

The ELOG



VOLUME IV, ISSUE I

ERIE YACHT CLUB • P.O. BOX 648 • ERIE, PA 16512

JANUARY/FEBRUARY 1994

COMMODORE'S REPORT



COMMODORE
BILL LASHER

I would like to thank you for your support over the past three years, and for allowing me the opportunity to serve you for the next year. I am looking forward to working with the newly-elected board to continue improving our Club.

I believe the coming year will be one of incremental refinement. We will continue to improve our facilities through capital expenditures, although at a restrained pace compared to the last few years. We will also be working at minimizing operational costs while maintaining quality service. Barring a major, unexpected expense, we

plan to further reduce our mortgage debt this year beyond the scheduled payments.

As always, please call me or drop a note in my box at the Club if you have any questions. Best wishes for the New Year.

Respectfully submitted,
Bill Lasher,
Commodore

VICE COMMODORE'S REPORT

Again, I thank you for your continued support as I serve you, my fellow members, as your Vice Commodore. As most of you realize, the Vice Commodore is basically the officer in charge of docks, i.e. slip assignments.

I think it is important to highlight a couple of paragraphs under "Dock Policy and Dock Rules" page 6.5 revised 2/15/93 in your EYC Constitution and Bylaws. They read as follows:

"The Erie Yacht Club Dock Committee will interpret all rules in a manner which will discourage senior point-holding regular Members from manipulating the system to their or someone else's advantage by using their points to obtain a boat slip. It is the Dock Committee's intent to protect those Regular Members who do not have enough points to qualify for a dock from those who do and who may try to abuse the intention of these rules."

"These rules are to serve as a guide and their ultimate disposition will be at the discretion of the Dock Committee. It is within their authority to insure that the rules are enforced within the context of their spirit and as such, the issue of fairness will be a significant factor in determining a final decision."

As Chairman of the Dock Committee, I have made the following appointments: Immediate Past Commodore Ron Busse as a standing member; Peter Traphagen, who has served on this committee in the past; and Jim Lockwood and Bob Hessinger (the latter being a regular member not possessing enough points to secure a slip assignment).

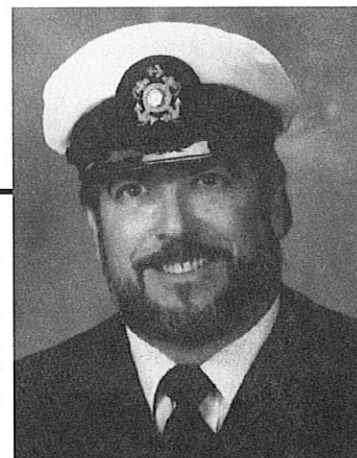
The slip applications were sent out in advance of their due date and as of this writing they are pouring in with the deadline being January 15th, 1994. I am happy to announce that there has been no need to increase the dock fees for 1994.

The Board recently passed a motion to further expand the Club boating facilities to our Associate Membership. In addition to "keg" privileges, Associate Members are now eligible for "dry sailing" privileges, both of which are on a first-come, first-served basis after Regular Member needs are satisfied.

The Yard Crew is working on repairs to the Jr. Sailing docks as well as the west side "Keggers" dinghy ramp. The newly formed Engineering Committee is working on the possibility of an "in-the-basin" launching ramp for dry sailing and small boat launching to better serve members on days when the outside east ramp is hampered by high east winds. The new ramp would also facilitate quicker launching on weekends and during regattas.

In closing, I feel free to speak for the entire Dock Committee when I say that we as a group are dedicated to doing everything in our power to satisfy each and every member to the best of our ability while adhering to the rules and regulations of your Club.

Sincerely,
John G. Ashby Vice Commodore



VICE COMMODORE
JOHN G. ASHBY

REAR COMMODORE'S REPORT

Thank you for the confidence you have shown by making me your Rear Commodore. We'll do our level best, but need your input to do the job right. Don't be shy!

Reyburn Sailing School

Our Junior Sailing Program, in terms of direction, staff, equipment, activities, etc. is arguably in better shape than it has ever been. However, we do have needs that are difficult to budget for, such as row boats, "chase" boats and outboard motors (25 hp or less, ideally). Should you have any of these items that you no longer use, or must dispose of to settle an estate, please consider donating them to the Reyburn Sailing School. We'll keep them at least as long as required to meet the tax requirements for donations, and most likely use them in our daily operations.

