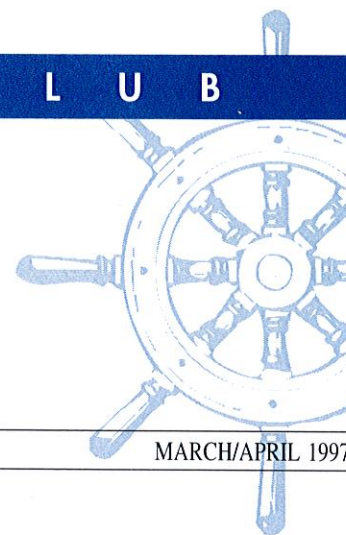


The LOG



VOLUME VII, ISSUE II

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

MARCH/APRIL 1997

Part 2 of Gib and Suzy Loesel's Dream Voyage Log *By Gib Loesel*

Looking back at what I wrote in Part I of this epilog, I realized that I failed to mention that without the help of several friends we would have been hard-pressed to leave on Labor Day. Many thanks to brother, Rich, Bob Walker and Ken Claunch who worked their tails off on several projects for us. Gary Raimy and Bob Allshouse were also there to help when needed. Several others had helpful thoughts but our own Andy Hornyak was full of useful ideas and kind enough to help get some of them done.

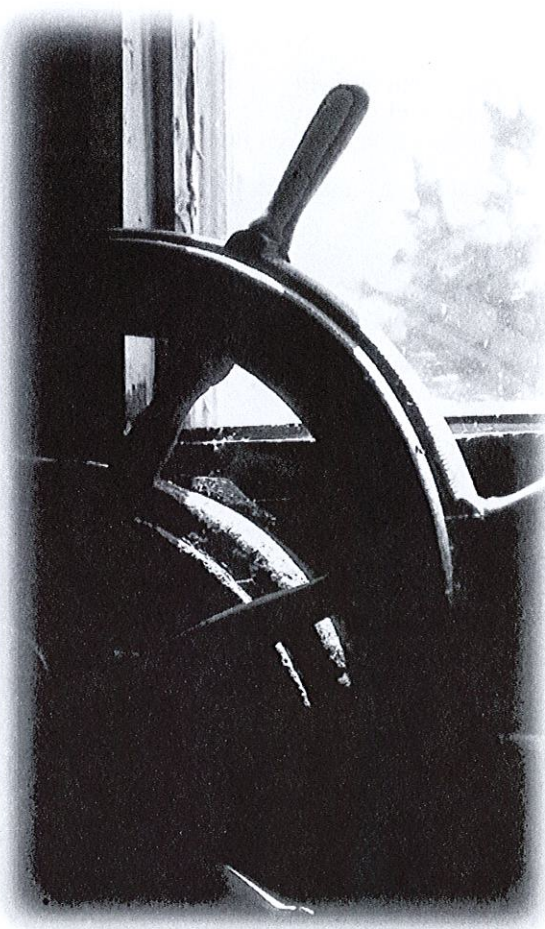
When we arrived in Cape May, NJ, it was raining and it rained most of the night. It was then that I discovered a few leaks in the portholes that I had forgotten about, or maybe never knew how bad they really were. We also found a couple I never knew existed. We had to use all the pots and pans and the waste basket and then decided this was a major item that had to be attended to, and soon.

The Rickloffs left on September 17th, and Suzy and Louise rejoined the boat. We started for the Chesapeake Bay via the Cape May Canal, Delaware Bay and C & D Canal. Now hear this, it is very important to know the exact height of your spar and all of the gadgets thereon. It is equally as important to make sure you pay close attention to the bridge heights and then to the vertical boards on the bridges which reflect their current clearance height, which are affected mostly by the tides. Lastly, it is important to listen closely to all Coast Guard announcements on VHF, which advise such things as bridges under construction, bridges that are closed, boats that have gone aground blocking navigation and a host of other items they deem important.

With all of this said (and it is important), we met test number 1 on the subject. We entered the Cape May Canal, which

allows you to cut through the southeast corner of New Jersey without going back into the ocean. In order to enter this canal you have to pass under a bridge. In this case it was under construction, and there was a net hanging down 5 feet, according to the Coast Guard report. So far we were okay. The vertical board marker was missing, or we didn't see it and this tide thing was not yet ingrained into our heads, at least mine. Go slow and hold your breath, looks okay and it was, the antenna only touched a little. The same rules and thoughts apply to overhead wires. By the time we got to Florida, we had seen several boats who had not paid attention or had gotten into the wrong place and lost their instruments or did other damage. One Alden 45 got tangled up with high-tension wires and blew up the end of their spar with all instruments damaged including expensive Single Side Band.

The rain started and then stopped again by the time we went the three miles through the canal. However, the visibility was terrible and this, coupled with high winds that had come up "right on the nose," (this should be called "the wind is on the nose" trip) as we entered Delaware Bay. It was looking like a grim day at sea. While I was busy looking at the charts for a place to duck in, Rich was bundled up in his wet suit and boots looking like the Old Man of the Sea, with lots of water running down his face, steering our ship against the wind and tide. By the time I found a spot where we could get in, the wind had died and the rain eased up. The vote was to keep going. We made the C & D Canal and the Schaffer Canal House in about eight hours and 52 nautical miles. We were all happy to be tied up for the night.



(continued on page 2)

Part 2 of Gib and Suzy Loesel's Dream Voyage Log

(continued from page 1)



The next day we left early and had breakfast while motoring down the C & D. It was a short distance to the Chesapeake, and by that time the wind was back on the nose. As our course turned further south, the wind hauled and by that time it was blowing plenty. We rolled out the jib and had a rip snorting ride down to Annapolis. We managed to dodge the crab pots, which are everywhere, with the exception of the shipping channels. When you are out of the shipping channel the water is shallow. This takes a lot of getting used to, especially when you are rolling at 7+ knots and you see 12 feet turn into 8 feet. It is then you pray the depth finder is working. We did not hit bottom or snag a crab pot and arrived in Annapolis about 1400. It was another 52-nautical-mile day for a total of 735 nautical miles from the Erie Yacht Club to Annapolis. Leg One of the trip was over in 17 days. Rich and Louise departed the next day for their own beds, and it was just me and my new First Mate Suzy.

With all of the work getting the boat ready and this first leg of the trip done, both of us needed rest. We had originally planned to move out to a mooring ball in Annapolis Harbor but decided to stay at the Marina for six nights as the rate reduced weekly. The cost at the weekly rate for a 34-foot boat was \$27 a night vs. \$15 on a mooring. Later we discovered that many cruising sailors headed up Spa Creek and anchored free. This was far from the City Dock and required a larger motor on a dinghy than we had at the time. Once you start anchoring and mooring out, your dink and motor become your "wheels."

I chose a folding dinghy which could be stored on deck as opposed to an inflatable, (so far I think it was a good choice – more on that later). This rig was powered by a 2 HP engine which Rich and I own together. It worked well when there was no opposing wind or current. A long ride, like to the anchorage on Spa Creek, was not in the cards. Before we left Annapolis it became necessary to buy a new motor, or trade (plus dollars) as in my case. The only part that is confusing to me now is "which part of the new motor does Rich own?" He is such a good brother I now declare, by virtue of this article, that his share is half.

