

Racing on the Other Side of the Planet

By Brian Kinal

Some sailing fanatics will go half way around the world for a race, and that's exactly what four Erie Yacht Club sailors did between Thanksgiving and Christmas. Jim McBrier and his sons, James and David, and Dan Claxton sailed a boat for Thailand in the Ninth King's Cup Regatta off Phuket, Thailand.

It was Jim's second year in the regatta, which he heard about from John Deimel, who used to crew on Jim's 46-foot "Aries" here at EYC. It seems John's grandfather, Sam Corey, knew a wealthy Thai developer named Surapong, and when Surapong decided to sponsor a racing boat, Sam suggested John for a skipper.

John has been in Thailand for two years, teaching the Thais how to sail and maintain sailing equipment. (Tough job, but somebody's got to do it.) Surapong had a boat built and John put a crew together. In addition to the four from EYC, there were Will Dunn of Boston, Jim Whistler of Buffalo, Jen Policano of San Diego, and a Thai crewman named Ott.

They raced a one-design 36-footer named "Chanburi," built by the French firm, Geanneau. The regatta was anti-climactic for Jim's sons, whose main adventure was bringing the Chanburi to Thailand from Burma down a river that separates the two countries. It was reportedly the first racing sailboat ever to navigate the river. Jim said telephone lines hanging in the way were simply cut, and people were paid to repair them.

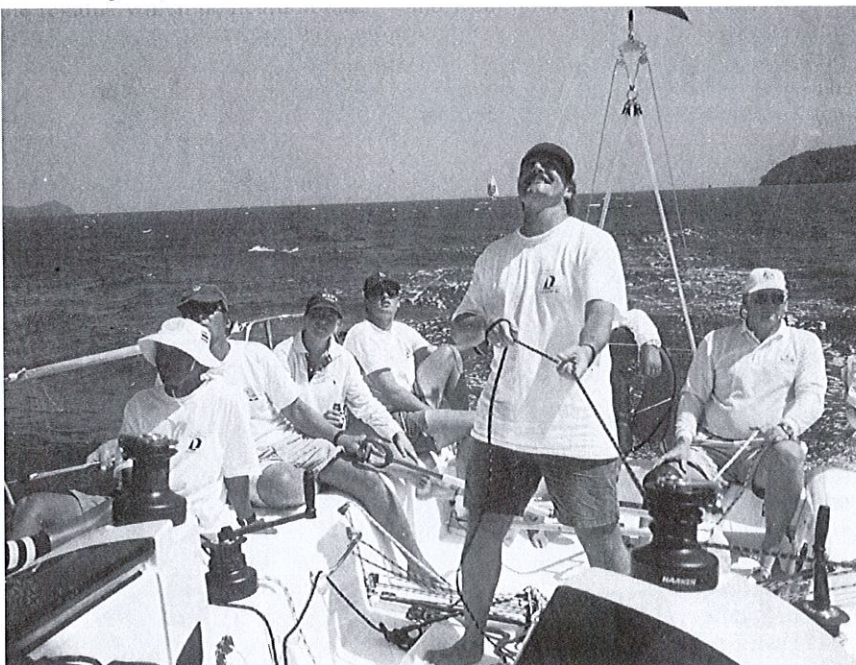
Thailand's King Bhumibol Adulyadej is a sailing buff and a competitive dinghy racer himself, so he's going all out to establish sailboat racing in Thailand. That's fine, but the down side is that an international regatta draws attention – by contrast – to the abject poverty in the country. Jim says the average wage is \$2 a day.

"It's like Mexico was 20 years ago," he notes.

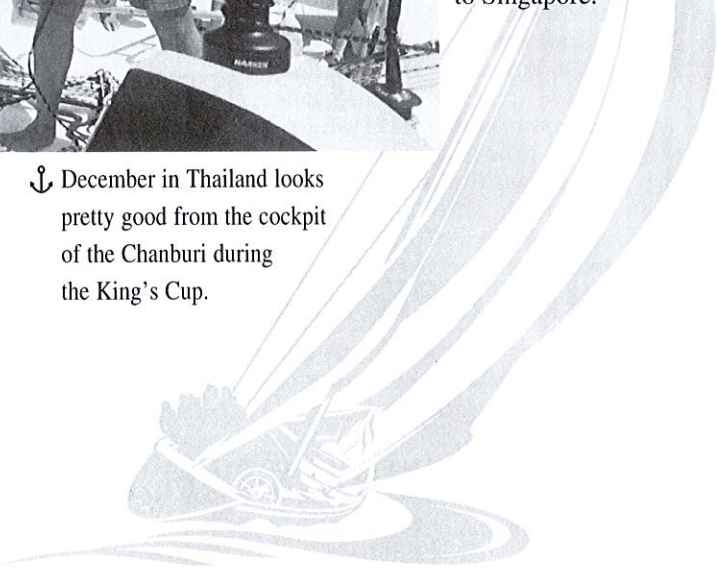
The five-day regatta was well run and the Thais were gracious hosts. However, when the "Chanburi" nearly hit a whale, it might have been an omen. The crew took 14th place in their class of 24 boats, whereas the previous year they won their class and went home with seven trophies. Jim said the wind was dead

the first two days and the boat couldn't finish. Then it blew 30 nauts, which favored the bigger boats. And if you don't buy those reasons, they also gave the "Chanburi" a lousy handicap the second year.

