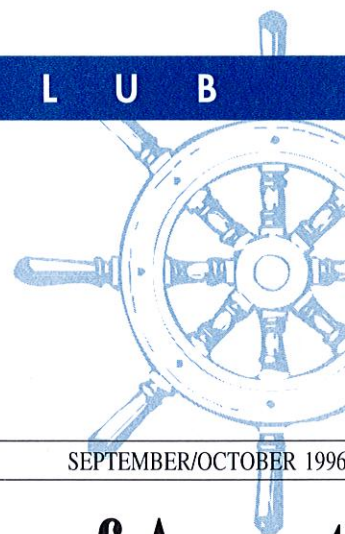


ALOG



VOLUME VI, ISSUE V

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

SEPTEMBER/OCTOBER 1996

Highlanders Put Shine on Dull Days of August

By Brian Kinal

The sultry days of mid-August, which would have been a laid-back hiatus between Dover Weekend and the MS Regatta, offered up an exciting week of small sailboat racing as the Erie Yacht Club hosted the 45th Annual Highlander National Championship Regatta.

Thirty-three boats from around the Northeastern U.S. competed for five days, reminding EYC sailors of how dashing small-boat racing can be, and evoking some sadness over the decline of our once-thriving small-boat classes.

There was little advance publicity about the Highlander regatta, even though it's been planned for two years, so the invasion of 32 boats (EYC entered one) and about 150 people including crew and non-sailors took a lot of members by surprise.

Non-competitors Kris Myers, left, and Katrina Haas of Edgewater Yacht Club in Cleveland enjoy their leisure among RVs parked at the edge of the main lot south of the clubhouse. Myers' husband, Rick, was racing his boat.

(Photo by Brian Kinal)



Highlanders race into the wind during the Junior competition of the national regatta. (Photo by Stefanie Bauer)

The south end of the main parking lot suddenly looked like a recreational vehicle exposition, and pup tents bloomed like mushrooms in the dry-sail area. These Highlander folks are a hardy group and used to competing at far more primitive clubs than EYC. They're a self-sufficient crowd of vagabonds who, nevertheless, succumbed to the creature comforts of the EYC.

They were not only great guests but good customers as well, and spent a lot of money at the clubhouse during a time when the club can use the business. As when any large group uses our facilities, there was some inconveniences to non-participants in terms of parking, pressure on the dry-sail area, and so forth. And there were a handful of justified gripes about the behavior of a scant few, as usual, again, with any large group.

(continued on page 2)

Following are highlights of the results of the 45th Annual Highlander National Championship Regatta, held at Erie Yacht Club Aug. 12-16:

CHAMPIONSHIP DIVISION

Mike Perakis, #906	1st place.
Joe Volhert, #1005	2nd place.
Steve Carter, #1002	3rd place.
Rob Spring, #949	4th place.
Gary Stoubach, #939	5th place.

PRESIDENT'S DIVISION

Norris Bourdow, #450	1st place.
Don Wright, #1000	2nd place.
Gary Vinidry, #747	3rd place.
James McDonald, #952	4th place.
Tom Fee, #857	5th place.

JUNIOR CHAMPIONSHIP

Jess Gerry	1st place.
Steve Bauer	2nd place.

MASTERS CHAMPIONSHIP

John Emmerich	1st place.
Don Wright	2nd place.

ALL-FAMILY AWARD

Harold, John and Steve Bauer	1st place.
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Highlanders . . . (continued from page 1)

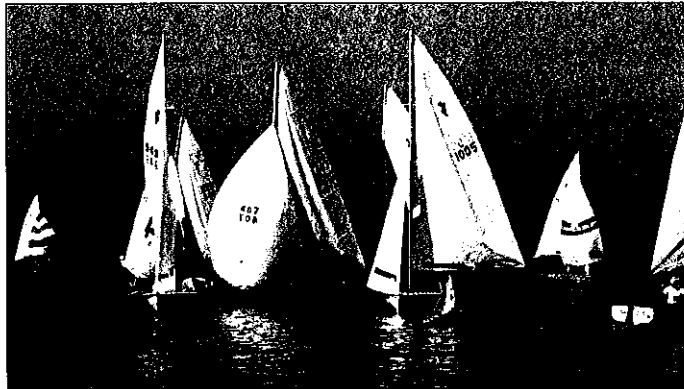
As Commodore Jack Bierley put it, "We've made whole lot of people very, very happy by having it. That doesn't hurt anybody, whether it's your image or your feeling about yourself. And we generate revenue from it."

