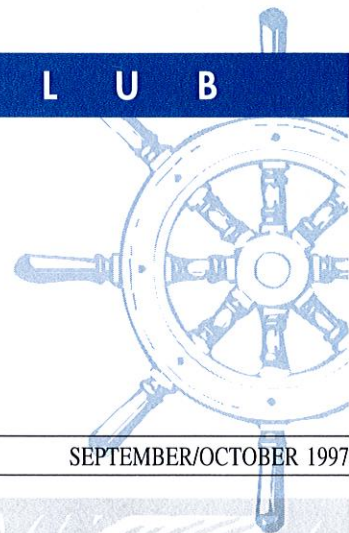


THE FLAG



VOLUME VII, ISSUE V

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

SEPTEMBER/OCTOBER 1997

On Wings *Part II*

by Guthrie Pratt

With Fay gone to visit her mother, Bob, John and I moved the boat on to Georgetown, Exuma, Bahamas. (By the way, Fay's mother recovered. In May, John and Fay interrupted their trip up the Intercoastal Waterway to go to Connecticut to celebrate her mom's 89th birthday.) We left Crooked Island shortly after lunch on Monday, sailing around Long Island and arriving at Georgetown mid-morning on Tuesday. The seas were still high. John and Bob did the sailing. John also cooked dinner. The stove was gim-balled, but it was swinging too much to suit me. John had experience in using it, since he had done all the cooking on the eleven-day trip from the Chesapeake to Antigua. For the first time since Palmas del Mar, we were at a dock. It turned out to be a mixed blessing.

Georgetown is at the southern end of the island chain that can be easily reached by boats sailing or motoring from the southern U.S. ports without having to beat into the wind. For this reason, there were hundreds of boats there. People were wintering there planning to return to their homes before hurricane season or waiting for favorable winds to move further south. The June issue of *Cruising World* has an article on page 76, "Of Mangroves, Missteps and Mona," describing what it's like to go south and east along this path.

One of the first boats we saw was a big cruiser flying the "Don't Give Up The Ship" flag. It was from Rhode Island. We didn't get to talk to the people on board to see if they had any connection to the Flagship "Niagara." They seemed to be out when we were in.

Most of the boats at Georgetown — there must have been at least 400 — were anchored in the various bays. There aren't many docking facilities available, but anchorages are plentiful. There is an island across from Georgetown which forms a large and beautiful bay. There was a great deal of chop, a tide of 2-3 feet and winds were still high. We were at a dock parallel to the wave action. The mixed blessing was that the combination of tides and

wind made it very difficult to get the boat close enough to the dock to get on and off. At one point, John was the only one brave enough to get on the boat. He did it by going over the bow pulpit. The last evening we were there, the boat was rising and falling so much that I refused to try to get back on. Bob and I took a room at the Two Turtles Inn instead. Before Fay came back, John moved the boat to a dock perpendicular to the waves. He reported that this made it a lot easier to move on and off the boat.



"Wings" at Georgetown dock.

Georgetown is the third largest town in the Bahamas, after Nassau and Freeport. Even so, it is still a very small town. There is a lake in the center of town about the size of the bay from the Yacht Club westward. There is only one street and it's one-way around the lake with stores and other businesses strung along it like beads. The shops were nice and food was good. There is a micro-mini version of the straw market like the one in Nassau, a couple of hotels with good dining rooms, a couple of churches, a school, a library, City Hall, post office and boat dock where the supply boats and mail boats dock.

It was interesting to watch the unloading. People lined up in their cars and trucks, paid the purser and picked up whatever it was they had ordered. We saw everything from refrigerators to cement blocks being unloaded.

It was election time in the Bahamas and the politicians were wooing the voters much the same as they do here. There was a rally in the city park for one of the candidates for governor on Thursday night and on Friday they were tearing down his banners and putting up new ones for the candidate who was arriving that evening for another rally. In fact, the second candidate arrived on the plane we departed on. The bands, the shouting, the dancing and hoopla could have been anywhere.

We had the pleasure of a guided tour of part of the area by Christine Rolle. She had a mini-bus that would carry about 16 people. There were seven of us on this tour. One of the stops we

(continued on page 2)

On Wings *Part II* (continued from page 1)

made was Rolletown. The area was first settled by a Capt. Rolle. He brought slaves there to establish a cotton plantation in the early 1800's.