Now that Jim's developed a taste for Asian competition, the King's Cup is starting to look tame. He says he'd like to try the South China Sea Race, a 1,200-mile contest from Hong Kong to Singapore.



⚓ December in Thailand looks pretty good from the cockpit of the Chanburi during the King's Cup.



Easter Sunday
is
Sunday, April 7, 1996

The Erie Yacht Club
 IS FEATURING
A BOUNTIFUL BUFFET

THAT INCLUDES:

OMELETTES MADE TO ORDER FROM 12:00 TO 3:00 PM
 Salad Bar • Assorted Salads • Rice Pilaf • Potatoes • Vegetables
 Seafood Newburg • Carved Sirloin • Carved Tavern Ham
 Carved Leg of Lamb • Roast Beef • Chicken Simon & Garfunkle
 Pasta Cooked to Order from 3 to 6 PM

AND

ASSORTED DESSERTS!

ALL FOR \$13.95

Children 7 to 12 – \$4.50 • Under 7 – Free!

SERVING 12 TO 6 PM

CALL NANCY FOR RESERVATIONS – 453-4931



Racing Fleet Had Good Year

By David Heitzenrater

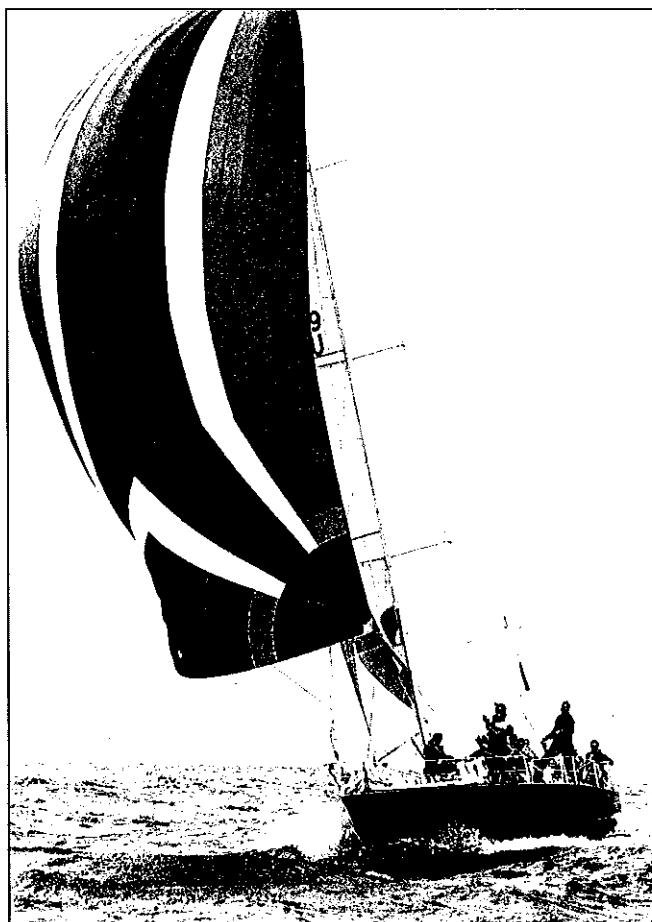
The fleet completed its fourth year under the current organizational structure which permits any boat with a Lake Erie performance handicap rating certificate to race under one local organization. The fleet chairman was Kit Kershaw, who saw double duty by also acting as the chairman of the Race Committee. 1995 saw improvement in the racing and organizational process with the purchase of a notebook computer and computer programs which streamline the race results and the necessary bureaucracy of the fleet.

The 1995 racing season ended on a beautiful October day in a memorable race as the fleet had to dodge the enthusiastic but harmless volleys of the Brig Niagara, as well as that enormous hull, as she challenged the fleet bow to bow at the starting line. But not this year! Rumor has it that Commodore John Ashby made a call and Captain Rybka and the Brig were promptly dismissed to Philadelphia.

The 20 counting races for Boat of the Year were very competitive with numerous exciting starts and close finishes. The Erie Yacht Club Racing Fleet Boat of the Year was won by Gerry Deimel and numerous crew on "Trader," a custom 40-foot racing yacht. "Trader" also won the Koehler Cup Series, The Summer Series, and The Eckerd Cup Series. Placing a close second for Boat of the Year was Mike Mashyna and crew in "Outlaw," a Laser 28-footer.

The Jib and Main Class was decided only in the final race of the season with Rick Barner's Catalina 27-foot "Barney" edging Eric Blake's "Tanjian," a Ranger 26-footer.

Rick is also the Jib and Main Class representative to the fleet. Rick reports that "The Jib and Main Class has always been considered in the past as a class for beginner racers. However, over the last few years this class has grown to be highly competitive. This phenomenon is nationwide, with more and more high-tech boats and sails coming over to the 'Jam' fleets.



William Burke's "Mary Lou", a J-44, makes good speed during the LYRA Day Races in Rochester, NY.