Bierley and John Damcott, with a host of EYC volunteers, ran the races for the Highlander sailors, who will reimburse the club for the fuel and other expenses of the committee boat. The main competition was planned as a seven-race event, but with fickle winds, only six were run over a four-day period Monday through Thursday, August 12-15. After three days of light air, the wind freshened considerably for the fifth race Thursday morning, and by the last race, winds in the 20-plus mph range capsized at least four Highlanders, including one that turtled and broke its mast on a sandbar.

The competitors dusted themselves off and went back out Friday for the

Third Annual Junior Nationals and the first-ever Master Nationals for those 55 and over.

Talking about the fourth-day excitement,



The course gets crowded as a pack of Highlanders round the leeward mark on the third day of the regatta. (Photo by Jerry Clark)

Jack Bierley said, "When we started them Thursday, the nominal breeze was not excessive; I would say in the 16 to 18 mph range — lighter, of course, as we started, and heavier as we proceeded. By the second race it had picked up some, but more

importantly, these were days it was blowing from the southwest, and you get back those black-hammer puffs. Some of those puffs did contain quite a bit of wind."

Although Highlanders were designed for Lake Erie, they've evolved into mainly on inland-lake class, prospering, for example, in some of the man-made reservoirs of interior Ohio. Most of the Highlander sailors are not used to quite as much wind and, especially, wave action as we get here. One of the reasons they chose EYC for their regatta was to fund sufficient wind in mid-August.

They found it.

Ironically, the boat that dismasted was that of defending national champion Steve Carter, who ended up third overall this year. The others

who capsized reportedly were on the lower end of the experience scale.

Unlike with Thistles and most other national classes, where preliminary competitions weed out the less-experienced sailors, anyone with a Highlander is welcome to compete in the Highlander Nationals. This is a close-knit, family-oriented class in its third generation of sailors. For example, regatta chairman Harold Bauer and his two brothers, Jack and Bob, all entered boats. Harold, who as a teenager crewed for his father Fred, had his own sons, John and Steve, crewing with him this year.

Those are the kind of interconnections you find all through the class. And some of the older sailors, like Fred Bauer, competed against EYC racers, like Jack Bierley, decades ago, and they remain comrades.

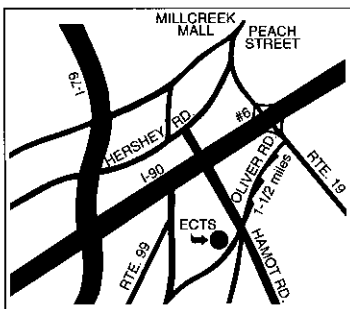
Harold Bauer recalled that the last Highlander Nationals held at EYC were in 1992. After that the boats competed in Grand Lake St. Marys, Ohio (1993), North Carolina (1994), and Indian Lake, Ohio (1995) before returning here.

"I'd like to go on record thanking Erie Yacht Club for a really wonderful, warm reception," said Harold Bauer, who lives near Masillon, Ohio, and sails out of Berlin Yacht Club. "... The people here have been very, very warm, and we appreciate it a lot. It's a wonderful facility you have here."

He said the Highlander competitors and their families often patronize public restaurants during regattas, but since EYC has such a great clubhouse and was

POWER SQUADRON

A UNIT OF THE
UNITED STATES POWER SQUADRONS
SAIL AND POWER BOATING



DIRECTIONS:

ERIE RESIDENTS: Go south on Route 19 (Peach St.). Approximately 300 yards past I-90 bridge, turn right onto Oliver Road for 1-1/2 miles. IF HEADED NORTH ON ROUTE 19, turn left onto Oliver Road just before approaching I-90 bridge. COMING OFF I-90, take Exit 6, go south on Route 19 approximately 300 yards, turn right onto Oliver Road for 1-1/2 miles to the school.