Staying dockside for this week also allowed us to work on a few of the smaller items that had not been completed prior to our leaving Erie. Some wise cruiser (and it is true) wrote, "if you don't leave until everything is complete you will never leave." The first job was to fix the leaks in our ports and chase down the new ones which we had discovered. Thank God we did. More on this later!

If you have not done this type of cruising and are not familiar with the importance of a dinghy and motor, it would be wise

to study all aspects of the situation. How it will store, on deck, on davits, where the motor will be mounted, how the motor will get transferred from its mounting spot to the dink, how it will tow with and without the motor.

It is equally important if you plan on anchoring to learn where you can and cannot anchor. I found it interesting on the "learning curve" where we actually anchored as compared to where I thought I could or would at the beginning of the trip. We also learned that there are boaters who never plan to go into a marina or pay for dockage. This also is something that needs to be studied if you are thinking about a long-distance cruise. For us it had been predetermined that a 50/50 split, anchoring out and staying in marinas, would be tried. It actually turned out to be about 60% at anchor. An important lesson, this point can make or break a husband/wife team if both are not happy or comfortable. More on this later.

Before leaving Erie I had talked with quite a few fellow sailors about sailing on the Chesapeake, some who had chartered there and several who lived near by and kept their boats there. Those who sail there all the time said, "September and October are the best sailing months, it is great" or words to that effect. On our third day of rest, we decided it was time for a good old-fashioned day sail. The breeze in the harbor was nice and the breeze on the bay was nice. We had a very pleasant sail using a full main and jib. I am glad we went that day because it was about the last day you could go out under full canvas unless you had a full racing crew on board.

After our marina stay, we moved to a mooring in the main harbor. It seemed like a good idea until we discovered how much traffic there was, and how boat wakes caused a continued bouncing around. Next I noticed an unusual amount of water slapping at the hull when you tried to sleep. The Annapolis Harbor Commission wants to maximize the number of moorings so there is very little scope on the supplied mooring lines, and when the tide is high they get even shorter. This causes a hobby-horsing effect and the water-slapping becomes even louder. Luckily we noticed that just past the draw-bridge there were more moorings and the water was calm most of the time. Also, there seemed to be more scope on the mooring lines and the noise problem stopped. Both of us were happy about that, as we could finally sleep well again.

It is funny how some noises you hear, but they don't bother you much on an occasional night anchorage while near home. But all of a sudden they become intense when the boat becomes your primary residence. While rolling around on the outer harbor moorings, I could hear the wires in the mast banging. The more I heard it, the more it bothered me. Finally, one night I got up and stuck an ice pick through a halyard exit port and trapped the tube which houses the wires. The next day I noticed there was an unused exit port.



(continued on page 4)

Mother's Day

is

Sunday,
May 11, 1997

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omelettes

(made to order from 12 to 3)

salad bar, assorted salads,

rice pilaf, Irish potatoes, 2 vegetables,

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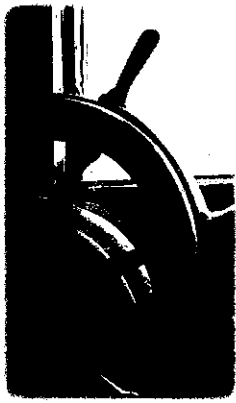
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Part 2 of Gib and Suzy Lesel's Dream Voyage Log

(continued from page 2)



Maybe, just maybe, I could make a permanent fix. Bob Way would have been proud of me – just drilled away the port, hooked the tube, put a Spanish Windless on it and wound it tight. A few neatly placed pieces of duct tape and it was all fixed.

On September 25th, Bob Walker came for a sailing visit, and we headed for St. Michaels. Of course, the wind was on the nose for 20 of the 30-mile trip. Reefed main and large choppy seas made for a mostly wet ride. When we turned the corner and headed up Eastern Bay, it turned into a great sleigh ride. This lasted for the next seven miles, and it was into the wind again. At this point the water started to get skinny (shallow) so we decided to knock down all sails and follow the markers into St. Michaels. A few boats near us tried sailing up this creek, but soon they fell in behind us. The approach is tricky with several twists and turns to stay in deep water. St. Michaels is a beautiful harbor, dotted with marinas, restaurants and the famous St. Michaels Marine Museum.

We picked a good anchorage across from the museum and settled in to become tourists. Bob had visited this area via car and had a neat restaurant in mind. It overlooked the water and served all of Maryland's seafood specials. The village or town of St. Michaels is quaint and loaded with shops of every description plus a number of taverns used by the local "Waterman." At the museum there are boats of every type used now and in the past on the Chesapeake. These include racing log canoes, crab boats and famous skipjacks. They even restore boats on site – at least two skipjacks were being rebuilt. The finished product was outstanding. A full day could be spent touring the museum. It took us about four hours.

There is a book "The Waterman" which is a very interesting. It is a story about this area and the people who make their living from the area. It details all the various methods of catching oysters, crabs and eels, the people and their families, their superstitions, traits, successes and failures. Several of the stories take place in the Carpenter Street Tavern, so this was a priority lunch stop for us.

If you have never cruised on a boat that has a limited amount of water, and even a more limited supply of hot water, it may be a little difficult for you to understand this next little story. I am sure all of you have gone a day without a shower, maybe even two, but how about three or four? Up to this point showers had been readily available. Annapolis has very nice showers,