Please mark your calendars on January 14 and February 11. These dates will be our initial Bingo sessions, the proceeds of which will be used to help fund the Junior Program. Congratulations to Midge Ginader on winning the 50/50 drawing that was held in conjunction with the Reyburn Sailing School Christmas Party, December 4, 1993, and a heartfelt thank you from the kids to those who supported this effort.

Library/Book Locker

Please don't forget about our interest in creating a library. Those of you that have nautical books you no longer use can make them available to future generations of boaters by donating them to the Club. On a similar note, we'd like to establish a lending locker of books for those occasional (?) rainy days. The only consideration for getting a book to read will be to place one in the "locker". (A neat idea that works successfully at Detroit Yacht Club.)

Misc.

Erie Yacht Club will host the Great Lakes Championships of both the J-24 and Thistle classes. These really well-traveled people have always been complimentary of our racing venue, Club facilities and people. Let's show them a good time in 1994.

Jack Bierley,
Rear Commodore



REAR COMMODORE
JACK W. BIERLEY

FROM THE GENERAL MANAGER'S DESK



On behalf of the staff of the Erie Yacht Club, here's hoping your holiday season was as enjoyable as you made ours.

Congratulations are in order to past Commodore Gus Neuss. P/C Neuss was this year's winner of the prestigious "Thompson Memorial Trophy". This trophy is awarded every year at the annual meeting to the person who has shown "Outstanding achievement in the world of Yachtsmen and yachting". When you see Gus, congratulate him.

We have put together some fun things to do over the next few months. Please check your calendar or *Log* for details.

For the first time in many years the E.Y.C. New Years Eve party has sold out. As of December 10th, we had 200 reservations and a waiting list of over 30 people. It should be an exciting evening. For those members who "really" have a good time, the club provided a van to shuttle those members home, for a safe start to the new year.

The increase in member usage of the Club is quite impressive, up 35% to date. We will be developing new menus to come out after Shutdown. If you happen to have any suggestions please forward them to me.

In closing, I want to extend an invitation to all members to submit articles for the log. All we ask is that it pertain to boating or some Club activities. Write about your trips up the lakes or down the coast. We want to hear from you.

That's it for now! Stay warm.

Michael Lynch,
General Manager

FLEET CAPTAIN'S REPORT



FLEET CAPTAIN
CHRISTIAN WOLFORD

As this is the first article that I have written for *The Log* as Fleet Captain, I would like to take this opportunity to thank all of you who supported me. I did not make any campaign promises, but would like you to know that I will do my level best to serve the membership and fulfill my duties as Fleet Captain. I meet with Mike Lynch and Bill Vogel on a regular basis and have several grounds projects we are working on. We will keep you posted.

Christian Wolford,
Fleet Captain



Bingo

JANUARY 14

AND

FEBRUARY 11

STARTING AT 6:30

IN THE

CLUB FUNCTION ROOM

ALL PAPER GAMES.

ONE PACKAGE PLAYS
THE WHOLE NIGHT.

CASH AWARDS WILL BE BASED ON
THE CASH SALES AT THE DOOR.

NO CLUB CHARGES, CASH ONLY!

SERVERS WILL BE IN THE ROOM
TO TAKE CARE OF YOUR NEEDS.

NO ONE UNDER 16 PLEASE.

100th Anniversary Celebration Update

When I was elected as your Fleet Captain in 1991, one of the responsibilities that came with that election was our Club's 100th Anniversary Celebration which is coming up in 1995.

Many of your fellow members have volunteered to work on various committees, some of which are well into their projects. Past Commodores Roy Strausbaugh, Gib Loesel, Bob Allshouse and George Sipple, along with Lou Richards and others, are members of our Commemorative Book Committee. They have been meeting for well over a year and are heavily involved in doing the necessary research, etc. that will culminate in a beautiful and historical depiction of your Club's first hundred years.

We also have developed an "Events Committee" whose responsibilities are to utilize the membership at large for creative ideas and assistance in making 1995 a year to remember.

