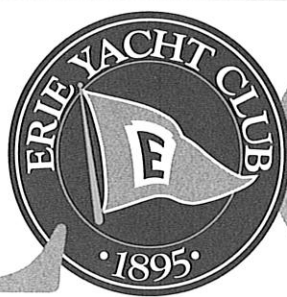


The LOG



VOLUME VIII, ISSUE I

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

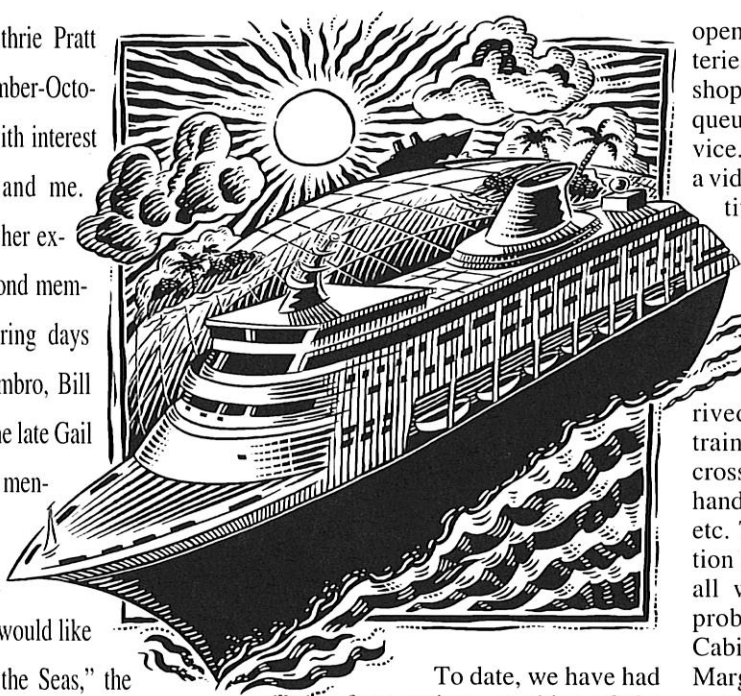
JANUARY/FEBRUARY 1998

Murphy's Law in Action as told by Gus Neuss

The article authored by Guthrie Pratt that was published in the September-October issue of *The Log* was read with interest by both my wife, Marjorie, and me.

Guthrie's detailed recounting of her experiences recalled for us some fond memories from our bareboat chartering days with EYC fellow sailors Bill Ambro, Bill Robertson and our good friend, the late Gail Garren. Guthrie, in her narration, mentions while at Nassau, Bahamas

"There were seven cruise ships in port at one time. I decided that I would like to cruise on the "Sovereign of the Seas," the flagship of the Royal Viking Line. It was the biggest one there." For the record, her statistics are: Length 880', Beam 106', Draft 25', Gross tonnage 73,192 tons, Passenger capacity 2,276 double occupancy, Total staff 825, Cruising speed 19 knots. Marjorie and I were on the maiden voyage of the "Sovereign of the Seas" in 1988. Her (the *Sovereign's*) problems on that cruise are, in our opinion, Murphy's Law in action.



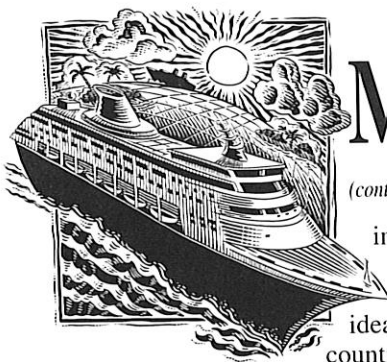
To date, we have had four cruises on ships of the Royal Caribbean Cruise Line, twice on the "Nordic Prince," once on the "Sovereign of the Seas," and once on the "Legend of the Seas." In October we are to board the "Splendor of the Seas" at Barcelona, Spain for a twelve-day sojourn in the Mediterranean. The appointments on these recently built ships are beautiful to behold, so much so, one is encouraged to want to go back again and again. The food, service and entertainment also are par excellence. That is, except for the maiden voyage of the "Sovereign of the Seas."