When the venture failed about 1835, he left, giving his slaves their freedom and the land. It is deemed so that it can only be passed or sold to descendants of those original slaves. It is called Generation Land. Cotton grows wild there now. The actress Esther Rolle is one of these descendants and was born in Rolletown. So was Christine. Another stop was at the Shark Lady's house. Here we crossed the Tropic of Cancer. It runs right through her yard. The reason she is called the Shark Lady is that she hunts sharks. In her early 80's, she is still hale and hearty. She goes out in her small boat, always taking someone with her, catches the shark, brings it alongside the boat and shoots it. Then she tows it home, cleans it and uses all parts of it. What she doesn't eat, she uses for fertilizer. She had a beautiful flower garden, perhaps nourished by the shark waste. When I asked her what

kind of sharks were in the area, she named about eight varieties.

Again, it was time to fill the water tank. We checked out the water company. They were out of the five-gallon containers, so we had to get 40 one-gallon jugs. They were delivered to the dock in four-gallon baskets like the milkmen use. When they were emptied, we considered putting the empties in the garbage, but decided to ask first if anyone wanted them. Almost before we could get them off the dock, they were snapped up. Christine took 10 of them and the others were quickly spoken for.

The grocer - there was only one - had built a nice floating dock for dinghies in the lake behind his store. It was accessible from the bay through a large culvert under the street. With the wind and waves and spray, most boaters came in wearing ponchos or foul-weather gear. Many of the skippers manned their dinghies standing up. Talk about sea legs!

On Friday, February 28, we had to leave. Our time was up. We were sad to go. It had been a wonderful month. We flew to Nassau and spent a couple of days there before flying home via Baltimore and Pittsburgh. We had only one full day in Nassau. We shopped at the Straw Market and some of the other shops, but the best part of the day was spent at the Atlantis Casino - not gambling, but looking at the fish in their huge marine aquarium. It was built so that you appeared to enter a cave to pass by it. It had four large windows about the size of the windows at the west end of the Yacht Club bar. There were all kinds of colorful fish, some sharks and several varieties of rays. There were seven cruise ships in port at one time. I decided that I would like a cruise on the "Sovereign of the Seas," the flagship of the Royal Viking Line. It was the biggest one there. On Saturday night, from our hotel room, we watched five of them leave. By Sunday, there were only two left. They were replaced by several freighters.

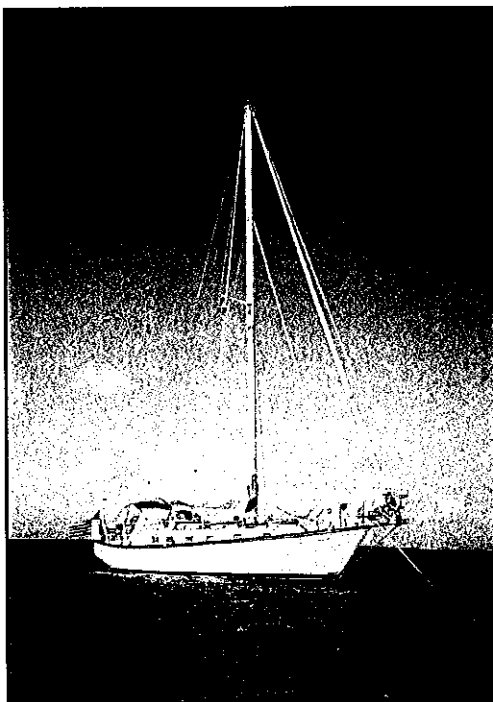
Nassau has a festival called Junkanoo from Boxing Day (Dec. 26) until New Year's Day. There is a beginning and ending parade. The very elaborate and colorful floats are covered with crepe paper much the way Rose Parade floats are covered with flowers. We went through the Junkanoo Museum which housed some of the winning floats from previous parades.

By the end of the trip we decided that Columbus must have anchored in as many places as George Washington slept! One

of the first things we did when we got home was go to the library and check out books on Columbus. What most of us don't realize or have forgotten is that he made four voyages between Spain and the New World. On his second trip, he was accompanied by 17 ships. In the course of these expeditions, he stopped in many places. He anchored in Boqueron Bay, Puerto Rico. The first settlement he made was at La Navidad (now in Dominican Republic). It was destroyed and a second colony was started at La Isabella nearby. His ship, Santa Maria, was wrecked on Lemonade Reef off the island of Hispaniola. The Pinta was hijacked by its captain. When Columbus sent out a scouting party looking for a good anchorage, they found Luperon Bay and the Pinta anchored there. It was recovered for Columbus. He is reported to have anchored off Crooked Island and declared it a most beautiful spot. He also explored the north coast of South America, the east coast of Panama as well as the south coast of Cuba.

