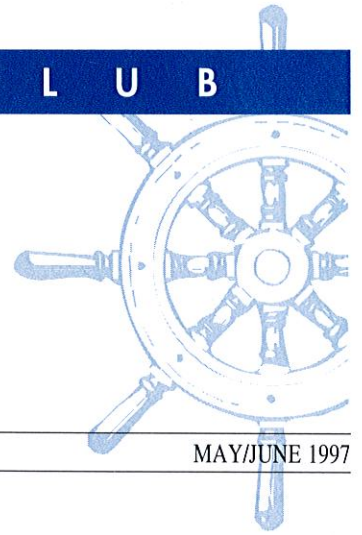


The LOG



VOLUME VII, ISSUE III

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

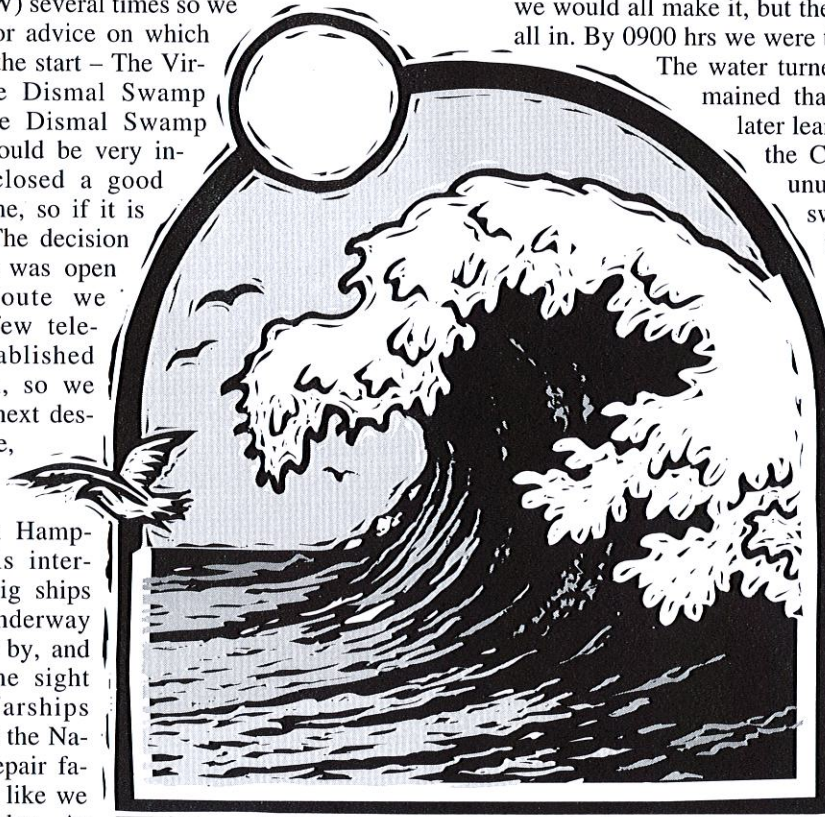
MAY/JUNE 1997

Part 3 of Gib and Suzy Loesel's Dream Voyage Log

By Gib Loesel

On Saturday, October 12, 1996 we both felt rested and in fact were becoming restless. It was time to start moving again. While in Hampton we meet Roy and Barb off "Quest." They were from Melbourne, Florida and had traveled the Intercostal Waterway (ICW) several times so we looked to them for advice on which branch to take at the start – The Virginia Cut or the Dismal Swamp. They told us the Dismal Swamp route, if open, would be very interesting. It is closed a good portion of the time, so if it is open, go for it. The decision was made – if it was open that was the route we would take. A few telephone calls established that it was open, so we were off for our next destination – Ft. Pierce, Florida, 978 miles away.

Crossing from Hampton to Norfolk is interesting. Lots of big ships at anchor and underway to pick your way by, and then the awesome sight of the Navy Warships lining the piers of the Naval Station and repair facilities. It seemed like we passed them all day. At Norfolk's new waterfront area the ICW makes a hard right and you pass by even more warships. Suzy got really excited because it was here we saw our first dolphins playing next to the boat. At 1630 hrs we arrived at Deep Water Lock, the entrance to the Dismal Swamp. The next opening would not be until 0830 hrs. on Sunday. There was one boat already tied up to the only pier so we dropped the hook and made ourselves at home. A short time later there were several boats anchored.



We all waved at one another and I played a bagpipe concert, a good way to make new friends (most of the time).

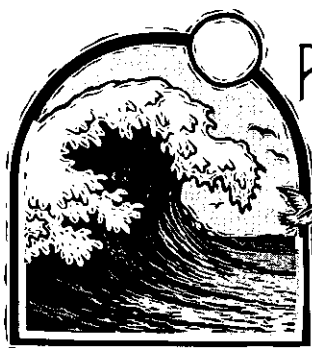
When the gates swung open Sunday morning at 0830 hrs., there were about 15 boats waiting to "lock in." I didn't think we would all make it, but the lock keeper was able to pack us all in. By 0900 hrs we were through the lock and on our way.

The water turned the color of root beer and remained that way for hundreds of miles. I later learned it was the Tannic Acid from the Cypress Trees which gave it this unusual color. It didn't look good to swim in. Lesson – fiberglass boats that did not have a good coat of wax became permanently discolored. There were two boats I remember and will mention – a catamaran flying a British flag and Captain Tom, single-handing a 28-foot sailboat that I would have second thoughts about sailing across our bay on. More on these folks later.

When the lock opened we all passed out and got into a line. It was like a parade – narrow and straight as a die for 25 miles. There was no advantage to passing and if you did you had to pick your spot carefully because the tree branches stuck out far enough that you had to always be looking up to avoid a collision with the spar. On a

few occasions we meet boats heading north and again it was a squeeze play due to being narrow and the tree branches. There are a few places to stop along the way, the North Carolina border has a welcoming station and one or two small towns that have docks available. If you want to make it through and lock out in one day, at 6 mph you have to keep moving to make the 1530 hrs. South Mill Lock opening.

(continued on page 2)



Part 3 of Gib and Suzy Lesel's Dream Voyage Log

(continued from page 1)

For navigation aids we had on board a "cockpit" chart (book size, charts of the ICW on a spiral binder, like a strip map.) The problem was it only showed what you were heading into and not the overall picture. (Road maps worked best for the overall picture.) And Walter Cronkite's *Mid-Atlantic Cruising Guide*, which became just "Walter." Later in the trip we were fortunate enough to obtain a copy of the *Delaware Power Squadron's ICW Guide*. It is well done giving exact descriptions where anchorages are located, how to enter the anchorage, any problems with them, such as long fetches in certain wind direction, bottom characteristics, marina information, prices of fuel, quality of repair facility, if any, and much more – all from a cruiser's standpoint. It is laid out mile by mile and well worth the effort to locate one if you are going to make this trip.