The cruise departed from Miami, Fla. on Saturday at 5:00 pm. The ship's shops

opened upon leaving port. We needed batteries for our camera so we went to the shop with camera supplies and found a queue of many passengers awaiting service. They were all attempting to purchase a video, of which there was a limited quantity, of the building, launching and trial runs of the "Sovereign of the Seas." This and other shops aboard were equipped with a computer cash register system. The clerk was lost at how to operate the device, hence the line-up. A technician arrived, after a considerable delay, and trained the clerk. The technician then crossed the aisle to an adjoining shop that handled discount price liquor, toiletries, etc. The same problem of register operation had to be resolved there. By day two all was running smoothly. Our second problem occurred on the second day. Cabin keys are a punched plastic card. Marge and I separated to visit different parts of the ship. We each had a door key card. Marge returned to the cabin first, tried her key and found it would not function. She was a little exasperated when she found me some time later. My key card worked with no problem. Her card was drilled with a different hole pattern. A visit to the Purser was of no help. The card came from England. There was no way on board of getting a second card. The rest of the cruise, if we separated, we had to set a rendezvous time and place to meet. Apparently we were not the only ones with this inconvenience.

The first port of call, after a day at sea, was to be Labadee, Haiti. Aristide, the president of Haiti, who had sought asylum

(continued on page 2)



Murphy's Law... *as told by Gus Neuss*

(continued from page 1)

in the United States because of political turmoil after his election, picked our departure date as the ideal time for his return to his mother country. Saturday evening, after our Miami departure, we were advised that because of the furor in Haiti occasioned by the return of Aristide, it was considered by the cruise line, RCCL, that Labadee, Haiti could be unsafe for USA nationals such as we. As a consequence, the next morning, Sunday, instead of being "at sea," we found ourselves in an alternate port, Nassau, Bahamas.

Nassau is no place to be on Sunday. All activity ceases. Shops were closed, the streets were deserted. It was a ghost town. We flagged down a taxicab and negotiated with the driver for a tour past the resort hotels to the one sign of life, an open-air straw market. Our only purchase in Nassau, other than the cab fare was straw hats. Our cab driver tour guide was a native of the Bahamas. He was a powerfully built individual only about 5'-4" tall but seemed equally as broad, a mass of muscle. He was extremely outspoken about the degeneration of the living standards and conditions in the islands since independence from British rule. He had a violent dislike for the current prime minister who he described as a drug using and dealing thief, and for his administration. In his opinion, the worst day in Bahama history, was when the control of the country was ceded from Great Britain.

Monday became a day "at sea" as we sailed from Nassau to San Juan, Puerto Rico. We docked there, Tuesday, to a great welcome. The "Sovereign of the Seas", arriving in port, for what was to be the first of a series of such cruise stops, was met by uniformed bands, local police and countless dignitaries plus a great portion of the San Juan populace. The reception was one that we will long remember. These Puerto Ricans expressed their appreciation in the grand manner. We had seen much of San Juan on previous visits so decided, for the first time, to tour the Bacardi distillery. It is located outside the city and as we approached, a large open air pavilion-like structure was the first part of the facility to come into view. On disembarking from the tour bus we discovered four sizeable bars, one in each corner of the pavilion, serving gratis, any drink one desired provided it contained Bacardi rum. The distillery building exterior is impressive because of the array of colorful mosaics with which it is decorated. The product is all rum, both light and dark, with individual bottling conveyor lines for each. The gallons bottled per day is astronomical with, so we were advised, ninety percent of the output going to the USA through the Port of Miami.

We were to depart San Juan at 2:00 am, Wednesday for Charlotte Amalie, St. Thomas, USVI. Arrival time was scheduled for 7:00 am. Just prior to 7:00 am, as I was shaving, I assumed we had arrived at St. Thomas, as there was no apparent movement of the ship. I then heard the signal for an announcement. Opening the cabin door I heard, "This is your captain speaking. If you look out the port of your cabin and notice that you are still in San Juan, don't be surprised, you are. A container ship has run aground in the channel entrance to the harbor. The Coast Guard assures me that the channel will be cleared by 8:00 am which will still give us time for a shortened stay at Charlotte Amalie." How wrong he and the Coast Guard were. The 8:00 am channel clearance was actually 3:00 pm. There would be no time to go to

St. Thomas. The "Sovereign" had a schedule to maintain, to be back in Miami by Saturday morning to disembark us, reprovision and depart that evening with a new load of passengers.