Since we've been home there have been several articles in

Cruising World Magazine related to the areas we've traveled. I've already mentioned the one about crossing the Mona Passage. In that same June '97 issue there was another article, pages 62-67, entitled "A Knotty Problem on the Thorny Path." It was about a boat losing its mast just off the coast of Dominican Republic about 25 miles north of Luperon, an area we passed through. The problems faced in replacing the mast and installing it in area lacking the facilities we are accustomed to made for interesting reading. In the August issue, page 12, there was a note, "Beware the Bubble Cloud," concerning a phenomenon we observed when we were passing through the area where whales were playing. When humpback whales feed, they stir the water, creating bubbles. This turns the water a blue-green shade, lighter than the surrounding deep marine blue water. The swirling water confuses and concentrates the fish



"Wings" at Crooked Island.

and krill that the whales feed on. The whale then charges through the bubble cloud with its mouth open, catches whatever it can and filters it through the baleen plates in the bottom of its jaw. It is thought that this is why some boats are hit by whales. It is an accident caused by boats being in the wrong place when whales are feeding. We may have been in danger and didn't know it!

The more we reflect on the trip, the more remarkable it seems. John did an excellent job of researching and planning the trip and equipping the boat. We had a schedule which we were able to maintain quite well. There were some extra days for weather delays. We used one weather day and one day for repairs, otherwise we kept to schedule. Generally that was a sail and a day in port, and so on. When we were in unpopulated areas such as Myaguana and West Plana Cay, we only stayed overnight.

The most useful equipment on the boat was probably the Navco 8000 autopilot. It worked beautifully under all conditions we encountered. I doubt that we could have endured the long sails as well as we did without it. The other very useful equip-

(continued on page 4)

Oktoberfest

**THE GERMAN BEER HALL AT EYC OPENS AT 5:30
SATURDAY, OCTOBER 4, 1997**

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

featuring

German Food

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

A RETURN TO THE ORIGINAL OKTOBERFEST!




German Entertainment

DINNER MUSIC AFTER DINNER BY
Siebenbuerger Singers

The Mad Bavarian
RETURNS BY POPULAR DEMAND

— AND —
Heimat Klang
GERMAN ALPINE BAND

Attire: 

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

**The cost is a
mere \$15**

PLUS TAX AND GRATUITY

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

IF YOU WOULD LIKE TO RESERVE
A SPECIAL COMMEMORATIVE
GLASS BEER MUG, THE COST IS
AN ADDITIONAL \$8*.

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

REMEMBER TO RESERVE YOUR MUG
WHEN YOU CALL IN YOUR
RESERVATION.

INDIVIDUAL BEER SALES & CASH BAR
ALSO AVAILABLE.

ADULTS ONLY UNDERSTANDABLY

For several years, we have had the good fortune to have a
GREAT committee of fellow members working together all year
long to make Erie Yacht Club's OKTOBERFEST as special as we can.

We have found most folks feel many things about the party are
"just right," for example, the agenda, the (terrific) food, and the
beer. We have also found some things need to be different.

So, for the 1997 OKTOBERFEST you can expect these changes:

- Like the Centennial OKTOBERFEST, we will be starting
out with entertainment during dinner by the **Siebenbuerger
Singers**;
- We have hired an Alpine band, a "more animated" version
of an "oom-pa band," to partner with **The Mad Bavarian**
for a bang-up evening of continuous GERMAN entertain-
ment, and;
- We have decided to reduce "crowding" by selling 250
(rather than last year's 300) tickets.

SO, FAIR WARNING...the OKTOBERFEST has always been
an "instant" sellout! With our committee's hard work and these
changes... well, you just don't want to miss it!!

— Dan Dundon and Gerry Urbaniak — Co-chairmen

PLEASE NOTE THE
FOLLOWING INFORMATION

- Reservations accepted after 8 am
Tuesday, September 16 — call the
Club at 453-4931 to reserve a
place. (Remember, no-shows will
be billed.) Wednesday, September
17, after 8 am, members call the
Club to reserve a place for your
guest(s).
- Reservations sold out last year on
the second day, please call in
Tuesday!
- This is limited to 250 people, first-
come, first-served basis — more
room to party — German fashion!
- The first reservations will be in the
beer hall, then in the Grill Room.
Those celebrants in the Grill Room
will be able to enjoy entertainment
via a special big-screen television
system.