PUBLIC BOATING COURSE

Wednesday, September 11, 1996

Erie County Technical School

8500 Oliver Road • Erie, PA 16509

Registration — 6:30 pm • Class Starts — 7:00 pm
Eight-week Duration: Mondays, 7:00 — 9:00 pm

This comprehensive course will make you, your spouse and children safer boaters!

There is a charge for text material.

Passing this course will earn you a Pennsylvania boat safety certificate and may save you up to 10% on your boat insurance.

For more information call: Bob Nelson (814) 825-6070

Make-A-Wish Foundation® of Western Pennsylvania

July 25, 1996
Election to the Bay Committee
Erie Yacht Club
P.O. Box 648
Erie, PA 16512

Dear Committee Members:

On behalf of the Make-A-Wish Foundation of Western Pennsylvania, and all the children we serve, I want to thank you for your generosity in arranging such a wonderful event for sick and disabled children.

Peggy Lawless, manager of our Erie office, told us how much fun she had when she attended the event last year, and enthusiastically encouraged our wish families to participate.

Our mission is to fulfill wishes for children under 18 in western Pennsylvania who have been diagnosed with life-threatening illnesses. Beyond fulfilling a wish, we like to be able to offer or suggest other activities for kids to help brighten their spirits during their ongoing struggle with their illnesses.

Events such as your means so much to them. Many wish families have told us what a blessing it is to have opportunities for outings with their children, and how comfortable they feel when events are planned especially around the children's needs.

Boats and summer just seem to go together. How wonderful that you gave this exciting opportunity to the children. We thank you sincerely on behalf of all of them.

With kindest regards,
Marilyn C. Robbins
Marilyn C. Robbins
Executive Director

Oktoberfest

THE GERMAN BEER HALL AT EYC OPENS AT 5:30
SATURDAY, OCTOBER 5, 1996

Wir werden ein Muenchen-Stueckchen hier in Erie haben
- auch das Bier und das deutsche Essen.

featuring

German Food

- WIENERSCHNITZEL,
- SAUERBRAUTEN,
- BRATWURST,
- KNACKWURST,
- PRETZELS,
- SAUERKRAUT,
- ROASTED CHICKEN,
- BROWN BREAD,
- POTATO PANCAKES,
- RED CABBAGE,
- GERMAN POTATO SALAD,
- APPLE PANCAKES,
- BLACK FOREST CAKE



German Entertainment

- CONTINUOUS -
6 PM-12 MIDNIGHT
The Mad Bavarian
RETURNS BY
POPULAR DEMAND
- AND -
Disc Jockey
Gary Dawson
WITH
POPULAR &
OCTOBERFEST MUSIC!

The cost is a mere \$15

PLUS TAX AND GRATUITY

THIS INCLUDES
YOUR ENTRANCE
TO THE
BEER HALL, BUFFET,
AND MUSIC!!

IF YOU WOULD LIKE
TO RESERVE A
BEER MUG (PLASTIC),
THE COST IS AN
ADDITIONAL \$8*.

*THIS PRICE INCLUDES
BEER &/OR POP
ALL NIGHT!

REMEMBER TO
RESERVE YOUR MUG
WHEN YOU CALL IN
YOUR RESERVATION.
INDIVIDUAL BEER SALES
& CASH BAR
ALSO AVAILABLE.

*We will try to
have a bit of
Munich right here
in Erie
especially
including the beer
and the
German food!!

ONE LAST NOTE:
FREE CAB RIDES
are definitely available
if needed!

Attire:

Casual or you may
don Bavarian
clothes to join our
festive mood!

PLEASE NOTE THE FOLLOWING INFORMATION

- Reservations accepted after 8 am Monday, September 16 - call the Club at 453-4931 to reserve a place for you and your guests! (Remember, no-shows will be billed.)
- Reservations sold out last year on the second day, please call in Monday!
- This is limited to 300 people, first-come, first-served basis.
- The first reservations will be in the beer hall, then in the Grill Room. There is a change from last year in the Grill Room - those celebrants will be able to enjoy entertainment via a special big-screen television system.