Here we were in the Dismal Swamp, straight, narrow and shallow, like everyone said "the ditch." I was now thinking that this is what it would be like all the way to Florida – wrong again. When we entered the Pasquotank River, I realized that there was going to be a little more to this than I thought. For those of you who do not know, the ICW is a labyrinth of canals, rivers, creeks, sounds and swamps, crossed by more than a hundred bridges, some fixed, i.e., 65 feet at high tide and many which either swing or lift. The water is shallow in most places and there are shoals which move around on a daily basis, depending on what the tides or currents have in mind. Most of the navigation markers are easy to see, but there are many which are very small (buoys about 18 inches high – at very high tides the day markers on pilings get very short) and are hard to spot. There is, of course, no guarantee that they will be there, and in many cases they are not. Rivers intersect rivers (rivers up to a mile wide) and in cases where the markers are missing it becomes interesting as to which way you should turn. Sounds can be tricky to cross – anywhere up to 20 miles across. Most have some kind of channel deep draft boats must stay in. The Ablemarle in North Carolina for example is about 14 miles across (not straight, three-way points requiring course changes) and lots of channel markers to find. If you get outside of these with a boat drawing 5'6" you may be hard aground. This was the case with most sounds. Lesson – it is important to lay out your course before crossing a sound. The ICW is not just a sit-back-and-steer-passage, you have to constantly be aware of your position, watching for both known and unknown hazards at all times. It is much easier to sail in open water.

When we reached delightful Elizabeth City, we were met by the Rosebuddies, a group of local citizens who come out to meet the boats any time there are four or more which arrive on the same day. This group is headed by "Mr. Fred" who has been greeting boaters for more than 30 years. They invite all the boaters to a wine and cheese party that is topped off by awarding a bottle of champagne to someone for some little thing (in my case it was for playing the bagpipe) and giving each lady in attendance a rose. What a welcome! It also gives the boaters a chance to meet each other and exchange "sea stories" (and by that point there are a few). As a matter of interest we were there with 12 boats and

700 miles later in Cumberland Island, Georgia, eight of the twelve were in the same anchorage. Much later (January '97) 1250 miles down the "pike," four of the twelve were in Boot Key Harbor, Marathon, Florida.

After the party Suzy and I had dinner with the British catamaran captain and his mate, Bill (age 74) and Josie (age about 65). To make a long story short, they met in Spain several years ago after he had sailed a trimaran single-handedly across the Atlantic and she expressed a desire to make the crossing back with him. Five hundred fifty miles off the coast of Brazil, they were hit by a whale. Their boat broke up and they survived 23 days at sea in a 4x4 dinghy with one jug of water! They were picked up by a fisherman near the mouth of the Amazon River just before it would have swept them toward the middle of the Atlantic. This took place in 1991 and they have been together ever since.

Captain Tom, the singlehanded fellow, turned out to be a unique guy. His boat, that looked like it was about to sink, was loaded with camera equipment, art supplies, finished art, and costumes and puppets to put on a small "show" about life at sea for school children. As he traveled, he sold his wares and took donations for putting on his shows. The ICW truly has some interesting people making their way up and down.

In a prior article I stated that a VHF radio was important, but I did not realize how important it was until we started this leg of the journey. I might also add that a good hand-held VHF is equally important. There were many times when we needed to have the hand-held radio at the wheel or on the front deck and sometimes in the dinghy. Coming into the ICW at Norfolk is like going into a funnel, most of the time everything was close to you including the same boats. The radio had to be on all of time. We even put an outside speaker on the "big VHF," so we could preserve the battery life of the hand-held, and still hear transmissions all of the time. Fellow boaters would call back and forth to warn each other about problems like floating logs, shoals that had moved, anchorages that were not good, and marinas that were a little shaky. Additionally we all needed help from time to time – where to get a repair, "help! I am out of cigarettes!" wine or spare parts someone may have on board, or "my head is jammed, does anyone know how to fix it?" Almost every day we heard someone call for a tow boat (either Boat US or Seatow) and on several occasions, listen to a rescue mission in progress by the Coast Guard. All very interesting.

In Elizabeth City we meet Fred and Maria, "Saturday's Child," at the Wine and Cheese Party. We got to talking about GPS and Fred was having problems with his. Mine was the same model, a Garmin 45, (which works great) so I went to his boat and gave him lessons. Later, the next day, I was in a hardware store looking for a piece of high-pressure water hose – they did not have any. Fred was close by and said, "Hey, I have an extra piece. Stop by and I'll give it to you." I did and promised to replace it sometime later in life, (not knowing when I would see him again) which was okay with him. I did not know it at the time, but this was the beginning of a great relationship and learning experience. He didn't know much about his GPS at the time, but could fix most anything that was broken. Read on.

(continued on page 4)

SEVENTH ANNUAL

Frolic
On
the
Bay

Monday, July 7, 1997 at 9:00 am
at the Erie Yacht Club

"A Special Day for Special People"

This is an opportunity for children with life-threatening conditions to have a day on the Bay. Boat rides are provided to clients of MDA, MECCA, Make-A-Wish, and the National MS Society.

Members of the Erie Yacht Club, Commodore Perry Yacht Club and Presque Isle Yacht Club donate their time and their boats for providing rides on the Bay and Lake Erie.

Volunteers include the Zem Zem Sailors and community supporters. Sponsors include: Smith Provision Co., Quality Markets, Coca-Cola, Erie Beer, Silkscreen Unlimited, Elderkin Law Firm, Infinity Resources and Troyer's.

IF YOU WOULD LIKE TO DONATE OR VOLUNTEER, CALL JIM FINN AT 453-6966, OR THE ERIE YACHT CLUB AT 453-4931.

Organizational Meeting will be held on Tuesday May 20th, 1997 at the Erie Yacht Club at 6:30 pm.

ALL VOLUNTEERS PLEASE ATTEND.