On Wings Part II (continued from page 2)

ment was the refrigeration system. By running the engine for about 45-60 minutes twice a day, we were able

to keep enough provisions to get from one port to another with no difficulty.

We couldn't believe that after we had spent a month sailing 832 miles, Fay and John spent the next month going just 90 miles from Georgetown to Nassau. However, by the time they had reached home in Deltaville, Virginia, the boat had traveled 4,500 miles since the beginning of the trip.

We came home with maps, brochures and 17 rolls of film. They filled two large photo albums. If any of you would like to see them, we'll be glad to go through them with you. Just let us know.

When we tell people what we did, they say something like, "Gee, that must have been fun!" We always answer "Yes!" But it was more than fun. It was educational to see places we'd never been.

It was gratifying to have accomplished the trip, rewarding, fulfilling and altogether a remarkable and enjoyable experience. One person thought the trip was scary. Didn't we feel afraid going into backward countries? No. We used reasonable caution, but never felt afraid or insecure. We were told by persons who had been in Puerto Plata five years ago that they had to hire a "secretary" to accompany them to avoid muggings. We were in Puerto Plata and saw nothing of the sort. Everywhere we went, people were friendly and helpful.

Are we glad we did it? Absolutely. Would we do it again? *In a heartbeat!*



Straw market at Georgetown.

THE FLEET SURGEON

Sunburn From The Greater Erie Boating Association

Hardly unique to boating, and nearly inescapable from time to time, is the affliction of sunburn.

Sunburn is simply the overexposure of the skin to the ultraviolet rays of the sun. Arbitrarily divided into three categories, UV-A, UV-B, and UV-C, the UV-A and UV-B wave lengths are associated with skin damage and sunburn.

Filtered by atmospheric elements, including clouds, pollution, and simple water vapor, and influenced by altitude, latitude and season, the amount of ultraviolet radiation available for skin injury varies widely. Approximately 90% of the ultraviolet energy reaching the skin on a sunny day is UV-A, the so-called tanning rays, whereas the UV-B, the burning rays, amount to less than 10% of the energy. The "burn" ratio of UV-B verses UV-A is maximal between 10:00 am and 2:00 pm.

UV-B energy is absorbed by the epidermis of the skin, and within minutes to hours after exposure, the typical signs and symptoms of sunburn appear. Individual chemical makeup determines the potential for burn exposure, varying from those that "always" burn, to those that "sometimes" burn, to those that "never" burn. Dosage determines the actual burn experience.

The UV-A wave length is generally transmitted through the epidermis and absorbed in the dermis. Depending, again, upon individual makeup, this energy provides the stimulus for tanning, with some individuals "never" tanning, others "sometimes" tanning, while others "always" tan.

The effects of UV-B verse UV-A on the epidermis and dermis of the skin is not pure, and the UV-A radiation may contribute to epidermal injury and sunburn, UV-B may penetrate to the dermis.

In observation of individual reaction to burn and tan, skin has been classified into six categories, ranging from Type 1 skin, which always burns and never tans; Type 2, which always burns and sometimes tans; Type 3, which sometimes burns and sometimes tans; Type 4, which sometimes burns and always tans; Type 5, which never burns and sometimes tans; to type 6, which never burns and always tans. Using this classification scheme, with defined intensity of sunlight, exposure time to burn can be predicted for different

individuals. The cancer risks of chronic sun exposure and sunburn also correlate to these skin types.