My Catalina 27-foot is not recognized as a high-tech boat by any means, but that is what makes 'Jam' such a unique class. Sailboats of all types are accepted under PHRF guidelines and are, in most cases, fairly even on time allowance."

The Erie Yacht Club Racing Fleet is no exception to this nationwide development. This class is as challenging for the first-time racer as it is for the seasoned competitor. A little discouraged at first, I have learned so much during each season, and each race. The biggest enjoyment for me is learning from my fellow sailors.

The "Jam" Class offers racing excitement and fun without the need for an experienced crew to handle a spinnaker. I've raced many races with just my children as crew and fared well. Likewise, I would encourage other sailors of all levels to join this class. You will really enjoy your boat."

In June, most fleet members participated in the 37th Annual Interclub Cruise in which the EYC racers always perform well. 1995 was no different with John Bloomstine's "Lake Shark" placing first in Class A followed closely in second place by "Aries" owned by John Wressell and James McBrier. Joseph Graczyk in "Brass Dragon" was first in Class C, Chris Wolford was third in Class D and Bill Hertel's "Keya," third in Class E.

The fleet welcomed Dave Haller and crew in his new Tripp 33 "Moon Rise" which was sailed very competitively during the year. We're sure they will be picking up more hardware of the silver type in the 1996 season. Dave was so much welcomed that he will be the 1996 Fleet Chairman. How about '97, Dave?

Congratulations are also in order to John Willow and crew of "Risky Business" who won the Wolford Trophy. This was "Risky Business's" first attempt at the trophy in the 65-Nautical-

Mile Race to Bluff Bar and back, winning easily over the next boat by over 15 minutes.

The 1995 Zurn Trophy was won by William Burke and crew on "Mary Lou" a J-44. Captain Burke and crew were also awarded The Annette Cup, The Bruce Dell Cup, The Chuck Lund Memorial Trophy and The Interstate Race Trophy, as well as winning Class A of the Erie City Bicentennial Race.

The 1996 season promises to be another exciting year with fun, competitive racing. Tentative plans are to revive the race to and from Ashtabula for The Koehler Cup Series and to attempt to begin a new feeder race from the west to the Erie Yacht Club for the Annual Interclub Series. The fleet will also initiate a one-day, three-race regatta which we hope to become an annual event. The fleet members wish to thank the Race Committee, Erie Yacht Club officers and staff for all that was done to make the year's races and social events a success!

(continued on next page)

Racing Fleet Had Good Year

(continued from page 3)

Local Results - Erie Yacht Club Racing Fleet Boat of the Year

1st	Trader	Gerry Deimel
2nd	Outlaw	Mike Mashyna
3rd	Mary Lou	William Burke

THE ZURN TROPHY

1st	Mary Lou	William Burke
2nd	Outlaw	Mike Mashyna
3rd	Trader	Gerry Deimel

JIB AND MAIN CLASS CHAMPION

1st	Barney	Rick Barner
2nd	Tanjian	Eric Blake
3rd	Belle	Bill Gloekler

The Erie Yacht Racing Fleet is well represented out of our local area as noted by some of these notable out-of-town race results. The fleet also wishes the best to Holly Wolford who represented the club at The Rolex International Women's Keelboat Championships sponsored by The Ida Lewis Yacht Club in Newport, Rhode Island this past year, and to Laura Dunn who is continuing her quest to represent the Erie Yacht Club and the United States at the 1996 Summer Olympics in Atlanta, Georgia.

Notable Out-of-Town Results

Youngstown Level Regatta - Youngstown, New York, Lake Ontario

Aries	1st PHRF 1	Jim McBrier/John Wressell
Mary Lou	2nd J-44 Div.	William Burke
Brass Dragon	3rd PHRF 1	Joe Graczyk/Dave Hamilton
Andicapp	2nd PHRF 13	Chris Wolford
Muireann	3rd PHRF 19	Matt Wolford

Lake Yacht Racing Association Annual Regatta - Rochester, New York, Lake Ontario

ARIES JOHN WRESSSELL/JIM MCBRIER

- Won the Charles Freeman Cup for 1st Place in the IMS Division Corrected time: 115 NM Freeman Race
- Won The Lake Ontario Cup for 1st Place in the IMS Division 1 Day Races

MARY LOU WILLIAM BURKE

- Won the Yacht Racing Union Cup for 1st Boat to Finish in 115 NM Freeman Cup Race
- Won The Bamann Trophy for Lyra Boat of the Year for Best Overall IMS Performance in the week-long regatta
- 2nd IMS Div. 1 Centennial Cup Race

HUH? CHRIS BLOOMSTINE

- 2nd PHRF 5 Day Races

IBM/Sailing World Nood Regatta - Newport, Rhode Island

Rett Walker and Erie crew completed on "Kicks" in the highly competitive J-80 Class at the National Offshore One-Design Regatta last August. Rett finished 1st of the non-professionals and 7th of 19 yachts being nosed out for 6th place by Bob Johnston.