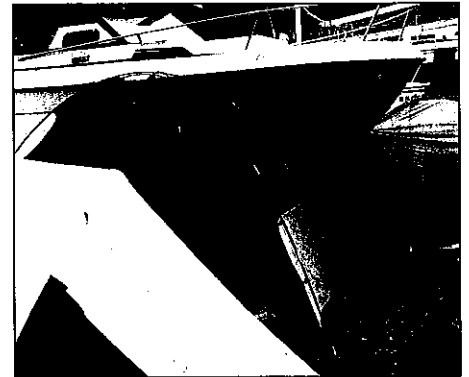
Highlanders . . . (continued from page 2)

so supportive, the Highlander folks decided to spend most of their time and money on the grounds. Sunday night was a cocktail party and cookout, Tuesday another cookout, Wednesday they bolstered the weekly buffet, and Friday they threw their awards banquet at the club.

Speaking of hospitality, EYC's Don Steva offered his Highlander for com-

petition, and Eugene Son of Chattanooga, Tenn., sailed it in the regatta.

Lighthouse Point turned out to be a favorite area from which to watch the races. It was also an evening gathering point for the Highlander teenagers, who soon attracted EYC teenagers, and some friendships were begun.



Pup tents sprouted like mushrooms across from the dry-sail area as Highlander competitors and their families made themselves at home at EYC. (Photo by Brian Kinal)

Olympic Wrap-Up LAURA DUNN

Dear Friends:

After a year of training and traveling throughout the world, Olympic contenders and I met for a regatta in Savannah to vie for the one spot for Europe dinghies on the U.S. Olympic Team. While we raced, there were nine other classes determining their winners in these Olympic trials. Only first place in the trials qualifies for the Olympic Team. However, the top five places qualify for the U.S. Sailing Team and so there were consolations for four more sailors per class.

I ended up tied for sixth. Under the rules, I lost the tie-breaker and ended up seventh. I was one point out of a tie for fifth. Under the same rules, I would have won that tie-breaker. One point is one place in one of the 15 races conducted among 19 participants. It was close!

Throughout the week of trials, the top three women in the Europe dinghies became quite well established. Places four through seven were exchanged frequently. I was in fourth place with only four out of 15 races to go. It came down to the very last race where I did not have (nor did anyone have) a shot at being number one. Courtney Becker-Day had in her third Olympic effort deservedly secured that position. However, fourth or fifth place was still open. In the final race, I was in the lead for two legs but it was canceled due to no wind. When the race was restarted, everything fell into place for my being fifth except that I either needed to be in front of one more boat or the person who ended up in fifth needed to be one place back. It didn't happen and the trials were over.

Although I did not make the U.S. Olympic Team, I fulfilled three goals. First, I was trying to be a threatening contender which I accomplished. In fact,

1996 Europe Dinghy Olympic Campaign since last writing you, I can report a respectable finish in a Hilton Head regatta to which all international competitors were invited. Under vastly varying conditions, I placed third among the Americans. My momentum had them worried going into the trials. Second, I was intent on physically and psychologically rising to a highly competitive standard. I succeeded in developing the discipline, motivation, conditioning and natural talent and achieved talent to finish as well as I did.

Third and finally, I wanted to experience intensely, highly competitive competition while remaining calm and functional. If I had these intangibles they would serve me well in other endeavors. I was pleased with my ability to retain poise in the frenzy of Olympic Trials competition.

At this point, although I did not gain the spot on the U.S. Olympic Team or one of the five spots on the U.S. Sailing Team, I have had a great experience and have gained confidence in myself. In fact, I have just managed an Olympic Team Campaign, I have managed a business as well. I have learned and grown with your support. Whether you have supported me with advertising, printing, donated boat hardware, Rolling Rock tee-shirts, Erie Yacht Club cooperation, a loaned chase boat, use of vehicles, coaches, family, sponsors, cash contributions or good will, I hope that you are as satisfied with your investment in me as I am grateful to you. The Campaign has been wonderful. You have been wonderful. My spirits remain high.

Sincerely,
Laura Dunn, 7-1-96

Jess Gerry, 16, of Hudson, Ohio, crewed for regatta winner Mike Perakis and then went on to win the Junior Nationals on Friday.