To assure that all member age groups are represented in the planning stage, I have appointed the following members to chair their respective age group committees:

CHAIRPERSON	COMMITTEE
Holly Wolford	20 to 30 year old age group
Eddie Mascharka	30 to 40 year old age group
Midge Ginader	40 to 50 year old age group
Sandy Will	50 to 60 year old age group
Doc & Dee Bressler	60 to 70 year old age group
Dorce Beddow	70 years and older age group

If you would like to become involved by adding your input and assistance, please get in touch with the above chairperson of your respective age classification and join in on their "brainstorming" meetings now in progress. Member participation will be the keystone of this event's success.

The Board has authorized that funds, to be utilized for the Centennial Year, be set aside in a special account every year since 1991. This will further enhance our ability to finance this once in a lifetime commemoration. In addition to the Special Account, we will have the availability of the Club's Annual Social budgeted funds that we utilize every year, as well as a special quarterly fund-raising raffle.

This raffle will consist of one item per quarter donated by a member to be raffled off to a lucky winner. Doc Bressler initiated this concept by donating a handmade, specially designed EYC 100th Anniversary Grandfather Clock and suggested we use it to raise money for the Club's 1995 event. In this way we all will benefit from Doc's personal generosity, as well as the winner of this masterfully crafted grandfather clock. We presently need three additional items to be donated to this fund-raising effort, so please contact myself or any of our other committee members with your ideas.

It is now only months away before 1995 is upon us, and therefore it is vital that all those who want to contribute get involved ASAP, for it is that involvement that will assure a successful and memorable 100th Anniversary year for all.

Thank you,
John G. Ashby, Vice Commodore
Chairman 100th Anniversary Committee

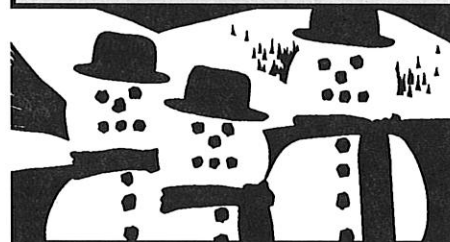
REMINDERS

- All slip applications are due by January 15, 1994. Anyone applying for a slip or keg must have their application in by then. If you've misplaced your application, please contact the office for a new one.
- The 1994 Annual Shutdown will take place from February 21, 1994 till March 14, 1994. During this period all members are invited to the following clubs:
 - Kahkwa Club, during the entire time the Erie Yacht Club is closed.
 - Lakeshore CC, will be open to all members from March 1, 1994 to March 14, 1994.

If you have any questions concerning these clubs, please call them directly:

Kahkwa Country Club
838-1901

Lakeshore Country Club
833-0894



THE OPERATING SCHEDULE OF THE

KAHKWA DINING ROOMS DURING FEBRUARY

ARE AS FOLLOWS:

MAIN DINING ROOM

LUNCH

Monday Club Closed
Tuesday - Friday 12 pm to 2 pm

DINNER

Tuesday - Friday 5 pm to 9 pm
Saturday 5 pm to 10 pm
Sunday 5 pm to 8 pm

GRILL ROOM

Monday Club Closed
Tuesday - Thursday 11:30 am to 8:30 pm
Friday 11:30 am to 9:30 pm
Saturday 11:30 am to 9:30 pm
Sunday 11:30 am to 8:30 pm

SUPER BOWL **party**

S U N D A Y
JANUARY 30, 1994
4 PM – 10 PM

ALL-YOU-CAN-EAT BUFFET

WITH
HOT DOGS
(WITH ALL THE FIXINGS),
CHICKEN WINGS, PIZZA,
POTATO SALAD, COLE SLAW
AND
ASSORTED CHEESES

\$6.95 ⁺⁺
Per Person

3 LARGE-SCREEN T.V.s

FOR RESERVATIONS CALL 453-4931

U.S. SAILING PROGRAM WORKSHOP

WHO:

For all sailing program directors, head instructors, parents, Junior Committee board members and interested parties.

WHAT:

A streamlined version of our popular National Junior Sailing Symposium. This high-energy one-day sailing program workshop is designed for the program director or head instructor either starting a sailing program or seeking to improve an existing one. The workshop will be facilitated by an expert in sailing program management and will feature an innovative format that encourages lots of interaction between participants. Topics are customized to suit the needs of those attending and will offer innovative ideas on all aspects of running a sailing program from developing an appropriate curriculum to personnel issues developing a budget, managing a facility, dealing with behavioral problems and more.