More Mid-Winter Regatta - Tampa, Florida

Pigs at Sea	1st Grand Prix Class	Dick Robertson
Lion's Pride II	3rd Grand Prix Class	Rick Kern

More East Coast Championship - Deltaville, Virginia

Pigs at Sea	1st Overall Level 27 World Champion	Dick Robertson
Lion's Pride II	3rd Overall	Rick Kern

Western Lake Erie Championships - Monroe, Michigan

Lion's Pride	3rd Overall	Rick Kern
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Thank You

Some Words of Thanks!

The people who attended the Centennial Octoberfest enjoyed a very special "capstone" to our calendar of centennial events.

This was made possible by the effort, dedication and talents of the great folks on our committee.

Words fail us as we try to express our gratitude, appreciation and admiration to Mary Ann Curtze, Tony and Kitty Ferrari, Gene and Mary Malatesta, Paul and Carolee Otto, Jane and Don Schwab, Pat Stuart, Dave Ungerman, Gary and Mary Weibler, and P.C. Harold and Sandy Will.

The Octoberfest was the success it was as a direct result of the work these volunteers. Our hats off to them!

Dan Dundon and Gerry Urbaniak
Co-Chairmen

A Note of Thanks!

To everyone who helped put the 1996 Erie Yacht Club Winter Carnival together, a special thank you to Jim Lorence from Jahar Inc., Bill Schaal Jr. from Hardinger Transfer and Vice Commodore Chris Wolford. It was a great day. Your support of this event was very helpful, and it would have been impossible to pull it off without your assistance. Also, to the members, guests and volunteers, thank you for your participation.

Jim and Becky Finn
Chairpersons
Winter Carnival

Welcome New Members of the Erie Yacht Club

— JUNIOR FAMILY MEMBERSHIP —

ERICA MOORE
RN IN ERIE SCHOOL DISTRICT



— ASSOCIATE MEMBERSHIP —

JOHN H. BOYLES, JR.
GE MACHINIST

SHAWN VANHOVE, M.D.
ANESTHESIOLOGIST

PATRICK G. ROGAN
JANITORS SUPPLY

PAUL J. SELIGSON
RETIRED

KENNETH W. PRUYN
GE ELECTRICAL MAINTENANCE

JOHN R. MELLETT
V.P. ZURN INDUSTRIES

WILLIAM D. KAUFMANN
GE REPAIR TECHNICIAN

KIMBERLY G. BLAIR
OWNER
INDUSTRIAL CONTROL SERVICES

KEVIN C. JOHANNESMEYER
PENNSYLVANIA ELECTRIC

RUSSELL S. WARNER
ATTORNEY

DONALD E. NEWELL
MANAGER/JORDAN SUPPLY CO.,



CONGRATULATIONS TO THE
FOLLOWING MEMBERS
FOR BEING ELECTED
TO REGULAR MEMBERSHIP!

DAVID P. DAILEY
DAVID A. AMATANGELO
JOHN H. WILLOW
MARK S. BUSEK
RICHARD A. THOMA
JAMES H. McDONALD
JAMES P. DAILEY
JOHN G. SWENSON
THOMAS J. FREEMAN

1996 CLUB FUNCTIONS

MARCH

March 4 to 11 CLUB CLOSED
March 13 Mid-Week Buffet w/ Gene Leone
March 15 BINGO! - 7:30 pm
March 16 Entertainment: "Abbey Road"
9 pm-1 am in the Grill Room:
March 17 St. Pat's Brunch with the "Strolling Minstrels"
11 am -2 pm
March 18 Monthly Board Meeting
March 20 Mid-Week Buffet with Frank Alvaro
March 27 Mid-Week Buffet with Hank Macellaro
March 29 BINGO! - 7:30 pm

APRIL

April 3 Ladies' Monthly Luncheon
April 3 Mid-Week Buffet with Frank Alvaro
April 5 Good Friday All-You-Can-Eat Seafood Buffet - \$13.95
April 6 Lunch with the Easter Bunny and Egg Hunt - 11:30 am
\$3.50 (reservations required)
April 7 Easter Dinner Buffet - 12 -6 pm
(reservations required) (No other food service tonight)
April 10 Mid-Week Buffet with Gene Leone
April 12 BINGO! - 7:30 pm
April 15 Monthly Board Meeting - 7:30 pm
April 17 Mid-Week Buffet with Frank Alvaro
April 19 All-You-Can-Eat Prime & Pasta Buffet - \$12.95
5:30 pm to 9:00 pm
April 24 Mid-Week Buffet with Hank Macellaro
April 26 BINGO! - 7:30 pm

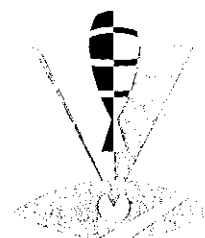


Good Friday

A P R I L 5

ALL-YOU-CAN-EAT SEAFOOD BUFFET

\$13.95



OLYMPIC CAMPAIGN UPDATE

W I N T E R 1 9 9 6

"First, I would like to thank all of you who have given me support in reaching my goal to represent the United States at the 1996 Summer Olympic Games. With just five months remaining until the United States Olympic Trials, Olympic hopefuls such as myself are training full-time to prepare themselves to perform beyond their potentials. Although regattas are important to try out what you have been practicing as well as to size up the competition, the long hours of training are where one can make the biggest gains.