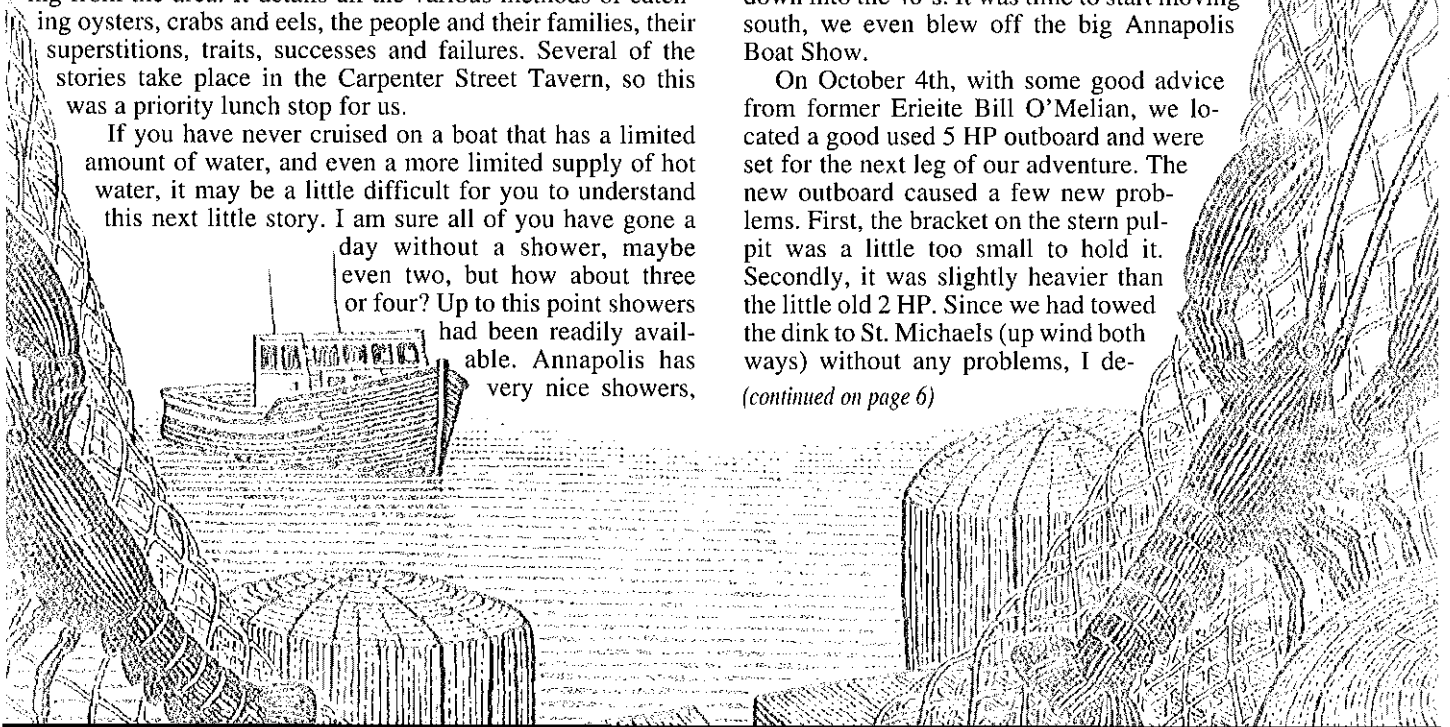
cost \$1.00. We skipped a day or so there, not because of price, it was just not feeling like climbing back in the dink and going ashore again. In St. Michaels it had been at least two days for all three of us, so we headed for the first local marina. The dockmaster said, "Sorry, only if you are staying here. Try the Municipal Marina." The dockmaster there said, "Sure, 5 bucks a person." There was just something about that we didn't like, so we voted to stink. It was then we turned into "boat people."

On Sunday we headed back to Annapolis, and contrary to the weather report which called for southerly winds, the old wind was back in the north. After a reach down Eastern Bay, it was a beat back home. The wind did lighten up in the afternoon, and we were able to shake out our mainsail reef and it became a pleasant easy sail. More and more sail boats appeared on the "bay," and by the time we reached Annapolis, that was all you could see in any direction. I tried to count them and finally estimated that there were at least 300 to 400. The winds on the Chesapeake did not lighten up again for the next three weeks and it started to get cold. So much for great fall sailing on the "bay."

Never make a firm plan when you are cruising. I'm not sure which rule this is but it must be right up there somewhere. Because of the good sailing condition reports we had received, it was our original intention to stay in the Chesapeake through at least October and maybe November in the southern end. By the first week in October it started to get cold. Daytime temps were not too bad, but nighttime temps started to drop down into the 40's. It was time to start moving south, we even blew off the big Annapolis Boat Show.

On October 4th, with some good advice from former Erieite Bill O'Melian, we located a good used 5 HP outboard and were set for the next leg of our adventure. The new outboard caused a few new problems. First, the bracket on the stern pulpit was a little too small to hold it. Secondly, it was slightly heavier than the little old 2 HP. Since we had towed the dink to St. Michaels (up wind both ways) without any problems, I de-

(continued on page 6)





Good Friday

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INSTRUCTORS

Robert & Joanne Zollars



Part 2 of Gib and Suzy Loesel's Dream Voyage Log

(continued from page 4)

cided to lay the new motor down in the dink and tie it in. Seemed like a good solution.

On October 5th we headed out of Annapolis Harbor with dink in tow and zero wind. By the time we reached the open bay one-half hour later, the apparent wind was 20 and north. We were still going east to clear the last buoy when the first wave hit the dink, in went a fair amount of water. There were several

big commercial boats right behind us and no way to turn around at that moment so we kept going. The second wave hit, and in went a little more water. Now I could turn downwind, but not upwind to go back in. My journal says I said very nasty sailor words a few times. With some effort we were able to get the dink up closer. It appeared to be riding okay, but not good in this now following sea.

From our trip to St. Michaels I recalled that just inside Eastern Bay there should be some lee to pull in and anchor to solve the problem. Wrong again, by the time we reached the entrance the wind had hauled, and there was no going that direction. Now I was taking chances and staying close to a few small islands where the water was extremely thin but not as much sea. It was the only chance we had of saving the little boat and our new motor.

At Tilghman Island you can pass into Knapps Narrows and get in the harbor. However, this involves going into a narrow channel which only one boat can safely pass at a time and through an old lift bridge (which is being replaced) and hopefully, will open. This was not a good place to be on a first-time basis with a dink half full of water. Luck was on our side, and we made it safely to a private dock where I was able to bail out the dink and rebuild the outboard mount on the stern pulpit. With the outboard onboard and the dink again in tow, we headed for the Little Choptank River and Hudson Creek, which was a beautiful anchorage, and a good end to a very rough day.

The next day we were headed for Taniger Island, the closest spot for a good anchorage and safe harbor and a distance of 50 nautical miles. This was further than I really wanted to go, but little choice. The wind was north and strong, so it was a jib-only sail at 6+ knots. All was going well. The dink appeared to be towing okay. But I noticed that as it would skid off to the side, the hard chine configuration would catch a little wave and send a little spray up, not much, just a little and a few drops landing on the boat. First there was a cup full. After several hours there were a few buckets full. Suzy was sailing and I was watching. At the same moment I said to myself "pull it up closer," she slid down a wave and the water all went forward causing this submarine effect and down she went. With great amazement I watched it come back up full, of course, but up, and the towing line had not parted. We quickly rolled up the jib. Taniger Island was only a few miles away, and with great effort we got the dink close and some water started going out the transom.

We were going slow and then the line parted, and we watched the dink float away, mostly under water. Our new GPS has a great "man overboard" feature so I immediately activated it and we now had a target to head back for, even though we could not see the dink. After a few minutes it came into sight, and we were able to get along side and put two heavier lines on and get it back in tow. By then we were off the course by several miles and had to limp to Taniger Island. Several old "watermen" were on the

dock and gave us a hand getting in. Mr. Damn Dinghy was saved again. The "learning curve of cruising" finally kicked in. We got smarter and decided it was time to store it on deck where it belonged when there was any kind of sea, or anticipated sea to contend with. Interestingly enough there were two other cruising boats here who had both lost their inflatables while towing them. Their problems happened in the Delaware Bay and upper Chesapeake.

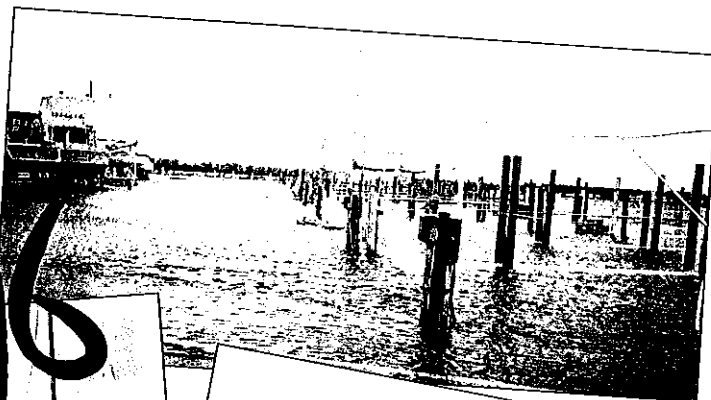
Some of you may wonder if we are having fun yet. Actually, for the most part we were. The people we were meeting, the sea stories swapped, the sights we had never seen before and just the plain adventure of it all, is what cruising is all about.