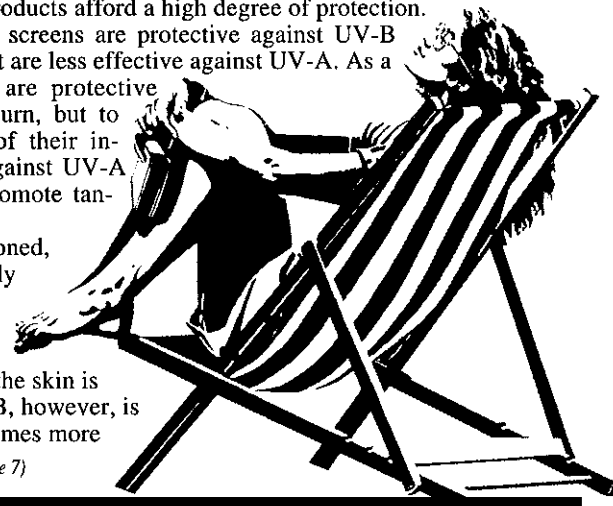
Protection from the ill effects of ultraviolet radiation is afforded through sun screen. Sun screens are rated by their sun protection factor (SPF), which extends an individual's sun exposure time by the factor listed on the label. For instance, under a set sun intensity using a sun screen of 5, a type 1 individual, that might otherwise begin to burn at 10 minutes, could increase their exposure to 50 minutes, before burn begins. A type 3 individual, who may otherwise begin to burn at 25 minutes of exposure, could extend their exposure time 2 hours 5 minutes. The sun protection factor identifies the multiple by which one may extend individual exposure time, but the actual length of time varies according to skin type and sun intensity.

Additionally, the SPF is a guide, not a rule. To be effective, these agents must bind with the skin and their application to exposed surfaces must be complete, uniform in thickness, sufficient in concentration, and applied generally more than 30 minutes before sun exposure. These agents are affected by exposure to water, perspiration, clothing and other features that can degrade their effectiveness. If used properly, these products afford a high degree of protection.

Most sun screens are protective against UV-B radiation, but are less effective against UV-A. As a result, they are protective against sunburn, but to the degree of their inefficiency against UV-A exposure, promote tanning.

As mentioned, approximately 90% of the ultraviolet radiation received by the skin is UV-A. UV-B, however, is a thousand times more

(continued on page 7)



Winterizing Worksheet

Winterizing your boat requires planning and some effort on your part. Plan ahead. The page below has two purposes: To jog your memory when you're gathering everything together – fogging fluid, antifreeze, etc. – before winterizing, and it can also be used long after the job is completed, should doubts arise, to reassure yourself that everything that should have been done was done. Tip: Give yourself enough time to do the job properly.

Boat's Name: _____

Your Name: _____

Marina Telephone: _____



List all equipment needed to lay-up boat

EQUIPMENT	STORAGE LOCATION
Non-toxic Antifreeze	_____
Engine Antifreeze	_____
Crankcase Oil	_____
Fogging Fluid	_____
Plugs for Exhaust Ports	_____
Fuel Additives	_____
Extra Lines	_____
Chafe Guards	_____
Storage Cover/Supports	_____
Tools (including an oil drain pump and a bucket)	_____
Have fuel tanks been topped off?	<input type="checkbox"/>

Boats Stored Ashore

- ☐ Is boat level to prevent damage from pooling water?
- ☐ Is the boat adequately supported at bulkheads, engines, and keel?
- ☐ If the boat is on jack stands, are the stands chained together beneath with plywood beneath the base?

NOTE: for a copy of *Winterizing Your Boat*, a 12-page guide to preparing your boat and engine for winter, write BOAT/U.S. Technical Services, 880 South Pickett Street, Alexandria, VA 22304.

Equipment Stored Ashore

EQUIPMENT	STORAGE LOCATION	EQUIPMENT	STORAGE LOCATION
Electronics	_____	Bimini	_____
Dinghy	_____	Battery	_____
Outboard/Fuel	_____	Other	_____
Scalls	_____	Other	_____
Galley Fuel	_____	Other	_____
Ship's Papers	_____	Other	_____

Boats Stored in the Water

Indicate location and whether thru-hull is closed and double-clamped.

Thru-Hull _____ LOCATION _____
 Closed ☐
 Double-Clamped ☐

Thru-Hull _____ LOCATION _____
 Closed ☐
 Double-Clamped ☐

Thru-Hull _____ LOCATION _____
 Closed ☐
 Double-Clamped ☐

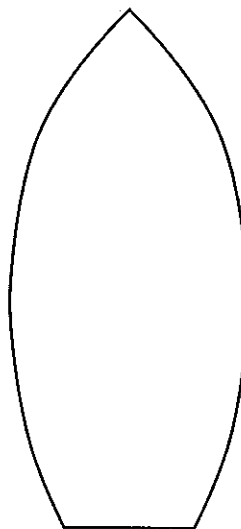
Thru-Hull _____ LOCATION _____
 Closed ☐
 Double-Clamped ☐

Thru-Hull _____ LOCATION _____
 Closed ☐
 Double-Clamped ☐

Thru-Hull _____ LOCATION _____
 Closed ☐
 Double-Clamped ☐

Knotmeter Impeller ☐
 Dummy Plug Inserted ☐

Thru-Hull _____ LOCATION _____
 Closed ☐
 Double-Clamped ☐



Rudder and Stuffing Boxes Tightened ☐



REAR COMMODORE
CHRISTIAN WOLFORD

the many talents of Pete Traphagen and Dave Preston, we were able to complete the project on time and budget.