Since beginning full-time training in June, I jumped into the international circuit competing in regattas in Germany and Sweden which proved to be successful. Each regatta was five days long and I spent time training with some of the top sailors from such countries as New Zealand, Belgium, and Denmark as well as competing in the regattas. Kiel Week was in late June yielding 140 women in Europe dinghies. After a tough start, I had a strong finish in the top half of the fleet and in third place among the American women beating Kim Logan, ranked #1 in the U.S. and behind Jennifer Coolidge, ranked #2. The European Championships were then held in Malmo, Sweden, with 170 men and 140 women. The conditions ranged from zero to 35 knot winds and we sailed in them all. The first week was open week which allowed anyone to try to qualify for the finals. I finished fourth in the silver fleet ahead of all but one American, Courtney Dey, who was in the gold fleet. I found my strengths to include a good tactical mind and strong starts. My boat speed was generally good but I need to improve my boat handling to include a larger range of conditions through more time and practice. Lack of wind resulted in the championship being cancelled for the women, but being involved in the regatta helped me, none the less.

With a typical U.S. starting line of less than twenty boats, sailing against the top Europe sailors in the world with starting lines of fifty or more boats provides some of the best training possible. The Europe dinghy is a relatively new boat to North America and we still have much to learn. The Europeans however, are eager to share their knowledge and to spar with us on the race course.

The rest of the summer included a training camp in Savannah with the U.S. sailing team and coach. As a group, I think our sailing has improved and competition is tough among the U.S. sailors. Each person has their strong points with no one sailor dominating the field. CORK, an Olympic class regatta in Kingston, Ontario, proved this. The top U.S. women finished 10th through 22nd out of 42 in a generally windy regatta. My best finishes were in the light to medium breezes where boat speed and tactics were most important. I found my weakness to be driving through five-foot waves in heavy air. Since I am one of the lighter women, I need to have superior boat handling techniques in heavy air.

The events of the summer helped me determine where to focus my limited resources for the rest of the campaign. Full-time effort will continue to be spent on maintaining my fitness level and increasing strength through three-hour daily gym sessions. On the water, I have been in Savannah, San Francisco, and Long Beach, training with the U.S. sailing team coach in several U.S. clinics. In addition, I shared a private coach who is ranked among the top 15 men in the world in the Europe Dinghy. Concentrating on several sailing techniques including boat handling and sailing in waves with strong currents, I have greatly increased my boat speed downwind and also my confidence in heavy air. Due to the expense of the private coaching, I am sharing the coach with three of the top American women competitors.

With only five months remaining, training time is essential, requiring more dedication as well as quality coaching to maximize one's learning. I have asked my brother, Will, to be a full-time coach. In addition, I hope to work with several other coaches for shorter times as money permits. I look forward to training and competing throughout Florida until March when I will move to Savannah until the trials. I am happy with my program thus far and feel that I am accomplishing my goals. I look forward to the upcoming regattas where I hope to bring together all that I have been working on and to identify further areas requiring more work. An Olympic campaign is about more than just winning a medal. It demands dedication, organization and the will to overcome the many obstacles that are presented. I must believe in myself, as I hope others do, and keep pushing to be the best. In the end, the long hours of practice, physical fitness, and mental toughness are what pay off, but not without the belief in oneself and the support of many others. Thank you for the support you have given me and, believe me when I tell you, it is much appreciated."

*Sincerely,
Laura Dunn*

UPCOMING EVENTS

M A R C H

U.S. Team Clinic - Savannah, GA
Hilton Head Regatta - Hilton Head, SC

M A Y 4 - 12

U.S. Olympic Trials - Savannah, GA

Roll 'em!

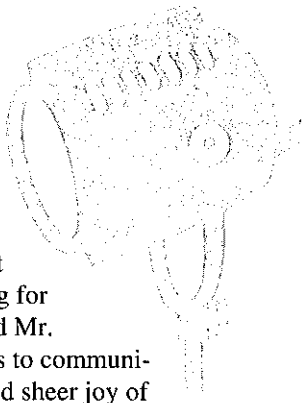
Lou Richards, chairman of the Centennial Video Committee, reports that copies of The Centennial Video will be available for purchase from the club beginning May 4, 1996. The price of the video is \$19.95.

Videotaping of this program began over three years ago before the renovation of the clubhouse. The video will contain various aspects of the 100-year history of the club, but the great majority of the program will showcase the special centennial events held during 1995, the club's centennial year. These events included: the winter carnival, the centennial ball, the summer picnic, the centennial raft-up, the old-timers get-together, and the Octoberfest party. Other club events such as the 1995 New Year's Tom & Jerry party, the 100th opening day ceremony and other activities held during the year will also be included in the video.

Mr. Richards said, "The video is most about the hundreds of volunteers, officers, members, staff, and friends that had such a grand time celebrating the club's 100th

birthday at these special events and throughout the year. The most important thing for me," continued Mr. Richards, "was to communicate the fun and sheer joy of our members and their families and friends had celebrating our club's 100th birthday." Mr. Richards is presently in the process of editing over ten hours of video that was recorded, into the final version which will be approximately one-half hour in length.