Everything you read about cruising tells you to make sure you listen to good weather reports and pay attention to them, we got ourselves in this habit and listened at least twice a day. One of the other reasons for staying in the Chesapeake was to stay out of the path of hurricanes. This season lasts until December 1st. Hurricanes aren't supposed to hit the Chesapeake we were told. "Josephine" was developing, and we were paying close attention to the weather reports. NOAA radio gives the tropical storm reports several times a day and updates them by number so you can track the storm. All reports had this baby coming through North Carolina, a state away. Wrong again! Innocently we left Taniger Island for Deltaville, because the cruising guide stated that there were still wooden boat builders working here, and there was a delightful walking tour of the area. Wrong again! We went to a very nice marina, well protected, but there was no town, no wooden boat builders and no walking tour. In fact, the nearest restaurant was four miles away. They offered to come pick up boaters, so we called and off we went for a big night out.

By dinner time it started to rain, and by the time we got to the restaurant it was raining fairly hard. No one was talking about a big storm, not even the marina, and they almost always have weather advisories up. Shortly after we sat down a "big guy" at the bar looked at me and said, "Hey you, you a cruiser?" "Yeah, I sure am." "Well you better get your butt over here and look at this." (The weather channel had just been tuned in). This was the first time I had ever seen the radar show bright red for the area I was in. Miss "Josephine" was on her way and would pass right over us. By the time we got back to the boat it was raining bucket-size drops, and the wind was coming up. I checked the dock lines and doubled up. At least we had fixed the leaks. (This proved to be true for at least most of them.) It rained for the next 18 hours and blew and blew. The water came up until it was 3 or 4 feet over the docks. The power was turned off, and it was cold. All lines were strained, and I don't know why we didn't pull out the piling we were tied to. The marina had some dock damage and some minor boat damage. The most amazing thing was it stopped as quickly as it started. The water went down and by the next day the "bay" was as flat as glass. At this point I can tell you there was at least one first mate on MeOwnQE that was not having fun.

We departed from Hampton Roads - no wind, flat sea and a peaceful motorboat ride. The excitement for the day was having a Nuclear Submarine cross our bow about a half-mile away. It was a real thrill to see it. What I didn't know was that it threw the biggest boat wake I have ever seen. We rolled and rolled and if things hadn't been secured below properly, it would have been a disaster. The city of Hampton offers brand new docks and nice showers. It was rest time for the next three days before tackling the Intercoastal Water Way and the trip to Florida. Leg Two of our adventure was over.

Photos
from the
Fall '96



(This poem was taken from the July/August 1961 issue of "The Log.")

Apparently Byron Cooley was shaken from his doldrums by "Sidewheelers" epic of last month, so herewith he presents his poetic endeavor to picture the efforts to replace the lamp that failed, as the ravages of time got the best of our pier head-lights. So here is "The Guiding Light."



The Guiding Light

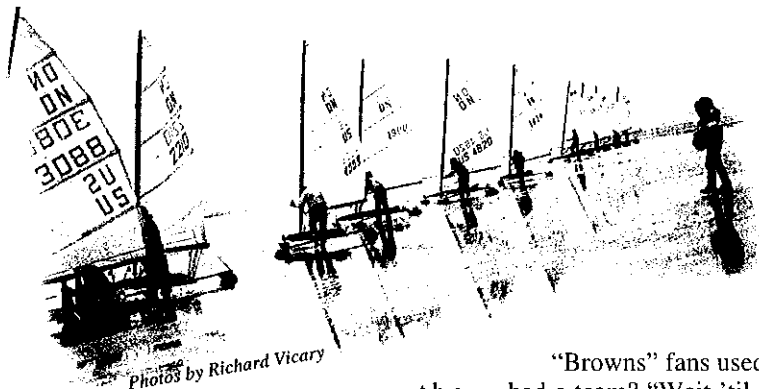
Have you seen the new range light
that "Marty" just made?!
If not you have missed something
good I'm afraid.

You know the old range light was pretty near thru
All that held it together was LaPage's Glue!
From truck to keelsin it was all rusty tin
And some bastard had stove the red fresnal glass in.
Martin looked it over and when he was done
He said "It can't last out the year sixty one.
Some boat will be out there and can't see a light
So we'll have a fine shipwreck and that won't be right."
We'll be called up the brass on the following day.
But they hardened their hearts lads and sent them away
Just why they did that I'm sure I don't know
Could it be an aversion to parting with dough?
Poor Martin put down the phone with a sigh
When a five gallon can on the floor met his eye.

Now Marty's a boy who will never say die
You can tell by the light that he has in his eye.
First he fixed the old fresnal with modern cement
(I'm telling you boys he's the resourceful gent!)
He made a hole in the can and shaped it just right
And the lense was set in this port good and tight.
A top for this wonder was the next thing needed
So he got in his Plymouth car quick and receded
And when he came back in his hand he bore
A new hand basin from the Woolworth store
Expensive? Of course, but I'm telling you gents
Kenny's going to be billed for just seventy five cents!
Now the tops welded on and lamps painted bright
And will guide our proud ships on the darkest night.
So only in case you can't buy him a beer
Let's all turn around and give Marty a cheer.

FIRST ANNUAL ERIE YACHT CLUB

CHRIS BLOOMSTINE was ejected from his boat as he approached the finish line ahead of the pack on the final lap of the three-lap race. The finish was something to behold as Chris, rode the last 10 boat lengths literally on the seat of his pants through



the inch of frigid water lying on the surface of the slick ice. He was outside next to his 16' arrow hull with one arm over the runner plank trying to keep the boat from hiking and tipping over all while cruising at about 30 mph thru the finish line.

Chris was successful in winning the first race of three in the Arrow Class and success was the rule for the day, at least for the regatta organizers. The late-forming ice and the threat of too much snow was a principal concern until the final day leading up the February First Regatta. The ice survived a last-minute thaw and provided near-perfect conditions for the 42 ice yachts assembled at the Ferncliff Cove area off the east wall of the Yacht Club. The ice was very slippery with its 1" liquid surface requiring spiked footwear for all but the most nimble. The next big concern was wind. Not much wind is required with the near-perfect ice conditions and we again lucked out. The wind held from the west at 12 to 15 in the morning and diminished to about 8 to 12 in the late afternoon. The conditions were almost perfect and permitted the fleet to sail all of the 13 scheduled races. This was a giant logistical feat as we alternated the four classes that raced to insure that everyone got to race before the wind might die.

BOB ARLET edged out the acrobatic Chris Bloomstine in the Arrow Class to win with two firsts in the final races of the

class. **GERRY DIEMEL** finished in third only 2.5 points behind the wet-bottomed Bloomstine.