Archives
COMMENTS

During the flurry of activities prior to the publication of the Erie Yacht Club centennial book, someone removed from the Erie Yacht Club Archives, one large gray, acid-free file container, and two sheets of retrieval information from a small, red, loose-leaf notebook. All these things should be returned, as they are the property of the Erie Yacht Club, and would have no intrinsic value for anyone else. Perhaps someone inadvertently dropped the box into a pocket, and subsequently forgot all about it. Wherever the box may be, just bring it back, and no questions will be asked. You can leave it at the office or with Mike Lynch.

Join the Celebration!

THE 40TH ANNIVERSARY

Interclub Cruise

JUNE 28 - JULY 2, 1997

Anniversary Dinner

BUFFALO YACHT CLUB • TUESDAY, JULY 1ST

FEATURING:

BUDDY MELGES

WORLD CLASS SAILOR

AND AMERICA'S CUP SKIPPER

Created 40 years ago, the Lake Erie Interclub Cruise continues to provide five days of fun and exciting sailboat racing. (PHRF)

This regatta is open to both RACING & CRUISING auxiliary sailboats.

Come and Join Us!

Experience the fun and excitement of each race followed by the hospitality and fellowship of each port.

Renew old friendships. Make new friends.

Mark Your Calendars Now!

Saturday, June 28 Erie to Port Dover
Sunday, June 29 Long Point Bay Race
Monday, June 30 Port Dover to Dunkirk
Tuesday, July 1 Dunkirk to Buffalo
Wednesday, July 2 Buffalo to Point Abino

For catalogue and application call Cinda Espy:
(814) 838-9762

For more information call Diane Mitra:
(814) 459-1670



Part 3 of Gib and Suzy Loesel's Dream Voyage Log

(continued from page 2)

Still amateurs at VHF, we listened faithfully every day and soon (within a few hours) started to recognize voices and boat names. Maria ("Saturday's Child") would get on channel 16 and hail boats which we had met. Just as soon as she would make contact, we would switch and listen in to find out what was going on. This became a very important part of our new social life and no one minded if you listened in and from time to time "butted" in to contribute to the well being of all.

One week after we met "Saturday's Child" we met them again face to face (not on the VHF) in Oriental, NC. Suzy and I were exploring the area in the "dink" when we saw "SC" in a slip at a repair facility. They invited us aboard for a drink and told us the story of their major Atomic 4 engine problems. I have forgotten now what the exact problem was, but the entire engine, down to the short block, was taken apart and all of the pieces were spread around the boat. To me it looked like the end of their trip. The parts he needed were being shipped via "overnight" and were to be in at noon on Monday. I figured he would be there at least a week trying to put this baby back together, but he assured me he would have it running by the end of the afternoon on Monday – and he did. I was impressed. Two days later we met them in Beaufort, NC.

We spent two days visiting this wonderful harbor town. Everyone was pleasant and helpful. The Marine Museum even had a loaner car which could be used for sightseeing or shopping. Here we met another "Mr. Fred," an 84-year-old master model builder from the museum. We ended up going to a "seniors dinner" with him. He later gave us a tour of the city and his home. Beaufort was so nice, many cruisers ended up staying for the winter and some for a new life. (It's a small world: after a cocktail-hour bagpipe concert, a voice came across the water, "thanks Mr. Loesel." I was floored. Not many people around us knew my front name let alone my last. It turned out to be a fellow (Roland Swanson) at whose wedding I played pipes.

When we were planning to leave at the same time as "Saturday's Child," I asked them if they would like us to stay close in case they had more engine problems. Yes, they would appreciate that, so we did off and on, most of the way to Fernandina Beach, Florida. They finally had to stop there for about two weeks and tackle more engine problems. There were times when we would get separated for a few days but we would always end up back together. We became great friends, and together we made many more friends. The entire

ICW turned into a wonderful sharing experience – what cruising is all about.

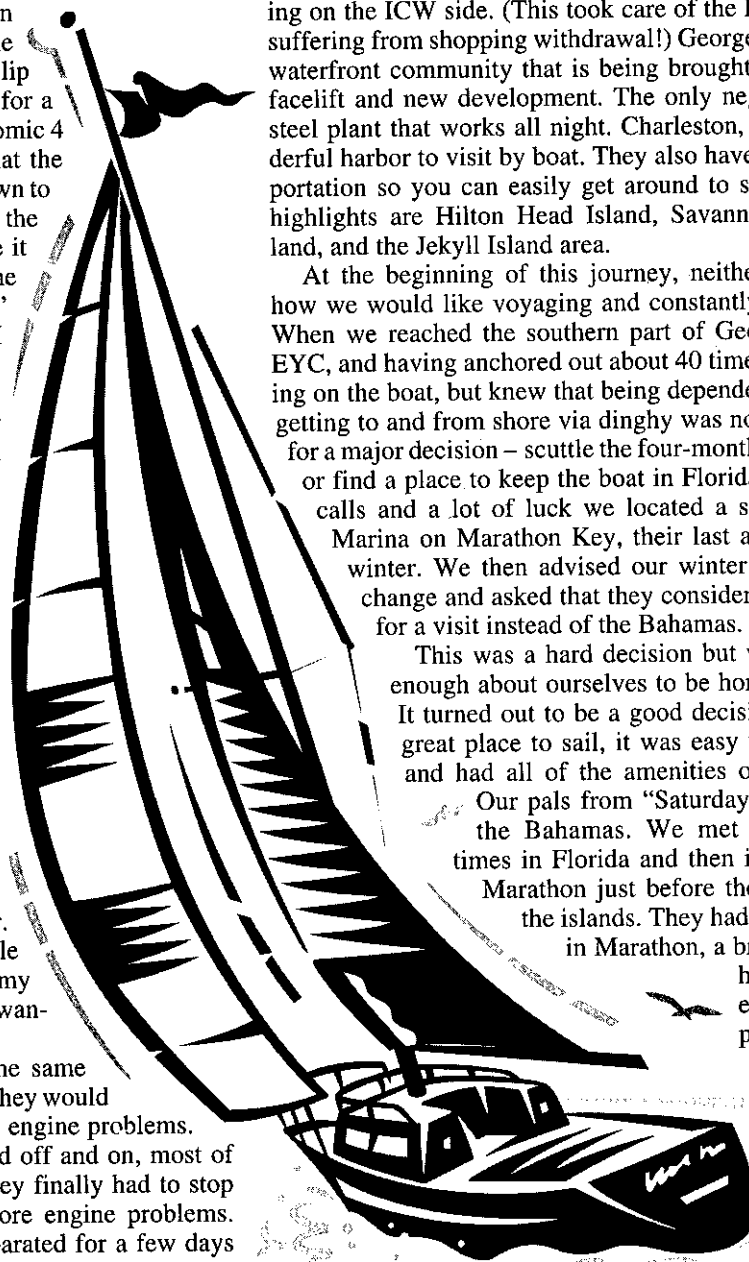
There are many beautiful and interesting places to visit and see along the ICW. North of Wrightsville Beach we observed millions of dollars of damage to homes and docks from the hurricane. On the ocean side of Top Sail Sound, scores of homes had blown or washed away. (This was interesting and sad, not in the beautiful category). Bald Head Island at the mouth of Cape Fear River is a wonderful development – golf courses, new homes and a great marina if you own a boat. The Myrtle Beach, SC area is interestingly dotted with marinas and miles of golf courses that stretch along the banks of the ICW. South of Myrtle Beach there is even a "strip" or "outlet" mall that has free docking on the ICW side. (This took care of the ladies who had been suffering from shopping withdrawal!) Georgetown, SC is another waterfront community that is being brought back to life with a facelift and new development. The only negative is the nearby steel plant that works all night. Charleston, SC is another wonderful harbor to visit by boat. They also have great ground transportation so you can easily get around to see the sights. Other highlights are Hilton Head Island, Savannah, Cumberland Island, and the Jekyll Island area.