WHEN:

January, 29, 1994

WHERE:

Erie Yacht Club, Erie, Pennsylvania

FEE:

\$20

WORKSHOP LEADER:

Joni Palmer

CONTACT:

Holly Wolford
1064 West Sixth Street, Apt. #3
Erie, PA 16507
814/452-2468





Passagemaking

by Tania Hanlin

"Let's sail to Bermuda this year," said Gary one frigid day in January 1993. "I have some literature on a Bermuda Cruising Rally. A fleet will leave out of Newport, RI and one out of Norfolk, VA on June 21." "Hmmm sounds interesting," I said as I watered the plants and looked out at the snow-covered streets of Erie, PA.

We raced and cruised Vector, our Tartan 41, for four years out of EYC and then took her South in October 1986 via the Barge Canal, the Hudson, the Atlantic, the ICW, the Atlantic and the ICW in that order. We're berthed in Satellite Beach, Florida and have spent a part of our winters living aboard and upgrading Vector, and have cruised to the Bahamas twice.

We attended a Safety at Sea and Passagemaking seminar in Norfolk in April and then headed for Florida armed with a wealth of knowledge, enthusiasm and a very long work list. Finally, on June 4, Gary Minadeo and Ron Parshall sailed out of Cape Canaveral and headed for Norfolk. I loaded up the car, secured our dock and headed for Erie. After a four and a half-day sail the guys were safely berthed at Taylors Landing Marina, headquarters for the Rally. They had a great trip and even caught a handsome tuna along the way.

It was difficult to find crew in Erie to commit to three weeks, but we tried. We did get a commitment from Walter who we met at the seminar and lived in Virginia. So, we loaded up with provisions and gear and headed back to Vector ready for our adventure!

There were eight boats registered to sail out of Norfolk, three of them with a PA home port. A 63' Deerfoot and a 30' Ericson rounded out the fleet. June 18 and 19 were devoted to thorough inspection of the boats including a rigging, hull, decks, required safety gear and navigation and radio equipment. We acquired safety gear and navigation and radio equipment. We acquired another crew member, Larry, out of Norfolk for the trip over, and Karl would fly over to join us for the return trip. The fleet would have "boat chats" twice a day to report location, weather conditions, share tales, etc. . . . Gary finished installing our new solar panels and a few other jobs and proclaimed us ready.

June 21 dawned overcast and breezy. There was one last skippers' meeting at 0900 hrs and each yacht was presented with a Ships Log. To make it interesting all yachts had a PHRF rating and there would be an official start, committee boat and all. We left the dock at 1115 and the start was at 1200. The starting line was at the lower Chesapeake Bay tunnel area. With full main and reacher pulling we were on our way, only about 700 miles to go. I might mention that this rally is sponsored by the Cruising Rally Association, founded by Steve Black, (who did participate in this rally) an experienced passage maker and long distance sailor. The first night was a bit bumpy with a few raindrops and plenty of lighting. It took about 36 hours to get fully acclimated to the sea. We fell into our daily routines, night watches, meal preparation, with no problems. Larry does some racing on the Chesapeake, and when we'd surf along, sails trimmed and averaging 7.5 - 8 knots, he'd say, "We be cookin'!"

Night watches were generally peaceful and we'd shorten sail around sunset if Gary felt it may be necessary. Safety at night is very important. We had safety deck lines run Port and Starboard, bow to cockpit. When on deck at night we wore our PFD, harness with tether clipped securely to the boat if in the cockpit or to the safety line if on deck. The Autohelm 7000 did her thing flawlessly and made life aboard easy. When we entered the Gulf Stream the water temperature rose to 84-85° F. Portuguese Man-o-War bobbed along with the waves and the Sargasso weed floated with the stream.

One afternoon we sighted what looked like a man overboard pole off the starboard bow. Gary and Larry brought it aboard and it looked more like a fishing marker. We also saw a fully inflated innertube - with no one aboard.