In the Skeeter Class, **SCOTT HEITZENRATER** easily defeated rival brother **DAVE** in identical boats and the rest of the class with two first places. Dave could only reply "wait 'til next year" when questioned about the defeat to younger brother Scott. Isn't that reply what all the

"Browns" fans used to say when they had a team? "Wait 'til next year!" ... In third place was **RICHARD VICARY** in his beautiful white skeeter "Minx."

There were 22 boats entered in the DN class, the 12' homemade single-seater. The light 135-pound boats flew on the slick smooth ice. This competitive fleet was marred by numerous breakdowns of several individual boats. **SUSAN SPRAGUE**, the only female in the Regatta had the first race in her sights as she was closing on rival and spouse, **DAVID BIERIG**. As David rounded the first weather mark in a full hike, Susan sheeted a bit too hard and the whole rig (mast and sail) came down on her due to the failure of a small stainless fitting. After repairing the boat between races,

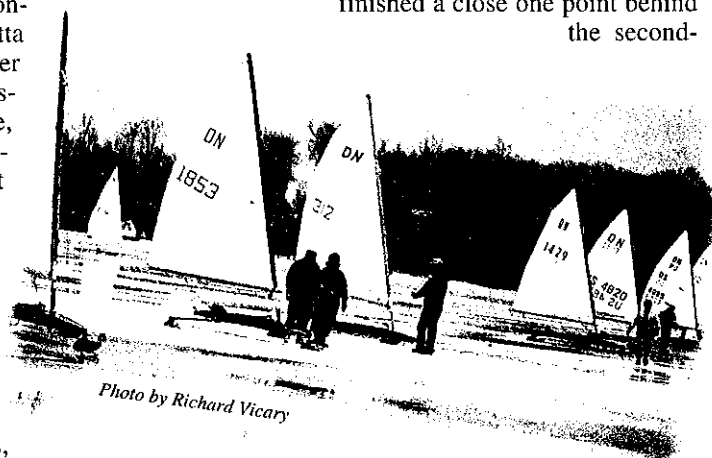
(both David and Susan also raced separate boats in the stern steerer class) Susan managed a second and third in the last two races to add to the DNF which gave her sixth place for the Regatta. E.Y.C. Commodore, **CHRIS WOLFORD**, who is new to the DN class, finished in third place just ahead of **BILL "BIFF" MAASZ**. Biff just began ice boating two years ago and is now the proud co-owner of two boats with **JIM FINN**. Dave

Heitzenrater's old, but newly painted green DN "Ice Scream" finished in a solid second place. The DN was easily dominated by David Bierig sailing a 35-year-old boat and sail to three easy first-place wins.

The Stern Steerer class is made up of a variety of types of boats that are generally turn-of-the-century designs with the common characteristic that they all steer from a single runner behind the plank at the stern of the boat. This design differs from the modern boats which steer from a runner placed in the bow of the boat. This is a very interesting class of hard water sailboats with eight of these beautiful traditional yachts in the local fleet. The crew rides in a "basket" which can hold from two to six frigid adventuresome sailors. There are two new "old" boats in production at our local fleet at this writing. These boats are rather heavy compared to the other classes being raced so these boats are necessarily a bit slower off the starting line but have plenty of momentum once they get rolling.

The team of **CHRIS WOLFORD** and **PETE GORNY** on the "Zero" tied for fourth place with the **JIM FINN/BILL MAASZ** partnership on "Viking."

David Bierig and crew in his 28-footer finished a close one point behind the second-



place **BOB ARLET/DAVE ARTHURS** duo. First place was taken by solo **DAVID FORSMAN** with three bullets in his unusual tan barked "Bat Wint" flyer.

Many thanks are necessary to all who helped make the Regatta a success including the sponsors and committee chairman:

(continued on following page)

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Entries/Organization Dave Heitzenrater

Special thanks goes to the two-person race committee who braved the cold while standing on the ice all day without a break or food; **BOB NETKOWICZ** and **CYNTHIA LOPRESTO**. Their job was difficult in that many boats do not have sail numbers which made keeping track of the boats and laps very difficult.

The final race of the day was a five-mile tour around Presque Isle Bay in the dying west wind. All four classes started the race at the same time and the race was progressing smoothly until the mid-bay turning mark mysteriously began to move across the bay 90 degrees to the wind. The mystery was solved when **RICHARD VICARY**, in the name of sportsmanship, stopped racing his beautiful A-class skeeter and removed the mark from his starboard plank

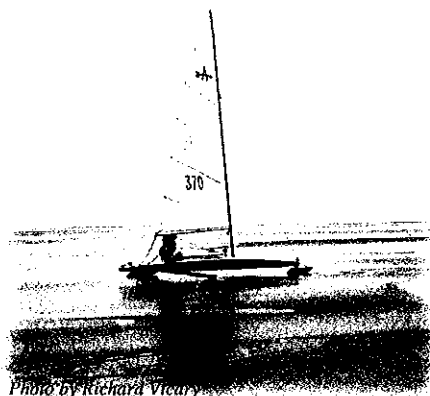


Photo by Richard Vicary

and replaced it at its station. We've come to find out that Richard cut the corner a little tight and caught the mark on his plank. This anomaly made race strategy difficult for the following boats trying to get around the moving target but the mark was repositioned and all was well. Richard, what was that you said about women drivers?

One racer who had no trouble with marks was **DAVID BIERIG** who easily won the long-distance tour being well out in front of the fleet leading from start to finish in his DN-class ice boat.

Individual race awards were beautiful and numerous. Local artist and photographer **WILLIAM LUCAS** was commissioned and provided original art consisting of matted pen and ink drawings of each class of iceboat. The first place awards were framed as well.

There is a permanent trophy for the Arrow

Class winner in the EYC trophy case and a new trophy for the Stern Steerer Class donated by **JAMES FINN**.

JIM STEWART, for Erie Community Access T.V. covered the races which were shown as a 30-minute program on Erie Cable Channel 2 at various times. Fun was had by all!! Plans are in progress to make the 1998 Regatta even better!

Submitted by
Dave Heitzenrater
Regatta Organizer

ERIE YACHT CLUB

ICEBOAT REGATTA 1997 – SERIES RESULTS

DIV RANK	DIV PTS	1	2	3
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C CLASS SKEETER

1	S. Heitzenrater	3.50	1	1	2
2	D. Heitzenrater	4.75	2	2	1
3	R. Vicary	10.00	4	3	3
4	J. Pruyn	12.00	3	4	5
5	R. Vicary	17.00	6	6	5

DIV RANK	DIV PTS	4	5	6
----------	---------	---	---	---

ARROW CLASS

1	B. Arlet	3.50	2	1	1
2	C. Bloomstine	6.75	1	2	4
3	G. Diemel	9.00	3	4	2
4	L. Johannesmey	13.00	4	3	6
5	K. Pruyn	14.00	5	6	3
6	C. Wolford	16.00	6	5	5
7	P. Rogan	22.00	7	7	8
8	J. Lyons	24.00	8	8	8
9	D. Brooksea	28.00	10	10	8

DIV RANK	DIV PTS	7	8	9
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DN CLASS

1	D. Bierig	2.25	1	1	1
2	D. Heitzenrater	7.00	2	3	2
3	C. Wolford	16.00	5	7	4
4	B. Macasz	20.00	4	10	6
4	P. Huntley	20.00	3	4	13
6	S. Sprague	24.00	19	2	3
6	R. Erickson	24.00	6	5	13

DIV RANK	DIV PTS	7	8	9
----------	---------	---	---	---

DN CLASS (cont.)