Mr. Richards encouraged members to plan on buying the video for our out-of-town friends and relatives. He commented that, "It's a great way for anyone to once again experience the fun and jubilation of the club's glorious 100th anniversary year." Members of the Centennial Video Committee are: Doug Beers, Andy Martin, Charlotte Scalise, Jim Steward, and Stan Zlotkowski.



INFO FROM THE DOCKMASTER

LAUNCHING

All stickers must be displayed on your boat before it will be launched. If you do not have your sticker, you will be asked to reschedule your launch. We ask that all members please clean up the area where your boat was stored. Please do not leave your empty paint cans, tarps, or blocking lying around. Please police your area after you launch.

DRY SAIL

If you have not requested or registered your boat for a dry sail sticker, please notify the office. Members, if you have children that dry sail, please call the office to apply for a sticker.

All dry sail boats must be stored in the dry sail lot located to the east of the Club. Dry sail boats are not to be stored on the keg dinghy ramp. The dinghy ramp is for keg use only. Please contact the Dockmaster with any questions.

Happy Hour Where Is It?

Into the lot I drove my car,
Now, I wonder where you are?
I parked it next to a red Cadillac,
So I could find it when I got back.
In the club I had three or four,
Then with my friends, I had some more.
Now groping in the wind and rain,
Finding my car is such a pain.
I know I'll find that Riv somewhere,
Would you believe, it's over there.
Next time I drive into that yard,
I will get myself a handicap card!

— Jim Walker

New Year Gathering



(Photo by Bill Behr)

Members enjoyed the club's annual Tom and Jerry Party on January 1. The fleet officers served up the grog at the traditional event, which was a great way to start the new year.



COMMODORE
JACK BIERLEY

Commodore's Report

Club usage during the normally "dead" months of January and February has been unusually good this year; thanks to our supportive, fun-loving, membership and our friends from Kahkwa and Lake Shore taking advantage of the reciprocity offered during their respective shut-downs. The Super Bowl, Valentine's Day and Winter Carnival parties were sell outs, and in addition, attendance at the bi-

monthly Bingo sessions has been growing steadily. (One of the things that brings a great deal of satisfaction to this job is seeing how really diverse the groups are that take part in our activities. A good sign, indeed!)

The new storage/maintenance building is well underway, as is the dock improvement program. Something is always going on, but with so many needs, the job of prioritizing capital improvement projects keeps us all "on our toes." The goal is always to maintain balance between what we pay vs. facilities and services offered - a judgment call, at best! Hopefully the majority of members recognize this dichotomy, and approve what is being done.

Tim Polaski, who has taken over as club librarian, will catalog and organize the collection, and set up a procedure for borrowing and returning books. Quite a few members have given books to this cause, but there are lots and lots more gathering dust. It's our plan to save them from the garage sale circuit! Please consider donating them to the club if you have no more use for them.

Those of us that visit our Canadian neighbors frequently are concerned about the federal government's insistence on enforcing the I-68 "nuisance tax" (my words) requirement. The law has been on the books for many years, but has been largely unenforced.

The GEBA, USPS, Boat Us and presumably other groups are trying to have this latest incursion repealed, or, if not, made painless.

Available "slots" for the Reyburn Sailing School's summer program are being filled faster than usual this year, so if you, your kids, grandchildren or your neighbors/friends kids/grandkids are interested, better sign up soon.

Members who haven't taken part in this winter's skiing season (great), iceboating (also great, but spotty), snowmobiling (ditto) can take solace in the fact that it is only 46 days to launch!

Respectfully submitted,
John W. Bierley, *Commodore*



IT'S DERBY DAY AGAIN!

SATURDAY, MAY 4, 1996 *at the* ERIE YACHT CLUB

WINDOWS OPEN: 4:00 PM • POST TIME: 5:30 PM

(IF THE NAGS ARE READY)

GIVE THE COMPUTER YOUR CHOICE
- IT WILL GIVE YOU THE EYC ODDS

Enjoy a Mint Julip while you make your selection!

One sure bet is that EYC will beat Churchill Downs!



LUNCH WITH THE EASTER BUNNY & EGG HUNT!

SATURDAY, APRIL 6 • ERIE YACHT CLUB

11:30 AM - LUNCH • 12:15 PM - EGG HUNT

INCLUDES:

Hamburgers • Chicken Nuggets • French Fries • Fruit, Juice, Milk

\$3.50 PER PERSON

Vice Commodore's Report

I thoroughly enjoyed the office of Fleet Captain. Bill Vogel and his team were great to work with and we completed many projects which improved our club grounds. The position of Rear Commodore was, in my opinion, made easy because of the efforts of our manager and the tremendous volunteer effort put forth for our centennial celebration. Now it is time to move up to probably the easiest job, that of Vice Commodore. All I have to do is form a dock committee and make the dock assignments for the year and I am done – right? I have never been so wrong! This year's dock assignments are without question the single, most frustrating experience I have ever had since taking office.

This year we had 20 slips open up. We had requests for changes from 14 members; nine of which we were able to accommodate. We had 12 members who changed their boat size. All of that was easy compared to what follows.