"It was sweet," he said of Perakis' victory. "He's the next generation of young sailors coming up." Perakis is 27.

Gerry is also the next generation. His father, Frank Gerry, competed against his son and Perakis and placed eighth.

Asked how he liked Thursdays blow, Jess Gerry said, "Man, it was nuts! But it was a thrill. I wait for those kind of days."

Meg Hamlet, 16, formerly of Youngstown, Ohio, just moved to Texas but flew back for the regatta.

Asked how she was enjoying EYC, she said, "It's real nice. We're camping out in tents over by the boats. We've been out at the lighthouse every night. We went on a night sail last night on one of the Highlanders."

Commenting on Thursday's excitement, Hamlet said she saw something she's never seen before – a Highlander duck roll. A duck roll, she explained, is when a boat capsizes to windward, usually from heaving in waves. She said a "few" Highlanders duck rolled in the last race.

Bierley, one of EYC's premier small-boat sailors for decades, now a J-24 sailor and driving force behind the Junior Sailing Program, conceded that the virtual extinction of EYC's small-boat racing fleet is unfortunate.

"There are so many options for people who have leisure money to spend – everything from RVs to personal watercraft, condominiums. Golf courses are everywhere," Bierley said.

"I like to think it's cyclical," he added. "The potential is here and we're always working with the young people to build it back up. I have some hope now that it might happen again."

So Once Was I



Bang! All of a sudden...
I thought it was a bullet
Shattering my front window.
Then I saw a baseball lying on the floor,
Next to my TV.
I was horrified, then angry,
Wondering what was I going
to do about this unwelcome intruder.
As I looked outside,
Hoping to catch a glimpse
At that villain who threw the ball,
I saw a little boy standing there,
Glove in hand,
Weeping.
What were his thoughts...
Of course, to run away.
But he just stood there,
Looking up at me as if to say,
Mister I broke your window.
I knew the agony,
I could feel the pain.
Once many years ago,
I was a little boy.

— Jim Walker



ERIE YACHT CLUB BOWLING SCHEDULE

1996-1997

• 6:30 PM •

SEPTEMBER 27	JANUARY 17
OCTOBER 11	JANUARY 31
OCTOBER 25	FEBRUARY 14
NOVEMBER 8	FEBRUARY 28
NOVEMBER 22	MARCH 14
DECEMBER 6	MARCH 28
DECEMBER 20	APRIL 11
JANUARY 3	APRIL 25

BOWLING BANQUET
MAY 9

The Yacht Club Cycle

Yacht clubs have been around since England's King Charles II, 1775 to be exact, when yachts were the prerequisites of rich men. During the 200 years that have elapsed yachting turned into a democratic sport. People of modest means discovered that they too could enjoy it. And, like the yachts, the clubs of their owners have also become modest to a great extent.

As in all organizations where there is a constant turnover in membership, there is constant change reflecting altruism, new ideas both good and bad and even greed.

One commodore whose name has been long lost, termed it "The Yacht Club Cycle," and put his thoughts into writing. The description is timeless. Luckily, the late Walter X. Brennan preserved the words in *Yachting News* years ago. Here is the original:

"A yacht club, unlike almost any other kind of club, is essentially a man's club.

Boiled down to its essentials, a yacht club should comprise a locker room where you can keep your old clothes and gear and a small room, very small indeed, where a few active boat owning members can get together and game. There might be a small bar, but that is a non-essential when you get right down to it.

"Too many so-called yacht clubs go social. There must be a dance floor and, of course, with that goes a ladies' retiring room. Then, in order to make it complete, there must be a check room, kitchen and a first-class bar. Someone gets ambitious and the floating indebtedness goes up when a large, modern swimming pool goes in. That means bath houses. Then some other crowd will feel the need of a tennis court or two, maybe badminton, lawn bowls or what have you. In the meanwhile the he-men of the club begin to feel that they are being crowded out. They demand a billiard or pool room — perhaps both. That usually means a service bar and more help to hire.