8	R. Thompson	28.00	12	9	7
8	J. Orr	28.00	7	11	10
10	D. Claxton	29.00	8	8	13
11	J. Fischer	31.00	20	6	5
12	P. Weiser	33.00	9	11	13
13	D. Haller	36.00	10	13	13
13	R. Dixon	36.00	11	16	9
15	J. Finn	40.00	15	14	11
16	???????	43.00	20	15	8
17	R. Vicary	44.00	14	17	13
17	P. Barnhart	44.00	13	18	13
19	E. Mascharka	48.00	16	19	13
20	D. Arthurs	53.00	19	21	13
21	P. Wolford	54.00	20	21	13
21	M. Wolford	54.00	20	21	13

DIV RANK	DIV PTS	10	11	12
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STERN STEERER

1	D. Forsman	2.25	1	1	1
2	B. Arlet	7.00	3	2	2
3	D. Bierig	8.00	2	3	3
4	C. Wolford	15.00	4	5	6
4	Macasz/Finn	15.00	5	4	6
6	S. Sprague	16.00	6	6	4
7	Lowrance/Wo	21.00	7	8	6
8	L. Johannesmey	24.00	9	9	6

PRESQUE ISLE TOUR FINAL RESULTS — SEE NEXT PAGE

ERIE YACHT CLUB

PRESQUE ISLE TOUR - FINAL RESULTS

	DIV RANK	SAIL NO.	SKIPPER NAME	BOAT TYPE	BOAT COLOR
C CLASS SKEETER					
OVERALL					
③	1	23	D. Heitzenrater	Sweet 16	Varnish
4	2	89	R. Vicary	A CL Skeeter	Orange/White
7	3	33	S. Heitzenrater	Sweet 16	Varnish
DNC	5	75	J. Pruy	Super Arrow	Black & Red
DNC	5	134	R. Vicary	Minx-Skeeter	White

	DIV RANK	SAIL NO.	SKIPPER NAME	BOAT TYPE	BOAT COLOR
ARROW CLASS					
OVERALL					
②	1	406	B. Arlet	Arrow	Yellow
9	2	372	L. Johannesmeyer	Arrow	?
	4	325	K. Pruy	Arrow	Sunklepp III
DNF	5	550	J. Lyons	Arrow	Blue w/ Wh. Deck
DNC	5	355	D. Brooksea	Arrow	Orange
DNC	5	450	G. Deimel	Arrow	Green
DNC	5	376	C. Wolford	Arrow	Dk Blue
DNC	5	357	C. Bloomstine	Arrow	Lt & Dk Blue
DNC	5	370	P. Rogan	Arrow	Robin Blue

	DIV RANK	SAIL NO.	SKIPPER NAME	BOAT TYPE	BOAT COLOR
DN CLASS					
OVERALL					
①	1	2210	D. Bierig	DN	Varnish
5	2	1900	C. Wolford	DN	Lt Blue
6	3	99006	B. Maasz	DN	Purple
8	4	1557	R. Dixon	DN	Brown
10	5	4820	J. Orr	DN	Varnish
11	6	4819	J. Fischer	DN	Varnish
12	7	99003	R. Thompson	DN	Varnish
14	8	1429	P. Weiser	DN	Turquoise
	10	99008	R. Erickson	DN	Red
DNC	10	1705	E. Mascharka	DN	Dk Green
DNC	10	431	D. Claxton	DN	Green
DNC	10	4009	P. Huntley	DN	Varnish
DNC	10	1711	P. Barnhart	DN	Varnish
DNC	10	99012	M. Wolford	DN	Varnish
DNC	10	857	????	DN	?
DNC	10	99010	P. Wolford	DN	Brown
DNC	10	1311	S. Sprague	DN	Purple
DNC	10	3088	D. Heitzenrater	DN	Green
DNC	10	312	D. Arthurs	DN	Varnish
DNC	10	1085	J. Finn	DN	Red & White
DNC	10	99004	D. Haller	DN	Varnish R/W Sail
DNC	10	1853	R. Vicary	DN	Black

	DIV RANK	SAIL NO.	SKIPPER NAME	BOAT TYPE	BOAT COLOR
STERN STEERER					
OVERALL					
13	1	1	D. Forsman	Bat 5 Strm Str	Varnish - Bat 5
	3	99009	Lowrance/Wolford	Stern Steerer	Black w/ Flag
DNC	3	99002	S. Sprague	18' Stern Str	Red
DNC	3	99001	D. Bierig	28' Stern Str	Red
DNC	3	12125	B. Arlet	Stern Steerer	Varnish
DNC	3	99000	C. Wolford	Stern Steerer	Red/Blk - Zero
DNC	3	99005	Maasz/Finn	Stern Steerer	Blue - Var Mast
DNC	3	99007	L. Johannesmeyer	Stern Steerer	Black Ice

TOTAL BOATS SCORED = 44

SCORE PROG. BY - QUICKSCORE 716/872-2606

RESULTS PRINTED ON FEBRUARY 2, 1997 - 12:04

Easter Sunday

is
Sunday March 30, 1997



The Erie Yacht Club is featuring
a bountiful buffet that includes:

Omelettes made to order from 12 TO 3 PM,
Salad Bar, Assorted Salads,
Rice Pilaf, Potatoes, Vegetables,
Seafood Newburg, Carved Sirloin, Carved Tavern Ham,
Carved Leg of Lamb, Pork Dijon, Baked Chicken,
Pasta cooked to order from 3 TO 6 PM

AND

Assorted Desserts.

All for \$14.25

TAX AND TIP NOT INCLUDED.

Children 7 TO 12 – \$5.00 Children under 7 – Free!

Serving 12 TO 6 PM

Call Nancy for Reservations at 453-4931

Beautiful Dinner Music Performed All Day!

Electricity and Electrical Injuries

from the Greater Erie Boating Association

Electrical injuries are one of those hazards that boaters may come to face at one time or another. Whether tinkering with a DC or perhaps an AC system on board, or potentially from a lightning strike from storms, electrical injury can be a threat to the safe boating experience.

Actual tissue injury from electrical exposure can vary widely from a minor burn to death. Numerous factors are involved in makeup and extent of tissue injury. These factors include the voltage source, the current applied to the body, the area of surface contact for entrance and exit of the charge, the pathway of the current, the body resistance, the duration of contact, the type of electrical current, and the interaction of these variables.

With regard to voltage, survival can occur from lightning strikes of enormous electromotive potential, and deaths have been reported with potential less than 60 volts. In the lower voltage range, AC current is considered 3 times more dangerous than direct current, whereas in high-voltage circuits, AC and DC sources may be equally deadly. Higher voltage exposures may be greater for sailboaters from high-tension power line contact, but sail and power boaters alike may face the dangers of lightning.

Lightning voltages may surge to more than 200 million volts. Although principally direct current in nature, the fact that the

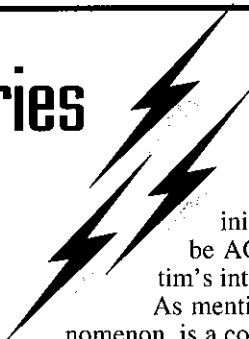
initiating element of the lightning strike may be AC in character, is generally lost to its victim's interest.