At the beginning of this journey, neither Suzy nor I knew how we would like voyaging and constantly being on the boat. When we reached the southern part of Georgia, 75 days from EYC, and having anchored out about 40 times, we both liked living on the boat, but knew that being dependent on an anchor and getting to and from shore via dinghy was not for us. It was time for a major decision – scuttle the four-month trip to the Bahamas or find a place to keep the boat in Florida. With a few phone calls and a lot of luck we located a slip in the Marathon Marina on Marathon Key, their last available slip for the winter. We then advised our winter visitors of the plan change and asked that they consider coming to the Keys for a visit instead of the Bahamas.

This was a hard decision but we both had learned enough about ourselves to be honest with each other. It turned out to be a good decision. Marathon was a great place to sail, it was easy to get in and out of, and had all of the amenities of the United States.

Our pals from "Saturday's Child" made it to the Bahamas. We met them again several times in Florida and then in Boot Key Harbor, Marathon just before they were to leave for the islands. They had another major repair in Marathon, a broken shaft, and they had to add a wind generator to their power plant. They waited at

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1997

ERIE YACHT CLUB

RACING FLEET SCHEDULE

RACE #	DAY	DATE	START TIME	LOCATION	EVENT
1.....	Wed.	5/14	1900 hrs.	Bay	JAM Family Night
2.....	1,2,3 Sun.	5/18	1000 hrs.	Bay	Spring Regatta (3 races) Brier Patch Series
3.....	Wed.	5/21	1900 hrs.	Bay	JAM Family Night
4.....	4 Sun.	5/25	0900 hrs.	P-P	Mork Trophy M.D. Lighthouse
5.....	Wed.	5/28	1900 hrs.	Bay	JAM Family Night
6.....	Wed.	6/4	1900 hrs.	Bay	JAM Family Night
7.....	5,6 Sun.	6/8	1100 hrs.	Lake	Spring Series #1, Summer Series #1
8.....	Wed.	6/11	1900 hrs.	Bay	JAM Family Night
9.....	Sat. & Sun.	6/14-6/15			JY 15 Regatta
	Wed.	6/18	1900 hrs.	Bay	JAM Family Night
10.....	Sat.	6/28		Interclub Cruise Erie to Port Dover	
	Sun.	6/29		Interclub Cruise Port Dover Course Race	
	Mon.	6/30		Interclub Cruise Port Dover to Dunkirk	
	Tues.	7/1		Interclub Cruise Dunkirk to Buffalo	
7.....	Wed.	7/2		Interclub Cruise Buffalo to Abino	
	Sat. & Sun.	7/5-7/6		MORC Firecracker Regatta	
11.....	Wed.	7/9	1900 hrs.	Bay	JAM Family Night
12.....	8 Fri.	7/11	2130 hrs.	P-P	Past Commodore's Night Lighthouse Race
13.....	9,10 Sun.	7/13	1100 hrs.	Bay	Spring Series #2, Summer Series #2
14.....	Wed.	7/16	1900 hrs.	Bay	JAM Family Event
15.....	11 Sun.	7/20	1100 hrs.	Lake	Gilmore Cup
16.....	Wed.	7/30	1900 hrs.	Bay	JAM Family Event
17.....	Sat.	8/2	TBA	Bay	Dover Days/Michelob Cup
18.....	Sun.	8/3	TBA	Bay	Dover Days/Michelob Cup
19.....	12 Sat.	8/9	0700 hrs.	P-P	Koehler Cup #1 (Erie to Dunkirk)
20.....	13 Sun.	8/10	0800 hrs.	P-P	Koehler Cup #2 (Dunkirk to Erie)
21.....	Sat.	8/16	TBA	Bay	Governor's Cup/Mayor's Cup
22.....	Wed.	8/20	1900 hrs.	Bay	Les Regatta de Femmes
23.....	Sun.	8/24	TBA	Bay	M.S. Regatta
24.....	14,15 Sun.	8/31	1100 hrs.	Lake	Eckerd Cup
25.....	Wed.	9/3	1900 hrs.	Bay	JAM Family Night
		9/7		J-24 Great Lakes Championship	
26.....	Wed.	9/10	1830 hrs.	Bay	JAM Family Night
27.....	16,17 Sun.	9/14	1100 hrs.	Bay	Fall Series
28.....	Wed.	9/17	1830 hrs.	Bay	JAM Family Night
29.....	18 Sat.	9/27	0700 hrs.	P-P	Wolford Trophy (Bluff Bar)
30.....	19 Sun.	10/5	1100 hrs.	Bay	Thomas Carroll Reverse Handicap