"The club goes in for modernistic furniture and the skipper who comes ashore in his dirty "white" pants and worn out sneakers is looked upon as a social outcast by the dowagers who line the terrace each afternoon. The smell of copper paint is anathema to them and someone suggests that the dirty old boat yard out back be turned into a sunken garden with a graceful fountain in the center just where the good old Julie K has been hauled out every winter for the last ten years.

"It is about this time that some of the younger members who own boats begin to feel the need of organizing their own yacht club where they can have better facilities for yachting activity for about one-quarter the annual dues. By twos and threes they drop away from the yacht club gone highbrow, finally to convene again in the cabin of the good old Julie K., where Jim Smith suggests that they organize a new yacht club — for members who own boats only. It's a good idea, Jim, and the gang fall for it.

"The new club comes into being. A committee investigates available buildings and property and another committee goes for the financial end. A small sum is raised by public-spirited members of the new club, and a little building, not much more than a shack, goes up. It is most likely locker room where gear may be stored and dried and a work bench where engines can be taken and fixed up by members themselves. A small dock is run out and a float installed. A new shiny white flagpole sports the yacht ensign and the new club's burgee. Only boat owners are members.

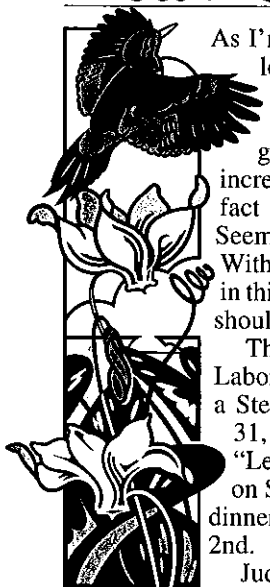
"In the fall of the year at the annual meeting a new commodore is elected. He wants to make a name for himself by improving the club so he raises funds for installing a bar. The next summer there is a regular steward on the job who doubles by tending bar. A porch has been added to the building and a few cast-off porch chairs from the homes of members make their appearance. The club steward has painted them up and it's all so attractive that the commodore's wife decides that she ought to hold a bridge party some afternoon during the week. The commodore agrees.

"The ladies are amazed how cool it is down by the water and, with mounting bills, the commodore gets the club to vote an amendment to the constitution whereby more members can be taken in — non-boat owners. The revenue is worthwhile but before doing so plans must be made for some means of entertainment. Then comes the dance floor. More non-owners come in. The bar is increased and kitchen added. There is now a steward, a cook, two waiters and a bartender. The club is booming.

"The old beach out in back is cleared up and some gay umbrellas make their appearance. A service bar goes in for bathers. Both bath houses are built. Part of the locker room is eliminated to make way for a powder-puff for the ladies. The little yard where boats were hauled out is made over into a parking place for automobiles, the club belongs to every parent organization including the International Motor Boat and Sailing Yacht Association.

"Some of the younger members are a little disgruntled. It's no longer a yacht club and they can't come on the porch unless they are fully and correctly attired. They hold a meeting, informal of course, on the Julie K, now in her third generation. A committee is appointed to investigate sites for a new building. But, what's the use? It's the same old story again which can be repeated indefinitely on a ten-year cycle. "Which cycle is your club in?"

Rear Commodore's Report

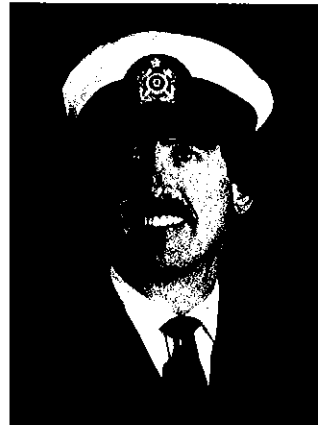


As I'm writing this letter, swarms of swallows and purple martins are clouding the view of our basin in their quest for flying insects. They are beautiful and graceful little birds, but their sudden increase in number suggests one undeniable fact - fall is approaching. And FAST. Seems like summer just got here, doesn't it? With all the activities we managed to squeeze in this season, it's only reasonable that time should fly...

The fall season will be no different. The Labor Day Weekend at the club started with a Steak 'n Shrimp Fry on Friday, August 31, with "Apparent" at 8 pm. Pittsburgh's "Legacy" entertained in the Grill Room on Saturday. We were open for lunch and dinner service on Labor Day, September 2nd.