Every sunset was magnificent and the stars so bright and close. The morning star (Bermuda Star) is so brilliant it reflects off the water like a sun. On Friday, at 2300 hours, we begin to see lights on the horizon. We're pretty excited and no one slept. Gary is intense in his navigating as we pick up the lights on the chart. By dawn we spot a sail on the horizon out of the north and it is Gold Star, an Island Packet, out of our fleet. We ultimately converge at Town Cut Buoy (official finish line) and enter St. George's Harbour. Hello Bermuda, we have arrived! A warm welcome greeted us at the Customs dock and we completed the paperwork and formalities pretty quickly. We then motored across the harbor to the St. Georges Dinghy and Sports Club where we tie up tern to and

(Continued on page 11)

BOAT DECALS

This fiscal year will be the last time that owners of recreational vessels will be required to purchase Recreational Vessel Fee decals for certain boats, U.S. Coast Guard officials in Washington said. The RVF program is being phased out over two fiscal years that began on Oct. 1, 1992, and ends Sept. 30, 1994. Since Oct. 1, 1993, vessels that are less than 37 feet do not require decals. Presently, only two kinds of vessels are required to have decals. Vessels that are at least 37 feet long but less than 40 feet in length must display "C" decals that cost \$50. Vessels that are 40 feet and over require "D" decals that cost \$100. Decals may be ordered by calling toll-free 1-800-848-2100. The status of some vessels (public, commercial, foreign, passenger, etc.) previously exempt from RVF requirements remains the same. For additional information on the modifications to the RVF law, call the Coast Guard hotline at 1-800-368-5647.



The Reyburn Sailing School extends its thanks to Doug Beers and Jim Stewart of the WSEE-TV 35 News Team for the superb job with The 1993 Junior Sailing video.

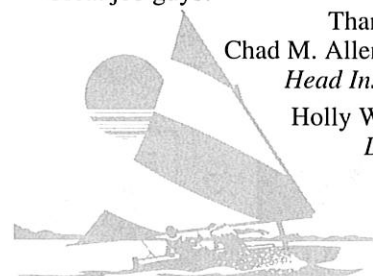
Doug was a great help by connecting us with the equipment and talent of WSEE as well as donating the video tapes.

Jim not only donated his creative skill, but also many hours of editing as well as duplicating copies for all of the orders taken. Jim also took time to work with the instructors to craft a video that filled the goals of the program.

It was a pleasure working with both of these men they are truly a complement to their field. Their efforts reflected quality as well as care in the images of this year's video.

Great job guys!

Thank You,
Chad M. Allenbaugh,
Head Instructor
Holly Wolford,
Director



**ERIE YACHT CLUB
AND
TRAVEL AGENTS
INTERNATIONAL
ANNUAL CLEVELAND**

BOAT SHOW TRIP

• **JANUARY 29, 1994** •

\$30 PER PERSON

INCLUDES:

CONTINENTAL BREAKFAST
ROUND-TRIP BUS FARE
ADMISSION TO BOAT SHOW
SHOPPING TRIP TO
TOWER CITY CENTER
REFRESHMENTS ON THE BUS
VEGGIE & CHEESE TRAYS

BREAKFAST – 7:30 AM
BUSES DEPART FROM EYC – 8:30 AM
RSVP BY JANUARY 17, 1994
CALL ERIE YACHT CLUB
814/453-4931

NOTE: Dinner after the Cleveland trip is not included. If you would like dinner after the boat show, please make arrangements with Erie Yacht Club. Members and their guests are welcome. Please indicate smoking or non-smoking bus. FIRST-COME, FIRST-SERVED.

We Refuse To Look Back . . .

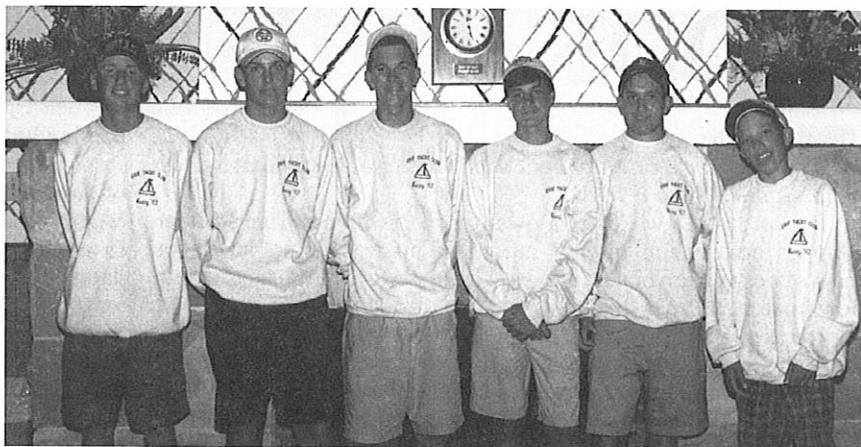
By Alexander Enders

This year I signed up for Racing Class in the Reyburn Sailing School, expecting another year of advanced tactics and hard practice. However, this year proved to be very different. Led by Amy Beisel and Tori Lengel, the racing class became not just a class, but more of a team. We all worked together to achieve a common goal – to send the best members to Put-In-Bay with the best equipment and training available.