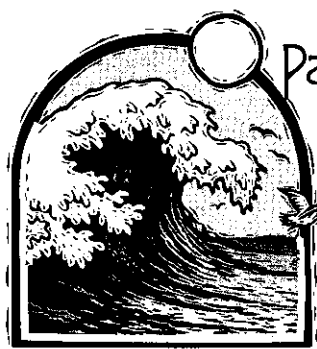
ERIE YACHT CLUB 1961 RACING

DATE	CLASS	WARNING GUN	NO. OF RACES	EVENTS
<i>(All small boat events will be sailed by classes unless otherwise listed)</i>				
May 28 Sunday	Small Boats	10:00 am	2	Flag Officers Trophy #1 & 2 (Handicap)
May 30 Tuesday	Small Boats	2:30 pm	1	Flag Officers Trophy #3 (Handicap)
June 4 Sunday	Small Boats	10:00 am	2	Spring Series #1
June 7 Wednesday	Small Boats	7:00 pm	1	Evening Series
June 10 Saturday	Small Boats	10:00 am	1	Ladies Race - Handicap
June 11 Sunday	Small Boats	10:00 am	2	Club Championship Series #1 & 2 - Starr Fleet Championship, Series #1 (2nd Race)
		2:30 pm	1	Spring Series #3
June 14 Wednesday	Small Boats	7:00 pm	1	Evening Series #2
June 18 Sunday	Small	10:00 am	2	Women's Championship Series #1 & 2 Club Championship Series #3 & 4 2nd Race - Star Fleet Championship, 5 mi. 2nd Race Thistles, 5 mil.
June 21 Wednesday	Small Boats	7:00 pm	1	Evening Series #3
June 25 Sunday	Aux. Stars	10:00 am 10:05 am	1 1	Gilmore Trophy - 15 miles Star Fleet Championship Series #3, 15 mi.
June 28 Wednesday	Small Boats	7:00 pm	1	Evening Series #4
June 30 Friday	Aux.	5:30 am	1	Erie to Port Dover Annette - Deed of Gift Invitational - Bowl Bruce Dell Past Performance Trophy
July 1 Saturday	Aux.	To be announced	1	Port Dover Triangular Port Dover Trophy
July 2 Sunday	Aux.	To be announced	1	Dover to Maitland Yacht Club Buffalo Power Squadron Bowl
July 3 Monday	Aux.	To be announced	1	Maitland to Buffalo Yacht Club Buffalo Yacht Club Cup
July 4 Tuesday	Aux.	To be announced		1 Buffalo Yacht Club to Buffalo Canoe Club Masker Cup
July 8 Saturday	Small Boats Aux.	10:00 am 2:30 pm 2:15 pm	2 1 1	Junior Trophy - Handicap Summer Trophy
July 9 Sunday	Small Boats	10:00 am	2	Women's Championship #3 & 4. Club Championship #5, #6 2nd Race McAllister Trophy #1, Lightnings. 2nd Race Pomeroy Trophy #1 Stars 5 mi. 2nd Race Thistles, 5 mi.
July 12 Wednesday	Small Boats	7:00 pm	1	Evening Series #5
July 15 Saturday	Aux.	To be announced	1	Erie to Barcelon Koehler Trophy

G SCHEDULE E R I E Y A C H T C L U B

DATE	CLASS	WARNING GUN	NO. OF RACES	EVENTS
July 16 Sunday	Aux.	To be announced	1	Barcelona to Erie Koehler Trophy
July 19 Wednesday	Small Boats	7:00 pm	1	Evening Series #6
July 22 Saturday	Small Boats	To be announced	2	Great Lakes Thistle Championship Regatta
July 23 Sunday	Small Boats	To be announced	1	Great Lakes Thistle Championship Regatta
July 26 Wednesday	Small Boats	7:00 pm	1	Evening Series #7
July 29 Saturday thru Aug. 5 Saturday	Aux.			Lake Ontario Regatta Race begins Aug. 1
July 30 Sunday	Small Boats	10:00 am	2	Women's Championship #5,#6 Club Championship #7,#8 2nd Race McAllister Trophy #2, Lightnings. 2nd Race Pomeroy Trophy #2 Stars 5 mi. 2nd Race Thistles, 5 mi.
Aug. 2 Wednesday	Small Boats	7:00 pm	1	Evening Series #8
Aug. 6 Sunday	Small Boats	10:00 am	2	Women's Championship #7,#8 Club Championship #9,#10 2nd Race McAllister Trophy #3 Lightnings 2nd Rae Pomeroy Trophy #3, Stars 5 mi. 2nd Race Thistles, 5 mi.
Aug. 13-17	Aux.			ILYA Regatta, Put-In-Bay
Aug. 13 Sunday	Small Boats	10:00 am 2:30 pm	2 1	Women's Championship Series #9 & 10 Club Championship Finals (1st Flight) Club Championship Consolation (2nd Flight)
Aug. 19 Saturday	Aux.	To be announced	1	Falcon Cup
Aug. 20 Sunday	Small Boats	10:00 am	2	Sternberg Trophy #1 & 2 - Handicap
Aug. 25 Friday	Aux.	8:00 pm	1	Interstate Race - Interstate Cup Wayne Trophy
Aug. 27 Sunday	Small Boats	10:00 am	2	Sternberg Trophy #3 & 4 - Handicap
Sept. 3 Sunday	Small Boats	10:00 am 2:30 pm	2 1	Sternberg Trophy #5-6-7
Sept. 10 Sunday	Aux.	2:30 pm	1	Fall Series #1
Sept. 17 Sunday	Aux.	2:30 pm	1	Fall Series #2
Sept. 24 Sunday	Aux.	2:30 pm	1	Fall Series #3

Harold S. Ogden, Race Committee Chairman Home Telephone - GL 5-5389 April 1, 1961



Part 3 of Gib and Suzy Loesel's

(continued from page 4)

Dream Voyage Log

anchor three weeks for a weather window to cross the Gulf Stream, and upon arrival in Georgetown in the "Exumas," ended up not being able to leave their anchor for five weeks because of high winds. The last we heard from them they had made it north to the Abaco's and were again waiting for a weather window to cross the Gulf Stream. (Flash! Great news! They called us one day before press time – they are back in the US.) In the meantime we were able to use our boat most every day and actually averaged an outing every other day all winter.

We were fortunate with mechanical breakdowns — only two. The hose I borrowed from Fred (and later replaced) was used to repair part of the exhaust system. This was not a difficult job — only hard to get to. (I am convinced that boat manufacturers employ very small musclebound people to work in hard-to-reach places just to make repairs more interesting.) It was also necessary to replace the raw water pump which had blown its seals. Thanks to guaranteed next-day delivery we were only held up one day.

When planning what you want to see and how much time you want to spend in certain places there are at least two other major things to keep in mind; first the time of year. In the fall after daylight saving time ends, your daylight travel time is cut way down. Second, in the fall it gets cold in these states, really cold. Ask Suzy! There were many mornings when she would not get up until I passed in her "undies" so she could warm them up. There were also times when we had up to 12 candles and 2 oil lamps going to keep warm. There are, of course, other ways to solve the problem, but I always thought it was warm in the south — silly me.