Judging by the countless hours spent planning by the Octoberfest Committee members, this party will surely prove to be another knockout! Mark October 5th on your calendar and prepare for an incredible display of Old German festivities - EYC style. Gemutlichite! The Commodore's Ball is scheduled for October 19th, rounded out by the kid's favorite Halloween Party on the 27th. Keep an eye out for Frankenstein...

Another super summer! Continue the fine job of supporting your Club and its functions. It's a true benefit to everyone.



REAR COMMODORE
FRITZ CURTZE

Respectfully submitted,
Fritz Curtze,
Rear Commodore

Fleet Captain's Report



FLEET CAPTAIN
PETE GORNY

I hope everyone has made the best of our sporadic summer this year. When the weatherman talks about "breaks" from the summertime heat and temperatures moving into the seventies, I think "This is summer, it's supposed to be hot!" Spoken like a true power boater.

The board has approved funds to complete our new building. This will include trenching to the lift station for

drains, heaters, and power to run our maintenance equipment.

We also completed a major paving project this summer. Our main road is completely redone and should be in good condition for years. Next year we will be completing a smaller paving project. In addition, there is a new grounds rule in effect regarding paved areas. Any boat stored on paved areas will need pads, 3/4" or thicker, under each area where the cradle, jackstands or blocks rest on the pavement. These pads must extend 6" in all directions beyond the contact area. We are trying to add life to our asphalt. Myself or Bill Vogel will be able to answer any questions you may have.

Finally, we are putting together a tie-down area for jet ski trailers. There have been several instances of theft, so we are making available something to chain your trailer to.

Don't miss the remaining days of summer. They will be gone soon.

Pete Gorny, Fleet Captain

From the General Manager's Desk

The memories of that long and drawn out winter are still very fresh in my mind and here I sit writing my September/October Log article. It's not fair, it's just not fair. I hope each and everyone of you enjoyed your summer at the Club.

A number of personnel changes have taken place since our last edition of the Log. First, Bill Vogel's long-time assistant John Mulligan has left us for a position with the Port Authority. Bill has replaced John with a very nice gentleman by the name of Dan Zielonisi. Dan is a native of Erie, graduating with a certificate in advanced electricity from Tech Memorial High School in 1975. He then continued his education with the Erie Institute of Technology. Continuing on he served in the Army and attended U.S. Army Engineer School. Dan brings with him a background in welding, electricity and general maintenance. The other addition to our Docks Crew is Gregory Sturgeon. Greg will be working both the first and second shifts. He has a background in both electronics and construction. We also have a new third shift security guard whose name is Joe Michalegko. When you are out and about the Club grounds, stop and introduce yourself to these new gentlemen.

Thanks to Doc Bressler who made a new footstool to replace the one that was taken from the lighthouse deck. Speaking of the lighthouse deck, on August 24 the committee that built the deck had a party to dedicate the deck to Past Commodore John Ashby for his hard work and efforts in getting the project under way and completed.

Recently, we had two jet skis taken, (by water) from the property. Both vehicles were left on the peninsula when the bandits were finished with them. The park police notified the owners when they were found. A little beaten but, returned. I would advise any member that has a jet ski that they should take the steps to secure it to your boat or trailer.

By the first of November, we should have our winter menus in place. Don't be surprised to see some of your favorite items taken off. We will be putting together some new items and will most likely bring back your old favorites in the spring.

I hate to even mention this but it's never too early to think about your company Christmas party. Give our Catering Manager Laurie Richardson a call to reserve your date.

That's it for now!

Michael C. Lynch
General Manager

FYI

Any member that
would like a copy
of the
1995 Annual Meeting
minutes can pick up a
copy at the front office
after
September 15, 1996.