As mentioned, tissue injury, due to electrical phenomenon, is a complex function of variables. Current flow through the human body is a function of the body's relative resistance, and that of the surrounding environment. Electric current is greater through the path of least resistance. If the skin is dry and contact point is small, effective resistance is increased and shock may be noted, but tissue injury can be quite negligible. Wet skin is only 0.1% as resistant to electric current as dry skin, and with a large surface area of exposure, such as bare feet in water, the human body, composed essentially of salt water, becomes an excellent conductor.

Electrical death is generally the result of tetanic contraction of muscle, and death ensues by cardiac fibrillation, asphyxia due to tetany of the chest muscles, or nervous system mediated respiratory arrest.

Short of death, tissue injury results through the power dispersion of electricity. As a function of the duration of the contact, the voltage, the nature of the current, the resistance of the tissue, the exit points, etc., many injuries occur. There can be severe direct

(continued on page 13)



attention
all
members



PLEASE GIVE THIS FLYER TO YOUR SPOUSE.

THE EYC AUXILIARY IS REORGANIZING AND NEEDS YOUR HELP

Would you like to be on our CALLING LIST so you would know WHEN we meet?
What is the PROGRAM? What is the MENU?

☐ Yes ☐ No

Would you be more apt to attend: ☐ Luncheon Meeting ☐ Evening Meeting

What kind of program would interest you?

☐ Purely entertaining ☐ Informative ☐ Music ☐ Subjects of local interest

Have you any ideas for a program? Please note below.

- We will appreciate your input. Our FIRST MEETING of 1997 was February 5th. That was the first Wednesday of the month, which is our usual day.
- The club will be closed the first two weeks in March so there will be no luncheon until April.
- Attending these meetings is a great way to meet new people and feel more at home in your Club.
- We look forward to hearing from you and seeing you soon.

Send or deliver this flyer to:

Erie Yacht Club • Box 648 • Erie, PA 16512

Name: _____

DERBY DAY AGAIN!

SATURDAY, MAY 3, 1997

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!*

Electricity and Electrical Injuries

(continued from page 12)

thermal injury due to the heat from passage of the current. With muscular contraction, tissues may rupture, including muscle, tendon and even bone. The nerves are particularly sensitive to electrical injury because of their low resistance, and the higher currents they can carry. The neurologic injury may be temporary or permanent and very variable in nature. Similarly, conductive blood vessels are also highly susceptible to injury. The large vessels, being able to dissipate heat a bit better, are less sensitive than the smaller arterioles and veins. With thermal charge, these smaller vessels may thrombose, and ensuing ischemia to the body tissues explains how seemingly small entrance and exit injuries may give rise to late massive tissue loss. Although death from electrical injury may range to 15% of cases, the amputation rate due to extensive soft tissue destruction is substantially higher. Truly these injuries can be devastating.

Accident prevention is key. When working on the electrical system of a vessel, the simplest thing in the world is to disconnect the power sources. One must be knowledgeable as to what these may be. Although one might disconnect the terminals of the battery, it still remains a powerful source of an electrical arc, and

hence protection from such a power source includes a coverage of any exposed terminals.

Additionally, in vessels, particularly in salt water but inclusive of fresh, stray currents may be encountered through underwater hardware, and a good working knowledge of the grounding system of your vessel is important to the prevention of injury.

Although major repairs are best left to a professional, it is not uncommon for a boat owner to risk exposure to electrical injury in the maintenance of his vessel. Understanding the principals of voltage, current and resistance will reduce the risk of exposure. Keeping your body resistance high, using rubber gloves, boots, keeping dry, etc., will protect you in most circumstances.

With respect to lightning, some variables exist beyond the boater's control. The mechanisms of lightning strike are becoming better understood, and there are protective measures that may minimize risk. Lightning is the subject of another writing.

J.C. Lyons, MD, F.A.C.S.
*Fleet Surgeon
Greater Erie Boating Assoc.*

From the General Manager's Desk

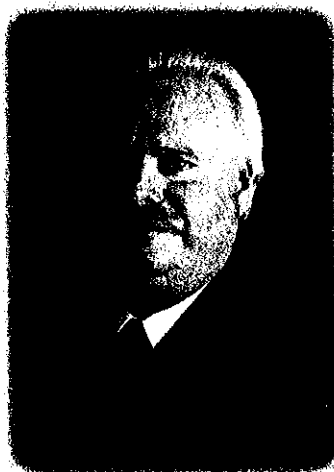
As I sit here writing my article it's a beautiful sunny day with the temperature in the 50's, very nice for this time of year. I can't help but think that, maybe that little rodent in Punxsutawney was right and spring may be early this year. But, I'm sure Mother Nature has a few thoughts in mind before that happens.

Fleet Captain Geary highlighted some of the activities in the grounds area in his article so I thought I would highlight some of the other things happening around the Club. In the House we installed a new telephone system that has an automated answering system that will answer the phone after a few rings. The system will take you into a simple directory to connect you to your party. The nice feature of this directory is that you now can make a dinner reservation anytime, day or night. And when Nancy's not here her voice will take over.

During the Club Shutdown the galley will be remodeled with the replacement of the exhaust system and many pieces of kitchen equipment. This major improvement is badly needed and welcomed by those that work in the area. Many pieces of equipment are 30 years old and have been in use since the Clubhouse was built in 1968. We will be trying to sell some of the old equipment. If anyone is interested or may know of anyone that is looking for commercial kitchen equipment have them give me a call at the Club. During the next couple of months we will be putting together our summer menus for the Grill Room and Bliss Dining Room. We hope to have them ready by May 1st. If anyone has any ideas, please feel free to send them to us. In the food business the best ideas are stolen.

During a January meeting of the Dock Committee, the committee adjusted the price for haulout and launching of members' boats that do not winter-store at the Club. The old rate was \$3.00 per foot, the new rate is a flat fee of \$25.00 one way. So, for those members that bring your boats over to be pressure-washed in the fall and have your boat set on the trailer, it will no longer cost the \$3.00 per foot, as was the case in the past, just a flat fee of \$25.00.

(continued on page 14)



FLEET CAPTAIN
PATRICK GEARY

Fleet Captain's Report

You will notice that this is the first issue of the EYC Log that there is only one officer's report for your reading. It was felt that with this new format the officers reporting would be able to give you a more in-depth look at what is going on in their area of responsibility.

With that in mind I thought that I would bring you up to date on projects planned and completed in my areas that include the grounds and our EYC fleet.

Grounds projects that include buildings and other equipment are proceeding to plan. They include our ongoing paving projects, which will continue in the spring once our fleet has been launched. Paving projects are planned to cause as little inconvenience as possible to our members, but as you know, the season is short to schedule any construction project. The new maintenance building is now completed and a new oil storage building will be constructed to meet all environmental rules. This building is planned to be done in late June of 97. In the spring small boat sailors will be able to take advantage of a new land-based mast crane. This crane will be of no cost to the EYC thanks to fellow members Rett Walker and Jim McBrier who will donate it to the Club. Speaking of help from members, with input from board member Pete Traphagen we were able to save enough money on our current dock project to be able to put an overhead crane in the new maintenance building. This crane will enable EYC crew to do more work on location saving us money in the long run. If you travel by the west of the Club, you have no doubt noticed that our old mail jeeps have seen better days. We have been able to purchase a late model small pickup truck that will replace the worn out jeeps.