Daylight travel becomes important when you reach South Carolina and Georgia. Here the tides increase from two or three feet to five to eight feet in South Carolina, and up to nine feet in Georgia. When your "little" 25-horsepower motor runs against these tremendous currents, it slows you way down. There were times when we would make about 2 knots. There were also times when you would be going "with it," but for some strange reason it seemed like we spent more time going "into it." It also makes anchoring and dock approaches more challenging and tying-up difficult unless you are at a floating dock.

In Jacksonville Beach we were weathered in for three days by a monster nor'easter, which had everyone scrambling for marinas and had several of the lift bridges closed. Here we met Jack and Murial from "Canadian Sunset." From that point on we worked our way south to Fort Pierce with them. A great couple who sold everything (a mistake) to live for up to five years on their 30-foot sailboat. They also had scuttled their trip to the islands and were looking for winter home. They ended up in Key Largo for two months and in February joined us in Marathon for the balance of the winter. En route we did a lot of fun things with them, toured St. Augustine, watched a manned rocket launch from the Kennedy Space Center and toured Marine Land.

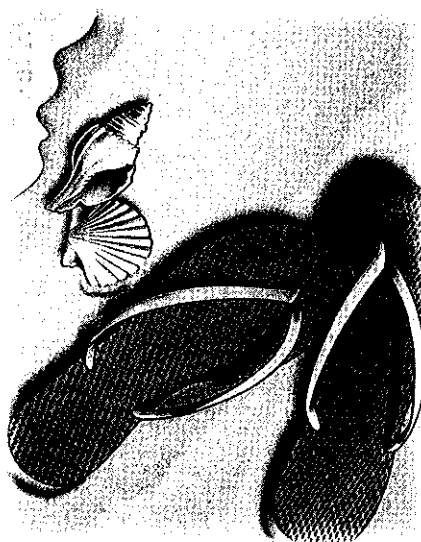
We arrived safe and sound in Fort Pierce on November 23rd, 83 days and 2,100 miles from EYC. It had always been our plan to stay here for the holidays, which we did (at least the boat did). We had Thanksgiving dinner with other "boat people" at the marina deli — \$5.00 a person. It was fantastic. Charlie did this as a special treat for the boaters, only trying to cover his costs. Jack and Murial were with us along with Jon Coleman, an Erie person whom we meet at the marina. He lived on his boat about 50 feet down the dock from us. (It's a small world — he is P/C Doug Nagle III's blood brother, and my brother Richard dated his sister before Louise). Suzy headed home for Christmas at the beginning of December and I stayed with the boat until the 21st. Needless to say it was great to see our family and friends for the holidays.

By the way, "confession is good for the soul." I was told by a local captain in North Carolina that there are two types of boaters who travel the ICW — those that "ground" and those that lie about it. We bumped a few times. However we (I) got us stuck one time really good. We planned a small side trip up the Frederica River in Georgia to visit Fort Frederica — a good idea but a bad move. At the mouth of the river I picked the wrong side to enter. Bam! The boat bounced into a hole on an outgoing tide, and it was stuck good. The water went down, the boat laid on its side, everything fell out of the storage compartments. Our friends from "Saturday's Child" took pictures. Suzy was scared and mad at me. The water came up three hours later and with a little help from our friends in a nearby anchorage, we floated off just in time to anchor safely before dark.

In January Suzy and I drove back to Fort Pierce and got the boat ready for our trip to Marathon. Ken and Kathy Claunch joined us and we spent two delightful weeks cruising and actually sailing without a motor. We stayed in the ICW to Miami mainly to see some great homes and mega-yachts. Also, the ocean was cold and very windy. Ken has a unique way of expressing things (I call them "Kenurisms"). After passing several miles of beautiful mansions he said, "I figure a billion dollars a mile." After Miami we went outside and sailed with one stop to Marathon.

Over the winter we had several Erie visitors who stayed with us on the boat and I am happy to report all went well. While we loved all of our company, the highlight was our new grandson (eight months old) — Mr. Derek Carroll Loesel. On one occasion we had a "Lake Erie" crew of friends that were staying in the area — brother Rich, Dave and Toni Sample, Pete Traphagen and his guest from Erie, Bruce Johnstone. In the marina we meet some very nice boaters who were also spending the winter there, it was a great place to stay. (It's a small world. Hadley Jackson from Port Dover and his new southern cruising boat "Shibu IV" ended up two slips from us.)

The boat is now up on the "hard" for the summer. It seemed strange laying a boat up for summer rather than getting it ready. Currently we are back in Erie, getting ready for the next adventure — (tacking to windward on I-90) our motor home to Alaska for the summer. In the fall we will return to "Queenie" and get "her" ready for sailing again. *Happy and Safe Cruising!!!*



THE FLEET SURGEON

Boating and Alcohol

from the Greater Erie Boating Association

Boating, as a social event, includes from time to time, alcohol as a consort. As in the operation of any machinery, a boat operator needs to be cognizant of the medical effects of alcohol and temper consumption. But whether operating the vessel or simply enjoying the ride, alcohol and boating may have unanticipated effects.

Consider the wonderful sleep one may enjoy after an engaging day of boating. With the sun, the wind, the sights, sounds, activities, camaraderie – by the end of the day one may be relaxed, tranquil, fatigued, and treated to a sound sleep. The association of this fatigue is not just coincidental. There are many factors in boating that contribute to body stress and subsequent fatigue.

The sun and wind are synergistic in causing an element of dehydration. Direct sunlight and reflection off the water combine for bodily insult in terms of eye strain, sunburn and temperature regulation stress. Boat motion and wave action require more body effort for movement and balance. There are many sensory stressors, sounds are different than usual, visual references and cues are different. The central processing of these signals and cues is more complex than on land. Watching weather, other boaters, maintaining your own positional reference, etc. all demand more of the central nervous system.

More subtle, are the body stressors from the vessels and equipment. Vibrational stress and noise are particularly synergistic for power boaters. In boating, the combination of the multitude of environmental stressors acts exponentially to induce fatigue. It has never been so much fun to be so tired!

The introduction of alcohol potentiates the body stressors, and because of the boating environment, the effect of alcohol is actually more debilitating than the same level of the drug under more controlled environments, such as driving a car. Alcohol acts as a depressor of the central nervous system. It is a depressant to all excitable tissues including the sensory organs, the nerves, the muscles, etc. Its effect is to further impair the already stressed senses, as well as reduce reflex response and overall cognition.