Training started early and seriously. In early June classes began, and after our first week we had our first regatta with Rochester Yacht Club. As the weeks progressed, everyone advanced rapidly as we started to sail more and more often. When one person on the team heard about a regatta, he or she gave the information to the rest of the team and as many people that could go usually did.

All this time Amy and Tori had been watching us and evaluating who would be best suited to go to Put-In-Bay. Then, one night in mid-July, the cut was made, and there was both disappointment and jubilation. Shortly afterward, the Bay team had a chance to compare itself to other clubs. Over an action-packed weekend that included spending a night in Tori's mammoth tent, we were able to rank ourselves against other yacht clubs at two successive regattas: one at Hoover Yacht Club in Columbus, and another at Mentor Harbor Yacht Club, our soon-to-be rivals. Placing better than expected boosted our confidence and we practiced even harder, even right up to the day before we left for Put-In-Bay.

Then the much-awaited week arrived, and everyone was really psyched. After the first day of racing, we all talked about what happened, swapping stories, and otherwise boosting each other



L-R: Pat Miller, Kerry Schwab, Alex Enders, Daryl Wingerter, Ryan Sitter, Mike Crotty

and trying to keep everyone at their peak ability. The next day, the championship fleet, comprised of the top five qualifiers in each class, was decided – with both of the EYC's Flying Juniors in it. Instantly, the entire island was buzzing with the question. Where did this Erie Yacht Club come from? The only other club to have both of its entrants in the championship fleet was Mentor Harbor, and the rivalry between MHYC and EYC had begun.

Due to teamwork the EYC Race Team had accomplished an unprecedented amount. Mike Crotty and Pat Miller earned a third place overall, and Daryl Wingerter and myself received a fifth place out of 23 in the competitive Laser class.

Never before has the EYC achieved so much. Every member of the EYC Race Team is planning on returning, each with his own dreams and aspirations for 1994. We refuse to look back; only to look to the future and strive to do the best we can do.



Champagne Brunch

WITH ERIE'S OWN
Mary Alice Brown

**SUNDAY,
FEBRUARY 6, 1994**

11 AM – 2 PM • \$8.95 ++ Per Person

Come and listen to the great music of
Mary Alice



453-4931

A STERN WARNING: LOOK BEHIND AND WAKE UP

Here's a riddle:

Every boat has one; no boat wants one; you can't leave dock without one. What is it?

It's your boat's wake. It follows you everywhere and the prudent skipper looks behind often to make sure his wake is not leaving a path of destruction or a trail of irate hand gestures from nearby fellow boaters. Why is this important?

It's a good idea to keep an eye on your wake because a boat operator is legally responsible for it. If your wake damages a dock, upsets a fishing skiff, or overturns a small sailboat, you can not only be fined, but be held liable for any damages or injuries the wake caused.

Wakes are no laughing matter. BOAT/U.S. has received some hair-raising letters from members who were injured or faced near disaster because of a careless wake.

One couple in Texas was about to have a pleasant breakfast anchored off a beach in Matagorda Bay, well beyond the channel, when a charter fishing vessel roared out to the Gulf. As the husband reached for stove fuel, the charter boat's wake reached them. "It was so violent that everything in the cabin flew into the air and crashed to the floor," said the wife. If it had happened a few minutes later, she said, the burning alcohol stove most likely would have severely burned one or both of them or set the boat on fire.

Even so, their 26-foot boat was ripped off its stern anchor, rolled up on the beach and, on the next wave, rolled off the beach after being lifted into the air, leaving the keel and rudder imbedded in the sand.

Even worse, a Maryland accident caused by a wake left a 29-year-old man dead. He was in an overloaded small boat which was swamped by the wake of a passing vessel and sank. The waves came clear over the smaller boat's gunwales and threw seven other people into the water who were subsequently rescued.

How is the operator responsible for wake? Federal law requires all vessels to "reduce speed sufficiently to prevent damage when passing vessels or structures in or along all navigable waters of the U.S.," according to the Coast Guard.