The Dock Committee recognizes that most new boats that are coming into our basin are larger and larger. We have had slip applications from members, with more than enough points to be assigned a slip, that we have had to turn down for several years because their boats were so large we had no slips for them. There are very few slips available for yachts in the 50+ foot range. Nevertheless, every year we try to accommodate these requests. This year we had enough openings that we could move a few yachts around and accommodate these requests. The Dock Committee does not like to move yachts, particularly those members who have enjoyed a slip for some time, but when the best interest of the club requires a yacht to move, the Dock Committee can reassign a yacht as provided by our Constitution and By-Laws. The "best fit" rule enables the committee to fully utilize the docks.

Please be advised the E.Y.C., not the member, owns the dock. Our slip-holding members rent their dock space. It is a privilege and not a right. If a member wants to fix up the dock with railings, carpeting, padding, etc. it should be only with the permission of the Dockmaster and with the understanding that his or her slip assignment may be temporary. Your Dock Committee tries to assign permanent slips but this is not always possible. We are trying to do what is in the best interest of all the members.

Respectfully,
Chris Wolford
Vice Commodore



VICE COMMODORE
CHRIS WOLFORD

The Miracle of Spring

I went out to see my garden

Some snow was on the ground

There were leaves and twigs and

Other things scattered all around.

As I gently raked the leaves away

I saw to my surprise

Little shoots of daffodils

Before my very eyes.

I just love this time of year

When the flowers begin to bloom

Nature is starting to do her thing

It's the miracle of spring.

– Jim Walker

Cruise Of A Lifetime

by Harold and Helen Talling

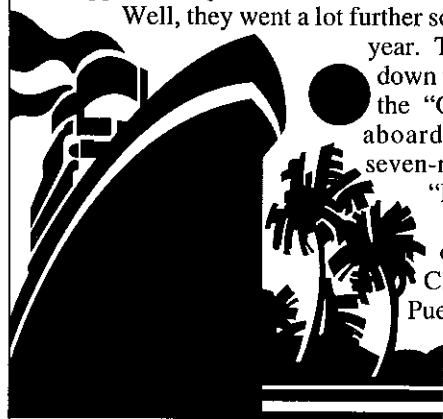
Have you noticed several of the Erie Yacht Club members who appear to be just back from Florida with the tans they have?

Well, they went a lot further south to get their tans this year. They went all the way down to the Panama Canal, on the "Cruise Of A Lifetime" aboard Royal Caribbean's seven-month-old dream ship, "Legend of the Seas."

Busing to Cleveland on Jan. 15, they flew from Cleveland to San Juan, Puerto Rico, the next day, boarding the "Legend of the Seas" the fol-

lowing day. They stopped at Charlotte Amelia, St. Thomas, Santo Domingo, Dominican Republic and Willemstad, Curacao, en route to the Panama Canal. After the most interesting trip through the canal, they stopped at Caldera, Costa Rica, and on to their final destination, Acapulco, Mexico, from where they flew home the next day, January 27, to Cleveland and took a bus back to Erie. A few took the alternative of staying over in Acapulco for a day or two before returning.

Words are difficult to come by to describe the "Legend of the Seas." It has 11 decks, is 867 feet long, has two swimming pools, 13 passenger elevators and, if you can believe it, an 18-hole miniature golf course on the stern of the ship. It carries 1,800 passengers and a crew of 735. The only bad thing about the ship is the fuel mileage. The "Legend of the Seas" only travels 45 feet per gallon of fuel.



Rear Commodore's Report

Ice still has its strangle-hold on the bay and lake as I prepare this *Log* article. To me, this is the longest part of winter . . . that nasty time between ice-out and boat-launch. We've certainly endured a winter this year, haven't we?

A few personal predictions just for fun:

The Winter Carnival once again proved to be an exceptional time for young and old to "be kids again."

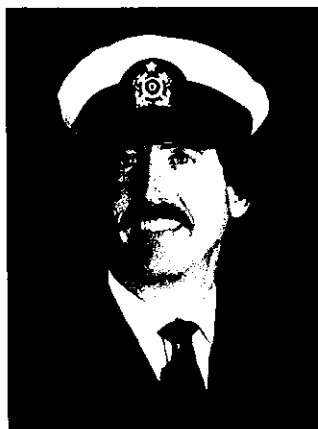
We'll enjoy a milder-than-usual spring this year . . . a prelude to another awesome summer. (Sounds great, doesn't it?)

I predict we'll see an even larger number of transient seagulls returning from their wintering grounds this spring.

I also think we'll see more of our Canadian friends, the lawn-eating and recycling geese.

Continue to enjoy your club, and keep in mind our scheduled club functions. We'll have two more Friday-night Bingo's in March, as well as a super Saint Patty's Day Party on the 16th with "Abbey Road" performing. A St. Patrick's Brunch with the "Strolling Minstrels" follows on the 17th. Kids: April 6th has Lunch with the Easter Bunny along with his famous Egg Hunt! Let's hope for a sunny day! Enjoy Easter Dinner with entertainment from noon until 7 pm on Easter Sunday, April 7th.