Welcome New Members of the Eric Yacht Club

DOUGLAS J. ALLENBAUGH
JR. FAMILY

JILL R. ROBERTSON
JR. FAMILY

MICHELLE L. GRIFFITH
JR. FAMILY

KERRY J. SCHWAB, JR.
JR. FAMILY

KARA E. ANDRYC
JR. FAMILY

JAMES P. CUMMINGS
ASSOCIATE

HARRY C. IWIG
ASSOCIATE

JUDITH M. EMLING
ASSOCIATE

DOLORES J. HOOK
ASSOCIATE

1996 CLUB FUNCTIONS

SEPTEMBER

September 1 "PITTSBURGH LEGACY" in the Grill
September 2 Club is open serving from 11:30 am 'til 9:00pm
September 4 Mid-Week Buffet with Frank Alvaro
September 11 Mid-Week Buffet with Gene Leone
September 16 Board Meeting - 7:30 pm
Tickets go on sale for "Oktoberfest"
September 18 Mid-Week Buffet with Frank Alvaro
September 25 Mid-Week Buffet with Gene Leone
September 27 First Night of the EYC Bowling League

OCTOBER

October 2 Mid-Week Buffet with Frank Alvaro
October 5 "OKTOBERFEST"
October 9 Mid-Week Buffet with Gene Leone
October 14 Board Meeting - 7:30 pm
October 16 Mid-Week Buffet with Frank Alvaro
October 19 COMMODORE'S BALL (members only)
October 23 Mid-Week Buffet with Gene Leone
October 30 Mid-Week Buffet with Frank Alvaro

RULE CHANGE

At a recent meeting of the Grounds Committee a discussion concerning the new paving on the road to the gas dock took place. The committee, with some input from the Board of Directors felt steps should be taken to protect the investment the Club made in this road. Specifically, winter stored boats. As many of you may have noticed, boats that are stored on the pavement tend to put pressure on the blacktop and it pushes through, leaving holes in the road surface. With this in mind the Committee came up with the following rule for any and all boats that are stored on pavement;

"Boat owners who are stored on any paved surface on the property, are required to support jack stands, cradles or blocking with load dispersing sheeting. (Plywood preferred) This sheeting must be a minimum of 3/4-inch thickness and a diameter to extend a minimum of 6 inches beyond each leg or block."

THIS RULE GOES INTO EFFECT IMMEDIATELY. Any boat owner that normally stores a boat on pavement must have their pieces of sheeting ready at the time of your haul out. Should any one have any questions concerning this new rule please direct your questions to General Manager Mike Lynch or any member of the Grounds Committee.

Haul-Out Season is Here!

- a. Please bring a buddy to help.
- b. Have blocks and shims ready at the time of haul out.
- c. Remove all hoses, lines, electrical cords, picnic tables and grills etc. from your dock.
- d. Allow yourself enough time to fill up with fuel and pump out.
- e. Non-toxic antifreeze should be used to winterize your boat and motor.
- f. Make sure your cradle is in good condition before your haul-out date.
- g. At this time the last haul-out date is scheduled for Nov. 30th.

Thanks,
Bill Vogel, Dockmaster

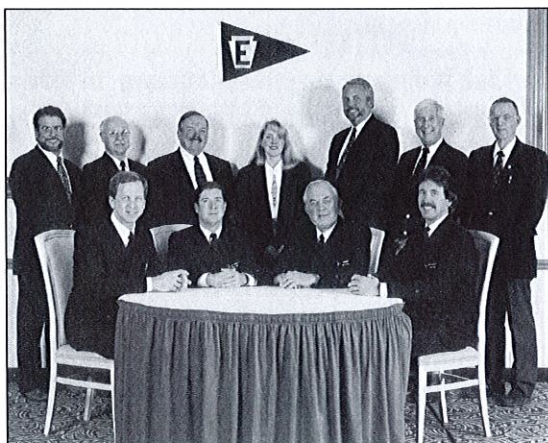
A SPECIAL THANKS:

To all of you generous skippers and volunteers who helped to make the Sixth Annual Frolic-on-the-Bay the success it was. Your kindness toward our special guests was well displayed. We are proud of the job well done by all.

Thank you to all supporters, sponsors and agencies involved.
Thank you very much!!!

Paul Huntley and Jim Finn
Chairpersons

EYC BOARD OF DIRECTORS



Seated (from left to right):

Pete Gorny, Fleet Captain; Chris Woford, 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

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