The most dangerous areas for potential wake damage are narrow channels, near marinas or anchorages, in a channel where one vessel is overtaking another, or when passing through a confined area such as a drawbridge. Small rivers, creeks and coves are also subject to shoreline erosion from the pounding of waves caused by

passing boats.

Skippers of powerboats wishing to avoid leaving damage or curses in their wake should glance behind them frequently, especially whenever changing speed or hull trim. Using trim tabs to keep the boat level and get up on plane quickly will also lessen large wakes. When overtaking another vessel or approaching a marina or anchorage, slow down before you are abeam of them. The wake moves at right angles to the path of the boat. Whenever possible, cut behind a sailboat instead of in front of it.

If you are on a sailboat or small vessel about to be hit by a large wake, there are few actions you can take to avoid damage or injury. Foremost is to warn crew and passengers to hold on. Slow down before the wake hits you to lessen the impact, but don't come to a complete stop or you will lose headway. If there is time to maneuver, always try to cross the wake at an angle and avoid taking a wake on your beam. BOAT/U.S. Marine Insurance also reports a number of injuries have occurred, including broken backs, when guests sitting on the bow are thrown by a wake.

To learn more about improving you operating skills, boaters are encouraged to take a boating safety class such as those offered at no charge by the Coast Guard Auxiliary or U.S. Power Squadrons.

To find a class in your area call the BOAT/U.S. Foundation Course-Line at 1-800-336-BOAT. The Power Squadron also has its boating course available on video, with a 240-page lesson book, and is available for \$34.87 through BOAT/U.S. at Marine Centers or by calling 1-800-937-2628 and asking for item number 951146-87.

DISTRESS, URGENCY, SAFETY

E M E R G E N C Y

MAYDAY – grave or imminent danger that threatens human life or safety of vessel, and help is needed immediately.

PAN-PAN – Urgency signal. Second level of distress. Used when there is no immediate danger, but assistance is required relative to safety of vessel or personnel, illness, injury, man overboard, inability to control or operate vessel are typical situations.

SECURITY – Safety Signal. Used for messages warning of conditions that may affect the operation of vessels in your vicinity.

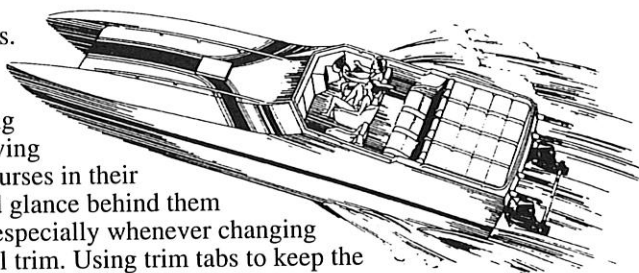
VHF RADIO PROCEDURE

INTERSHIP: Set radio CH 16 (calling channel). Wait to see if channel is clear. Call boat you wish to speak with 3 times followed by your boat name: _____

and call sign: _____. If no answer, you must wait two (2) minutes before repeating the call. After making contact, switch to working frequency _____.

PHONETIC ALPHABET

A – Alfa	H – Hotel	O – Oscar	V – Victor
B – Bravo	I – India	P – Papa	W – Whiskey
C – Charlie	J – Juliet	Q – Quebec	X – X-ray
D – Delta	K – Kilo	R – Romeo	Y – Yankee
E – Echo	L – Lima	S – Sierra	Z – Zulu
F – Foxtrot	M – Mike	T – Tango	
G – Gulf	N – November	U – Uniform	



CALENDAR OF EVENTS

JANUARY

SAT., JAN. 1	TOM AND JERRY	11 AM - 2 PM
WED., JAN. 5	LADIES LUNCHEON	11:30 AM
FRI., JAN. 14	BINGO!	6:30 PM
MON., JAN. 17	MONTHLY BOARD MEETING	
FRI., JAN. 21	FRANK ALVARO TRIO IN THE GRILL	
SAT., JAN. 29	CLEVELAND BOAT SHOW AND SHOPPING	
	JUNIOR SAILING WORKSHOP	
SUN., JAN. 30	SUPER BOWL PARTY	4:00 PM

FEBRUARY

WED., FEB. 2	LADIES LUNCHEON	11:30 AM
SUN., FEB. 6	CHAMPAGNE BRUNCH W/ MARY ALICE BROWN ..	11:30 AM
FRI., FEB. 11	BINGO!	6:30 PM
FRI., FEB. 18	FRANK ALVARO TRIO IN THE GRILL	
MON., FEB. 21	MONTHLY BOARD MEETING	
	ANNUAL SHUTDOWN BEGINS	

MARCH

MON., MARCH 14	CLUB RE-OPENS FROM SHUTDOWN	
	(Bar Service Only)	
THURS., MARCH 17	ST. PATRICK'S DAY PARTY	

Passagemaking

(Continued from page 7)

anchor off bow between Great Escape and Full House.