During our annual shut-down we completed a major kitchen renovation. Once again, our staff, both kitchen and dock, rallied to help complete this undertaking on time and under budget. We hope that this improvement will provide us with the quality of service that we have grown accustomed to these past few years.

Your Bridge and Board recognized that our deck was not being fully enjoyed by the membership. We felt that we could dramatically improve the deck's function by putting a roof over it. This addition has proved to be very popular with our members. Many thanks to Mike Masna and his crew for a job well done.

Our list of summer projects always includes paving. This year, in addition to patching many bad areas, we paved the main road to the gas docks.

We are now in the process of replacing the roof over the clubhouse. We had not planned to replace the roof until next year but could not put it off any longer as we had several major leaks. Pete Gorny did an excellent job educating us on flat roofing. We feel confident that the new roof will be an improvement over what we had.

We are also constructing a new oil tank storage building along side the maintenance building. This project will be done with the user in mind. (The last one cost me two nice sweatshirts.)

We hope that these capital projects will serve to improve the function and appearance of your Club. Best wishes and smooth sailing!

Christian Wolford
Commodore

Commodore's REPORT

I sincerely hope everyone is enjoying their summer. The winds have not been conducive for sailing, at least on race day, but the weather has been spectacular. I heard the fishing has been good as well.

Your Officers and Board of Directors have had a busy year. I would like to mention some of the projects that we have completed this year to give you an idea of the effort that has been expended to improve our Club. We began our fiscal responsibilities with a major dock renovation. We replaced the pilings and catwalks on "I" dock which was quite an undertaking given the size of the docks. Thanks to efforts by your dock crew along with

A letter from the Vice Commodore



VICE COMMODORE
FRITZ CURTZE

The "dog days" are upon us, and I trust you've all enjoyed this gorgeous summer once it finally decided to stay. Not only have the sunsets been plentiful this season, the fishin' has been pretty darn good too!

I'd like all boaters to make note of a change to Dock Rule #1 that was proposed and passed at July's board meeting. Dock Rule #1 was CHANGED TO READ:

"All charges associated with slip or mooring occupancy must be paid PRIOR TO LAUNCH, and in any event, BY APRIL 30TH."

This rule change should make the task of assigning slips a lot cleaner, benefiting both the membership and club operations. Keep that date - April 30th - in mind so there will be no surprises. Enjoy the rest of your summer!

Fritz Curtze,
Vice Commodore

Notice to the Membership

Two board members have interviewed the following applicant for membership in the Club. His application has been posted on the bulletin board in the hall of the Club. It will be proposed at the next board meeting that

he be elected to Membership in the class as specified. Comments on the acceptability of him, favorable or unfavorable, may be submitted in writing to the Board of Directors prior to their July meeting, July 21, 1997.

LOGAN POPOFF TEACHER IN THE ERIE SCHOOL DISTRICT ASSOCIATE

Membership Committee,
Bobby Johnson

CLASSIFIED SECTION

22.5' SEARAY SRU225 CUDDY, 1982. Cabin with Mercruiser, marine radio/CB/stereo, E-Z Loader Tandem Trailer. Very good condition. \$7,500. Call 868-1087, leave message.

CROWN AUTOMATIC MARINE CONVERTER Model R-201-2B-3. AC input, standard shore power 100-130 volts, 6 amps, DC output - 12 volts, 20 amps. Manufactured by Raritan Eng. Co. Warranted 1 year. \$560 new catalog price. Call 835-8191.

C&C 27' SAILBOAT, 1987 "Pegasus." Spin, fully battened main, VHF knotmeter, depth, refrigeration, winter frame and custom trap. (814)833-8838.

BOSTON WHALER SPORT, 15.5'. Excellent condition, Boyer trailer, Merc 40hp, power lift, automatic oil injection, tarp. Call D. Lasher at 833-0816.

TROJAN CRUISER 31', wooden, with new fisherman's bridge. Powered by twin 240hp Ford 352 engines. Low hours, well maintained, one owner. \$6,000. 833-7367.