This human factor effect of alcohol is generally appreciated by most. Licensing bureaus have defined the legal limits of body concentrations of alcohol in an effort to control impairment of an operator. A blood level of .08 to .1 g/dL is a common legal limit for blood alcohol content to operate a vehicle on the highway.


The central nervous depression effects of alcohol, however, are quite measurable at much lower blood alcohol concentrations. A level of 0.02 g/dL is associated with grossly detectable depressant effects. This level of alcohol may be induced by as little as one drink.

Research has led to recognition of the potentiation of these physiologic effects of alcohol with environmental factors. Although the legal limit for operation of a motor vehicle on a highway may allow for an alcohol count of 0.1 g/dL, to operate an aircraft, federal aviation regulations require the blood alcohol level less than .04 g/dL and that a minimum of eight hours pass between alcohol consumption and flight. The environment of flight is an enhanced stress environment and the margin for safety regarding alcohol is greatly reduced. Another environment of great potentiation is scuba diving, where any blood level of alcohol is contraindicated.

In boating, where environmental stress is enhanced, as with flight, there is a reduced margin of safety when considering alcohol impairment. The best judgement is to refrain or substantially reduce one's passion for alcohol when boating. Instead, imbibe in natural stimulants of sun, wind and waves to keep yourself safe and ready for that good night of natural sleep.

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

From the General Manager's Desk



The summer menus started on May 1st with a complete set of designed menus. We have added a number of new items, which we hope you will enjoy. The strangest of them all, is the Ostrich Burger, which happens to be nearly fat free and tastes quite nice. The U.S. Government, effective May 2nd, got into the food service business. What I mean, is that new FDA regulations went into effect, which limit the use of words such as "fat free," "low," "light," and more. The rules are so tight, that you almost don't dare use them. That's why we moved the section titled "to your health." The new menu contains a number of healthy items such as the Ostrich Burger, Honey Dijon Tilapia, Lemon Chicken Pasta and Grilled Swordfish. You can reduce the fat by asking for the sauce on the side or a different sauce all together. At any rate, we will do our best to be accommodating. In a few weeks, we will start our paving for this year. The area around the Guard House, the island inside the gate and the road to the Canoe House will be done this year. Our goal for next year, is to have the main parking lot paved. With the help of some members, we've made contact with the city, concerning the potholes, and the erosion on Ravine Drive. Hopefully, we will have that taken care of, as well.

At the April board meeting, the Board of Directors, approved the installation of a permanent roof over the west deck. I'm sure this will be a welcome addition for many of our members. We will now have a protective cover for any outside activities such as regattas, member parties, Club events and for everyday dining. As soon as the roof is complete we will have the tables set up for lunch and dinner service.

On the subject of roofs, plans had called for the replacement of the Clubhouse roof in your 1998 Capital Budget. But the problems we've experienced with leaks, has increased and the Board has agreed to move the project up. So, sometime this summer you will see work being done on the roof. At this time, a couple of members in the construction field, have agreed to look at the roof, and

(continued on page 10)



VICE COMMODORE
FRITZ CURTZE

Vice Commodore's REPORT

Welcome to Spring and welcome to the budding 1997 Boating Season! It was an incredibly busy winter down here at the bottom of Ravine Drive . . . more so than usual. The reconstruction of the 19 I-dock piers proved to be a monumental task. Our outstanding dock crew not only fabricated each welded steel pier entirely in-house, but they installed each one on time and under budget. I needn't mention that these same fellows were pulled off the pier job to perform two weeks of "KP duty" during shutdown. The entire kitchen line was gutted, turned around and upgraded with new equipment, including a state-of-the-art ventilation hood. Bernie Ericson and his kitchen staff

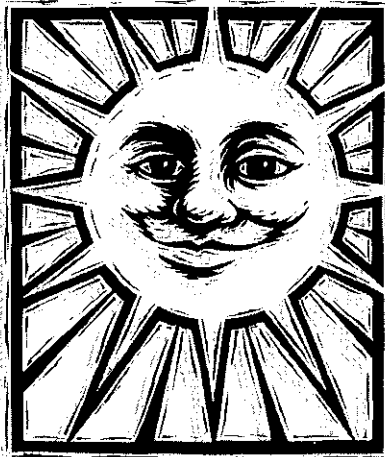
logged long hours insuring that this badly-needed upgrade was completed on schedule for re-opening. Many thanks to our dedicated employees . . . they really DO make the Erie Yacht Club the finest in its class.

Spring launch has been progressing smoothly, and boats are going in the basin even as I type. I've noticed that the lake's water level is higher than usual for this time of year. We'll have to keep a close watch on all the repercussions high water levels can cause. A recommendation to all slip holders: check your boats frequently as the water levels fluctuate to ensure the safety of your rig. Bill Vogel and his dock hands are always watchful of the fleet, but cannot be responsible for ALL the boats during high winds or stormy periods. And after you've checked your dock lines, stop in the club for a great sandwich and the beverage of your choice!

I'm looking forward to another great season . . . it should prove to be an action-packed summer with something for everyone!

Think Summer!

Respectfully submitted,
Fritz Curtze
Vice Commodore



From the General Manager's Desk

(continued from page 9)

write up specifications for us to go out to bid on. The other area of repair scheduled in the next couple of months, is the east wall of the Clubhouse, which has shown a problem with the coating and paint peeling off. We will have all the white sections repaired and painted.

Watch your calendar and *Log* for upcoming Club events. We have a number of new bands scheduled from the Pittsburgh and Ohio area, such as the "New Orleans Riverside Jazz Band" on Opening Day. The Concert in the Park and Family Picnic is scheduled for Sunday July 6th. It looks as if it will be better than last year. The "Music Masters" are scheduled to play as well as the return of the pony rides, face-painting and more.