Bermuda is hilly and lush. The water is aqua and crystal clear at the dock with hundreds of fish visible to the bottom. We spent eight days sightseeing on foot, by bus and ferry and moped. We spent Sunday afternoon in the city of Hamilton watching Dinghy races at the Royal Bermuda Yacht Club and shopping along the waterfront. The people are very friendly, food generally good, but expensive. Cottages of every pastel hue dot the hillsides and everywhere you look the view includes the wonderful aqua water. One thing we couldn't overlook was the absence of insects and flies.

Unfortunately, Saturday, July 3 came too soon and it was time to prepare for our return home. There has been a pretty stiff breeze out of the west the last few days and Sunday dawned with the same. Our start was set for 1230 and we decided to leave around 1100 and top off the fuel tanks. Our departure was delayed because of the wind, and when we did get away from the dock, we knew we'd be late for start. We started about a half-hour after the fleet, but caught up and passed everyone. We sailed to windward the first 36 hours and the guys were so-o-o happy. The full moon was with us each night and we had some very pleasant sailing. On Tuesday we had dead calm for about 15 hours and fairly light winds thereafter. We were under power for about one hour going over and a total of 19 hours on our return. For competitive purposes time under power is added to actual elapsed time to give the corrected time by which placing is determined. On Friday, we were again becalmed within sight of the Chesapeake and we were attacked by flies from all sides. We had our usual boat chats on the return trip and realized that the others were bucking the Gulf Stream and still pretty far off. We finished at 1845 hrs and tied up at the gas dock at about 2030 hrs. We showered and had a great meal at the Blue Crab and slept well. Gold Star tied up at 0230 Saturday, Sea Duty at 0700 and by Sunday noon everyone was in. We had a quick get-together around 1400, exchanged sea stories and accepted awards. Vector: first to finish, second overall.

This was truly a great cruising experience. We met so many great people and couldn't have hoped for a finer crew. We've kept in touch and exchanged photos. We've been back in Erie since mid July and Vector waits for us in Norfolk. Our plans are to sail back to Florida the end of October, and now that we've stretched our sea legs a bit more, maybe we'll do the Caribbean 1500 Rally next year. I believe we've gained confidence in ourselves and in Vector and realize that offshore passagemaking takes a lot of preparation and a little determination.

VISIT CLEVELAND'S RAIN FOREST

• GO BY BUS •

FEB. 19, 1994
\$20 PER PERSON

Call Doc Bressler for Details
833-1497

SPONSORED BY
THE BLUE GAVEL

Ladies Auxiliary NEWS

- **Ladies Auxiliary Luncheon**
Wednesday, January 5, 1994
Topic:
Exploring the lifestyle of Native Americans
through their art and jewelry.
Speaker: Jeff Lowe
Cost: \$7
Time: Noon
 - **Ladies Auxiliary Luncheon**
Wednesday, February 2, 1994
Topic:
The Imported Sterling Silver Business
Speaker: Jane Theuerkauf
Cost: \$7
Time: Noon
- NEXT LUNCHEON IS APRIL 6, 1994

DIRECTORY

William C. Lasher, Commodore	453-5398
John G. Ashby, Vice Commodore	833-8111
John W. Bierley, Rear Commodore	838-2537
Christian C. Wolford, Fleet Captain	833-1960
P/C Ronald E. Busse	838-8762
Steven W. Bartosik	838-1865
David Blake	866-9468
Edward Mascharka, III	459-0160
James A. Means	833-4358
Robert Pratt	838-4936
David Sample	833-4813

Secretary/Membership

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



EYC YACHT CLUB

P.O. BOX 648
ERIE, PA 16512

Bulk Rate
U.S. Postage
PAID
Erie, PA
Permit #344