Patrick Geary,
Fleet Captain

From the General Manager's Desk

(continued from page 13)

As spring launching season approaches, Dockmaster Vogel has asked me to remind the membership that he will be putting out the pallets for storing your blocks and shims. He asks that everyone please police the area around your boat and pick up your blocks and shims and place them on the pallets.

Again, I would remind everyone to contact the Office or me if you would like to have a courtesy membership card for your spouse. We would be happy to send one right out to you.

Due to the number of senior point holders and the shortage of open slips this year the Dock Committee had to "bump" nine members that were assigned slips in 1996. At this time no other slips have come open. As soon as they do, those members will be reassigned those slips. I ask all members who think they aren't going to be needing their slip to notify me as soon as possible so we may accommodate those "bumped" members.

Remember, we are always looking for articles to put in *The Log*, so please send them in when you return from your cruising this summer.

That's it for now!
Michael Lynch

ERIE YACHT
CLUB

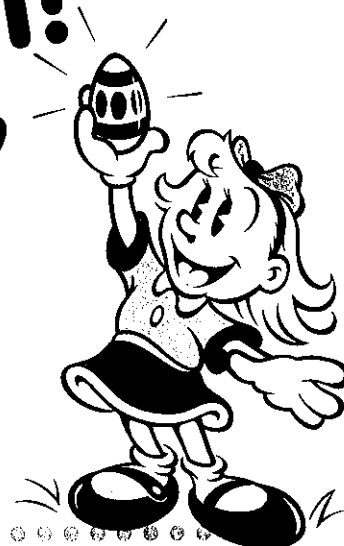
Lunch WITH THE Easter Bunny AND Egg Hunt!

SATURDAY, MARCH 29
11:30 AM - LUNCH
12:00 NOON - MAGIC ACT
12:45 - EGG HUNT

\$4.00 per person
(plus tax and gratuity)

Call 453-4931
for reservations

INCLUDES:
HAMBURGERS, CHICKEN NUGGETS,
FRENCH FRIES, FRUIT, JUICE AND MILK.



Welcome New Members of the Erie Yacht Club

Congratulations to the following:

ABIGAYLE BUSSE JR. FAMILY	TYLER WEIDERMAN JUNIOR
DANIEL BYLER JR. FAMILY	GARY FRITTS ASSOCIATE
JOI ZOE ALLENBAUGH JR. FAMILY	CHARLES MALEC ASSOCIATE
STUART ZURN JR. FAMILY	EDWARD GLASS ASSOCIATE
	HENRY THEIS ASSOCIATE

Congratulations to the following who have been elected to Regular Membership

TRACY FERRIER	JOHN SCHELER
KERA ANDRYC	CHRISTOPHER STUART
WILLIAM DUNN	DAVID ZACKS
CHRISTOPHER GERONO	JACK ROZWADOWSKI
JILL MASCHARKA	DAVID DAVIS
SCOTT MILLER	JEROME BIEN
ROBERT FERRIER	DOUGLAS BEERS
MICHAEL NYBERG	NEALA FERRALLI
ANN MARIE ZBAN	

CLASSIFIED SECTION

37' ALBERG SLOOP, 1982. Rader, Wind Gem, Inverter, Call Minnesoft Yacht Sales (919) 249-1562.

27' CARVER SANTEGO FB, 1987, T-205s. Full galley, sleeps 6. Roomiest 27' you will see. Fast 40 mph. Loaded. List and pictures available. \$33,900 OBO. (814) 838-4331

WANTED: ICEBOATS. Arrow and DN's. Complete boats or parts, call Andy Hanks at 833-2224. Our growing fleet will thank you.

To place an ad in the classified section, send your information in the above format to Mike Lynch at The Log. NO CHARGE FOR ADS.

1997 CLUB FUNCTIONS

March

- 3rd - 17th ... Club Shutdown
- 19th Mid-Week Buffet - \$7.95
Kids under 10 eat free!
- 26th Mid-Week Buffet - \$7.95
Kids under 10 eat free!
- 28th Good Friday Seafood Buffet
- 28th BINGO! 7:30 pm
- 29th Lunch with the Easter Bunny and Egg Hunt
- 30th Easter Day Dinner Buffet



April

- 2nd Ladies' Monthly Luncheon
- 2nd Mid-Week Buffet - \$7.95
Kids under 10 eat free!
- 9th Mid-Week Buffet - \$7.95
Kids under 10 eat free!
- 11th BINGO! 7:30 pm
- 16th Mid-Week Buffet - \$7.95
Kids under 10 eat free!
- 18th Pasta and Prime Rib Buffet
ALL YOU CAN EAT! - \$11.95
- 19th Entertainment in the Grill Room
"TALK OF THE TOWN" - 7-10 pm
- 23rd Secretaries' Day
Come on down for lunch!
- 25th BINGO! 7:30 pm
- 26th Entertainment in the Grill Room
"TALK OF THE TOWN" - 7-10 pm
- 30th Mid-Week Buffet - \$7.95
Kids under 10 eat free!

ATTENTION: POWER BOATERS

As your Fleet Captain I am interested in our powerboat members and their activities. With that in mind, if anyone is interested in forming a committee to organize a possible EYC powerboat trip this summer to visit some of our favorite ports, please drop me a line at the EYC with your thoughts! We might be able to put a multiple-destination cruise over a summer weekend.

Regards
Patrick Geary

FLEET NEWS

The EYC sailing fleet will be hosting ESPN commentator and professional sailor GARY JOBSON on Thursday, April 3. Gary has not been to the EYC in quite a few years and his two-hour talk will not be only about racing, but include what is going on in the world of sailing, as well as slides of his cruising adventure which was a series shown on ESPN this year. Your donation to purchase a ticket will help our fleet continue its long tradition on Lake Erie. This event is designed for the whole family, so plan to attend.

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 Dock Master with any questions.

Talk of the Town

PERFORMING
IN THE

GRILL ROOM

SATURDAY

APRIL 12th & 19th AND MAY 3rd & 17th

7:00 pm TO 10:00 pm

ENJOY

*some wonderful music while dining
at the Club*

DIRECTORY

OFFICERS:

Christian C. Wolford, Commodore 833-1960
Fritz Curtze, Vice Commodore 734-3937
Peter Gorny, Rear Commodore 838-2417
Patrick Geary, Fleet Captain 453-5322

DIRECTORS:

P/C John W. Bierley 838-2537
Roger Allenbaugh 833-2955
Julie L. Arthurs 453-3915
James Lockwood 774-8727
James J. Lynch 838-6980
Andrew Hanks 838-2224
Peter Traphagen 838-1225

SECRETARY/MEMBERSHIP

Bobby Johnson 899-5380
Clubhouse 453-4931
Club FAX 453-6182
Canoe House 453-6368
Gate House 456-9914

ERIE YACHT CLUB

P.O. BOX 648
ERIE, PA 16512

Bulk Rate
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