J-24, 1985 hull #4013 Fresh Water Boat ready to race. Stored indoors. Call Chris at 459-5406 for complete details and picture. \$14,500.

WET SUIT, O'Neil 2.1mm, one piece wet suit, short style, adult size small. Call Mary at 474-3269.

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. Call Dick at 454-8995.

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

September

- 1st Labor Day 11:30 am to 9:00 pm
Club Open Bar til 11:00 pm
- 3rd Pasta Cooked to Order Mid-Week Buffet
- 12th Pasta & Prime Buffet
Pasta Cooked to Order 3 - 6:30 pm
- 17th Tickets for the OktoberFest
go on Sale to Members
Pasta Cooked to Order Mid-Week Buffet
- 18th Tickets for your Guest(s) Go
on Sale for the OktoberFest
- 19th Seafood Buffet All You Can Eat!
- 26th BINGO! 7:30 pm

October

- 3rd BINGO! 7:30 pm
- 4th OKTOBERFEST 8 pm
- 10th BINGO! 7:30 pm
- 11th "Talk of the Town"
in the Grill
- 18th Commodore's Ball (members only)



Haul-Out Season is Here!

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

Thanks,
Bill Vogel,
Dockmaster

A SPECIAL THANKS:

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

Thank you to all supporters, sponsors and agencies involved.

Thank you very much!!

Jim Finn
Chairperson

Sunburn

(continued from page 4)

potent than UV-A causing more rapid visible skin injury despite its higher degree of atmospheric filtering. Given the opportunity for reflected as well as direct sun exposure in the boating environment, it is no wonder that sunburn is so prevalent, even with limited exposure times. Because of this exposure, sun screens, along with caps and protective clothing, are highly recommended at all times. Particularly in children, where studies have suggested an increased incidence of adult skin cancers related to childhood burns, the need is greater.

As mentioned, UV-B is principally absorbed in the epidermis giving rise to the clinical picture of sunburn. UV-A is absorbed in the dermis, resulting in the tanning appearance. It is believed that UV-A produces not only the tanning effect but structural change in the dermis, and that this tanning radiation, not the UV-B energy, is responsible for the sun related weathered appearance of skin in later life. Hence, whether tanning through sunscreen, or frequenting a salon wherein only UV-A or "safe" ultraviolet is used, where there is tan, there is dermal injury reflected in the thickening of the dermis, clumping of dermal fibers, degradation of the cells, with the ultimate effect of prematurely aged skin.

In summary, protect yourself from the ultraviolet rays of the sun. Particularly in the boating environment where activities are commonly mid-day, in fair weather, where attention may be diverted from impending burn, and where clothing may be scant, the risks of direct and reflected sunlight is high. The immediate effect is sunburn. The long term effect may be a leathery, weathered "sailors" skin.

J.C. Lyons, MD, FACS, MSME
Fleet Surgeon
Greater Erie Boating Association

THIS CLUB WANTS YOU !

The Club is searching for the interested member who would consider volunteer term as the **CLUB ARCHIVE HISTORIAN**.

An Archival Historian is someone who would solicit, collect, manage and preserve documents and information which relate to the history and ongoing functions and activities of the Erie Yacht Club – for current and future members.

Once your appointment was approved by the Board you would work with the already established and active (standing) Archive Committee (THAT'S US). As you work with us – we would help you to **collect, organize and document materials**.

As the Club's Archival Historian you would initiate and **follow specific guidelines on what is appropriate materials** to be accepted and archived and work on soliciting archival materials from members. You and the committee would **document present and future club events as they are planned and occur – even recruiting and assigning volunteer photographers for each event.**

And, soon you will see the addition of a brand new wall-hung display case in the Lobby – The Historian is responsible for assuring that unique, eye-appealing and interesting visual journeys into Club history are displayed periodically.

You would act as an intermediary and coordinator with the Erie Historical Society Archivist in all matters internal and external regarding the Erie Yacht Club collection.

We are also looking for volunteer photographers – people who would consider being on a "call list" to be approached to document, through photographs, events that occur at the Club.

COME ON – WE KNOW YOU WANT TO DO IT! Just give one of us a call – Right now! Please.

Your Archive Committee,
Dave Ungerman, Chair;
Toni Sample, Secretary;

Members: Pete Traphagen, Dave Sample,
Ann Gregory, Gordy Gebhart, Claire
Nichols, Dick Loesel

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
U.S. Postage
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