherwise well-equipped.

The next stop was Oakville, Ontario. We stayed at the Oakville Club and got the night's slip at no cost as a reciprocal club. Both this club and the Oakville Yacht Squadron are crowded and transient dockage is at a minimum. I don't think I have ever seen so many yachts "shoe-horned" into a tight space as they have at Oakville.

By contrast, the Royal Canadian Yacht Club in Toronto seemed spacious although like all Lake Ontario clubs they have a serious problem with high water. Again, we were given free dockage for the night because of the Erie Yacht Club affiliation. Be sure to have your membership card with you when you cruise. Also, be sure to watch where you step because most of the clubs on the lake have been taken over by the Canada geese. And remember to bring a jacket and tie if you want to eat in the Club dining room.

Our next night was spent at the Oshawa Yacht Club where, for some reason, we did not get a reciprocal free night. The club is modest with unpaved roads leading to the slips and their heads and showers were temporarily out of commission because of the high water.

At Cobourg Harbour, we found a beautiful municipal marina which is used by the Cobourg Yacht Club. It is just three blocks from the main street of town where food, beer and liquor can be purchased. Canadian taxes on the last two items are very high, so avoid hav-

(Continued on page 3)

Dear Members:

Over these last few months, a good number of you have expressed your support and pleasure with the outcome of the Renovation. You have expressed this through verbal comment, written on comment cards, and by your presence on a regular basis. We welcome these comments (both pro and con).

We have seen a dramatic increase in member usage, which has almost doubled, as many of you can attest. Although the seating capacity has increased, some members are still having to wait for tables on weekends. This is what everyone involved with the Renovation had hoped would happen, and in fact it has happened. With the changes that have taken place, a few problems have come up. The most serious being slow service on weekends. What I mean by "slow service" is, not being waited on properly, or food taking too long coming out of the kitchen. I would like to discuss both of these situations and ask for your patience when, and if, they arise in the future.

First, slow service by your server comes from two areas: 1) the server is new and is not totally familiar or comfortable with the new surroundings; 2) everyone comes in at once. Due to the addition of new servers this year, we are expecting problem number one quite a bit. What happens the most, and usually every Saturday and Sunday, is when everyone arrives at the same time. This usually happens between 7:00 and 8:00 p.m. Many times you can walk through the Grill Room and not see a soul and in 15 minutes every table will be full. This starts a domino effect that starts at the table and goes to the bar and back to the kitchen. All the food orders reach the kitchen at the same time. Although we have a very knowledgeable and experienced kitchen staff, the cooking area allows for three people, and three people can only cook just so much at one time. What ends up happening is slow service. I have shared this with you to help you to understand what goes on behind the scenes at the Club.

You have showed us, through your continued support, that you enjoy the Club and what it has to offer. It is my goal, and that of the Staff, to provide you with the best possible service, and to make the Erie Yacht Club your home away from home. We are diligently working on solving these problems and hope you will understand and bear with us.

Respectfully,
Michael C. Lynch, General Manager

P.S. Please don't hesitate to address any concerns or problems, both pro and con, to me. Thank You.

NONE CAN COMPARE

(Continued from page 2)

ing to make any purchases if you can. The marina also has coin-operated washers and dryers.

We next spent two nights at the Rochester Yacht Club after crossing the lake and the freighter lanes in a dense fog. Thanks to Loran, we had no trouble finding the mouth of the Genessee River. We also spent two nights at the Sodus Bay Yacht Club, and in each case, the first night's mooring was at no charge. Fortunately, these clubs had floating docks so the high water was not a problem. Rochester has a dockmaster on duty until sometime in the evening. At Sodus, we were able to contact a member on the radio and he told us where to dock.

On our way back to the Welland, we stopped at the Youngstown, New York Yacht Club on the Niagara River. The current in the river is strong and all of the boats are moored rather than docked slips. Transient boats dock in front of the club. This is a little nerve-wracking because the water level is within six inches of the dock level and a storm out of the north can put the water right over the top. Fenders have to be carefully arranged.


After the next night back at Dalhousie, we headed into the canal at daybreak. We needn't have hurried because we sat all day waiting for the commercial traffic to stop so we could get in line. Pleasure craft have no priority whatsoever, so you just sit and hope for a break in the freighter traffic. While we waited, we heard a radio message that a freighter had just passed a body floating in the water. This happened right across the canal from where we were waiting, so we watched as the local firemen and Canadian Coast Guard recovered the body. It was a grim interlude.

We finally decided not to try to get through the canal that night. Unfortunately, Jan and Bill Underhill, who had joined us for the transit, had to get back to Erie. We arranged for a Welland Canal employee to make the trip with us on his day off (you must have three adults on board for the upbound transit) and we finally got into the first lock at noon on the second day.

I had made four fenders from 4x4's covered with carpet but I also purchased four straw-filled bags to protect the boat. We needed all of that protection because the trip up through the locks was tough. At the time it felt as if we were caught in a giant whirlpool and the roar of the air and water rushing into the lock was intimidating. Despite the difficulty, we moved through quickly and by 7:00 p.m., we were back in Marlon Marina in Port Colbourne.

The last day was a long, hot, fly-infested motor from Colbourne to Erie. Our own yacht club looked very good when we finally arrived. The trip was enjoyable, but it did make us realize what a wonderful club we have. There isn't another yacht club on the lakes that can match ours!


—Maggie and Jim Stolley



DIXIELAND JAZZ BRUNCH

PETE PEPKE
& THE
BOYS

SUNDAY, AUGUST 8TH
10:30 AM - 2:00 PM



- 1993 - BOARD OF DIRECTORS



Standing Left to Right:

Christian Wolford; Edward Mascharka, III; Bobby Johnson; William Lillis;
P/C Robert Allshouse; David Blake; James A. Means; P/C Clarke Bressler

Seated Left to Right:

Fleet Captain John Bierley; Vice Commodore William Lasher;
Commodore Ronald Busse; Rear Commodore John Ashby

DIRECTORY

Ronald E. Busse	838-8762
William C. Lasher	453-5398
John G. Ashby	833-8111
John W. Bierley	838-2537
P/C Robert H. Allshouse	456-1924
P/C Clarke Bressler	833-1497
William L. Lillis	459-0160
James A. Means	833-4358
Christian C. Wolford	833-1960
Edward Mascharka III	459-0160
David Blake	866-9468

Secretary/Membership

Bobby Johnson	899-5380
Clubhouse	453-4931
Club FAX	453-6182

CATERING



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A PLACE TO HOLD A MONTHLY DINNER MEETING?

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