Whatever the occasion, let's shake off the late-winter blahs and look forward to springtime down at the EYC. Your top-notch staff is ever-ready to serve you with a smile! **THINK SUMMER!**



REAR COMMODORE
FRITZ CURTZE

Respectfully submitted,
Fritz Curtze
Rear Commodore

From the General Manager's Desk

I just returned from the Annual Club Managers' Conference where I attended a number of seminars on various subjects ranging from "How to Get Along with Your Board of Directors," to "Running a Tax-Exempt Club." While attending the conference, I had the pleasure of seeing other clubs and got to talk with fellow club managers about their various problems. As I walked through some of these clubs and listened to their managers, I found myself thinking, "I don't have that problem," or "We do it better than that," or "Our clubhouse looks better than this." In the end, I came to the conclusion that the Erie Yacht Club is far and away ahead of many of these places and provides a great value for fees paid to its members. The one thing that continually came up in many of the seminars was the IRS. It seems the IRS has been auditing more and more clubs of all types. One of the greatest benefits this club possesses is its 501 (C) 7 status, which in plain English is, this club is exempt from paying taxes because we are a non-profit organization. It seems the IRS wants to see where most clubs' income is coming from, i.e.; dues, fees, investment income and non-member income. The latter being the most-watched item. Under the tax code a club can only receive a certain percentage of income from non-members. With this in mind, we will be changing some of the ways we must keep track of this income. The most noticeable will be in the area of club functions and banquets. Members who have a catered function at the club will be required to fill out a short questionnaire concerning the make-up of the party. To continue the benefits of a tax-exempt club, we must abide by the current tax code, as crazy as it is. This should not be too much of an inconvenience to the membership.

Respectfully,
Michael C. Lynch
General Manager



FLEET CAPTAIN
PETE GORNY

Fleet Captain's Report

It's springtime, when a middle-aged man's thoughts turn to bottom paint, cover removal, and lower unit service. As the warmer weather approaches, I hope you'll take the time to stop by and see the new maintenance building. It should help the club get much more life out of its equipment. Also, we would like to thank those people who made donations to the new building. Thanks for helping keep the cost in line.

By Opening Day this year, we will have accomplished a few tasks on the grounds to improve the appearance of the club. We will have the dumpsters fenced in at the east end of the clubhouse, and there will be an improved restroom area out by the lighthouse. If you have any grounds-keeping suggestions for the good of the club, please let me know. It will expedite the process if you take the time to work out a plan and cost to implement your suggestion.

Finally, the annual housekeeping reminder. Please pick up all your blocking and cover remnants after your boat has headed for the water. Our dock crew's time is too valuable to have them walking around policing the area. The club belongs to all the members, let's put in the little effort required to clean up after ourselves.

Thanks for your support. I hope everyone has an early and enjoyable spring.

Best Regards,
Pete Gorny
Fleet Captain



St. Patrick's Weekend

SATURDAY, MARCH 16TH

ENJOY A
CORNER BEEF & CABBAGE DINNER
AND WASH IT ALL DOWN WITH SOME
GREEN BEER

AT 8:30 THE BAND "ABBEY ROAD"
WILL PERFORM THEIR FAVORITE *BEATLES* SONGS
FOR YOU IN THE GRILL ROOM.

SUNDAY, MARCH 17TH

Enjoy ST. PAT'S BRUNCH
GREEN EGGS AND HAM,
SIP ON CHAMPAGNE
AND ENJOY THE SOUNDS OF

"THE STROLLING MINSTRELS"
11 AM - 2 PM • KIDS UNDER 10 EAT FREE
CALL NANCY FOR RESERVATIONS - 453-4931

MOTHER'S DAY IS SUNDAY, MAY 12, 1996



THE ERIE YACHT CLUB

IS FEATURING

A BOUNTIFUL BUFFET

THAT INCLUDES:

OMELETTES MADE TO ORDER FROM 12 TO 3
Salad Bar • Assorted Salads • Rice Pilaf • Potatoes
Vegetables • Seafood Newburg • Carved Sirloin
Carved Tavern Ham • Chicken EYC
Orange Roughy • Turkey & Stuffing • Pasta
Cooked to Order from 3 to 6 PM

AND

ASSORTED DESSERTS!

ALL FOR \$13.95

CHILDREN 7 TO 12 - \$4.50 • UNDER 7 - FREE!

SERVING 12 TO 6 PM

CALL NANCY FOR RESERVATIONS - 453-4931

EYC BOARD OF DIRECTORS



Seated (from left to right):

Pete Gorny, Fleet Captain; Chris Wolford, Vice Commodore;
Jack Bierley, Commodore; Fritz Curtze, Rear Commodore

Standing (from left to right):

P/C John Ashby, Bob Pratt, Roger Allenbaugh, Julie Arthurs,
Jim Lockwood, Jim Lynch, Dave Sample

DIRECTORY

OFFICERS:

John W. Bierley, Commodore 838-2537
Christian C. Wolford, Vice Commodore 833-1960
Fritz Curtze, Rear Commodore 734-3937
Peter Gorny, Fleet Captain 456-9870

DIRECTORS:

P/C John G. Ashby 833-8111
Roger Allenbaugh 833-2955
Julie L. Arthurs 455-3935
James Lockwood 774-8727
James J. Lynch 838-6980
Robert Pratt 838-4936
David Sample 833-4813

SECRETARY/MEMBERSHIP

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

ERIE YACHT CLUB

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