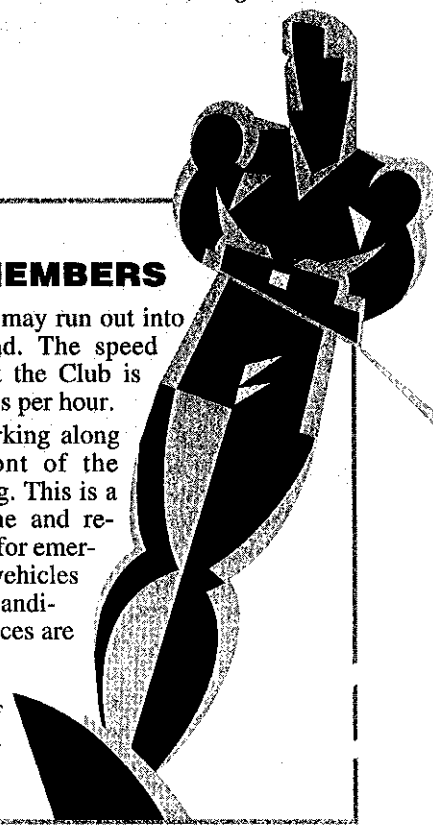
Pull out those polyester suits, and your platform shoes, and come on down for the return of the 70's. On Saturday of Opening Weekend we'll be doin' that "disco thang." So stay tuned. That's it for now!

Michael C. Lynch
General Manager

'TIS THE SEASON

COMMON COURTESIES FOR THE ENJOYMENT OF ALL MEMBERS

1. No pets on the grounds without a leash. Keep your pet from barking at people walking on your dock. Observe the dog walking area near the front gate. Should your pet make a deposit before reaching the walking area, please clean up after it.
2. Tie back all halyards, this is very annoying for someone sleeping near by.
3. Keep dock boxes back if they restrict the passage of emergency personnel.
4. Children 10 and under should be wearing a personal flotation device when on board or near the water. All children should be supervised when anywhere near the water.
5. Don't fish off the catwalks when the boat owner is on board. This is very disturbing.
6. No grills on the wing docks, D-E, J-K and M-N.
7. No bike riding on the wing docks.
8. No swimming in the Club basin.
9. No minors at the bar.
10. Keep all children under restraint in the Clubhouse. Running around the tables and halls is disturbing to other members.
11. Please don't throw garbage overboard in the Club basin.
12. Please control your car speed on the Club grounds. You never know when a child may run out into the road. The speed limit at the Club is 15 miles per hour.
13. NO parking along the front of the building. This is a fire lane and reserved for emergency vehicles only. Handicap spaces are marked in front of the carport.



NOTICE

G-H-I Slip Holders

On Monday, June 2, 1997, the Club will be having the road in your area seal-coated. We ask that you keep your car and any other equipment such as dock boxes off the pavement. After the coating is applied all the parking lines will be repainted. Thank you in advance for your cooperation. Should you have any questions, please feel free to contact Mike or Bill. In case of poor weather conditions, Monday, June 9th will be the rain date.

WANTED

The Club needs about 4 or 5 tri-axle loads of good dirt for growing grass. We need the dirt to fill in around the lighthouse deck. Call Pat at 456-1399 or Bill Vogel at 453-6368.

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.

24' BAT LINER CIERA 2450, 1987, 230 OMC 10. Full galley, head, sleeps 5. Loaded. Low hours. \$13,000. 454-8995 Dick.

34' SEARAY SUNDANCER, 1988, T340, Merc. New Canvas, Radar, Air. Windless. Blue and White. 400 Hours. \$65,000. 838-3136 John

1986 LASER WITH TRAILER. 3 sails and extras. Dry \$1,800. 833-7200

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

May

- 3rd Kentucky Derby Day
Entertainment by "TALK OF THE TOWN"
- 11th Mother's Day Dinner Buffet
- 19th Monthly Board Meeting
- 20th Ladies' Annual Tea
- 23rd LobsterFest with "The Sting Rays"
- 24th Saturday Night Fever
70's Disco Party with "DJ SPECIAL FORCES"
- 26th 103rd Opening Day Ceremony –
11:50 hours
Entertainment by "NEW ORLEANS
RIVERSIDE JAZZ BAND"

June

- 7th "TALK OF THE TOWN"
performing in the Grill
- 9th Junior Sailing Orientation – 7 pm
Adult Sailing Orientation – 8 pm
- 11th New Member Cocktail Reception
- 13th Pasta and Prime Rib Buffet
- 16th Monthly Board Meeting – 7:30 pm
Kids under 10 eat free!

June (cont.)

- 20th L-M-N-O Dock Party – 7 pm
at the Lighthouse
- 21st "TALK OF THE TOWN"
performing in the Grill
- 27th 40th Interclub Regatta
Entertainment by "CATS SASS BAND"
- 28th Regatta Breakfast – 3:00 am

July

- 3rd Annual 4th of July Kickoff Cookout
Entertainment by
"PITTSBURGH'S LEGACY"
- 5th "DUAL IDENTITY"
performing in the Grill
- 6th 2nd Annual Family Picnic & Fun Day
Entertainment by "THE MUSIC MASTERS"
- 7th "Frolic on the Bay" – Charity Event
- 11th A-B-C-D-E & F Dock Party – 7 pm
at the Lighthouse
- 21st Monthly Board Meeting
- 25th G-H- & I Dock Party – 7 pm
at the Lighthouse

ETHNIC AND WEEKLY MEALS

WEDNESDAYS IN JUNE!

- Week 1 – June 4th Italian
- Week 2 June 11th Chinese
- Week 3 – June 18th German
- Week 4 – June 25th Mexican

UNDER 10 EAT FREE

\$7.95

UNDER 10 EAT FREE

Off to a Good Start

1. DUE TO EXTREMELY HIGH WATER LEVELS, MEMBERS ARE ADVISED TO MONITOR YOUR LINES ON A REGULAR BASIS – and change them when necessary. This should eliminate any undue damage to your boat and the docks.
2. When leaving your slip, bow lines, if not standard, should be coiled or criss-crossed in front of your slip. Do not throw them across the main dock where someone may trip.

3. This is a good time to sterilize your freshwater holding tank. Most products purchased are powdered bleach. One to three gallons of Clorox will do the same. Fill tank, allow to remain for six or more hours. Drain, fill, drain. Bicarbonate soda added to the rinse will remove any taste or odor.
4. Check your running lights. If the base of the bulb has corroded, it's easier to on land than in the water.
5. Check your fire extinguishers to be sure they are charged.

A Bevy of Beauties

B Y A M A N D A L O O S E



*A bevy of beauties,
Out at sea,
A bevy of beauties,
how beautiful are thee.
Sailing all summer long,
Getting a tan and
singing a song,
We have made good friends,
But this summer must end.*

*Next summer will bring,
Fun in the sun,
And more songs to sing,
That is what next
summer will bring.*



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

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ERIE, PA 16512

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