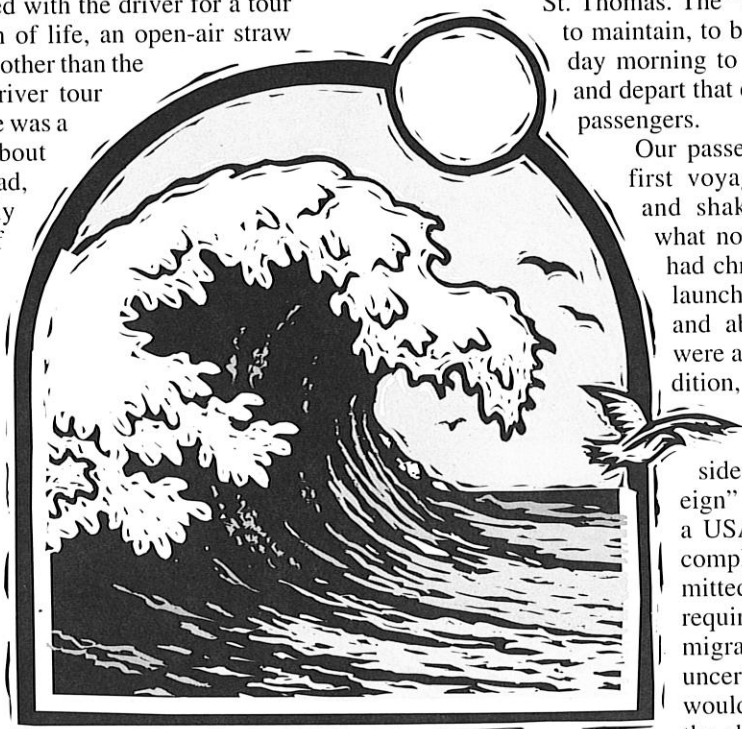
Our passenger list for this cruise, a first voyage other than the launch and shakedown runs, was somewhat noteworthy. Rosalynn Carter had christened the "Sovereign" at launching. She, husband Jimmy, and about fifty Carter relatives were among our shipmates. In addition, families and friends of the

Norwegian RCCL owners were aboard, a considerable number. The "Sovereign" was a foreign flag ship in a USA port which caused some complications. No one was permitted to go ashore as this would require clearing Customs and Immigration. With departure time uncertain the captain decided all would stay aboard. The shops on the ship remained closed, as did

the casino because of USA port restrictions. The swimming pool had been emptied. It was to have been refilled en route to St. Thomas with clean sea water. One could visit the ship's library, go to the exercise area, walk the promenade deck or relax in a deck chair. There were a few unhappy folks aboard, to say the least. A majority had done little shopping in San Juan anticipating the shops in St. Thomas. This was not to be.

When word was received at 3:00 pm that the channel was open we were advised that awaiting outside the harbor was another RCCL cruise ship, "Nordic Prince." She was to have docked in San Juan at 7:00 am to discharge over twelve hundred passengers. Most had early that day flights for Miami and elsewhere. The "Nordic Prince" also was late in reprovisioning and loading passengers for a cruise to leave that night. The "Emerald Seas", a ship from another cruise line waiting to

(continued on page 4)



Super Bowl

SUNDAY
JANUARY 25, 1998
4:00 - 10:00 PM

All-You-Can-Eat!

2 large-screen T.V.'s
12-ft. projection T.V.'s

WITH
Hot Dogs, Pizza, Chili,
3 Kinds of Wings,
French Fries, Chicken Nuggets,
Salads,
and More!

\$7.95++ PER PERSON

KIDS UNDER 12 - \$3.50

Reserve Your Table Today!
CALL NANCY AT 453-4931

Ski Trip to Holiday Valley

PRICE INCLUDES:

- Grand Breakfast Buffet with Mimosa's
- Round-trip Motor Coach
- Full-day Lift Ticket
- Snacks and Beverages on the Bus
- An Evening in Ellicottville

**Saturday,
February 7, 1998**

\$60/person

Call EYC Office
for Reservation
453-4931

Breakfast Starts at 7:00 am

Bus Departs EYC at 8:00 am • Returning to EYC about 11:00 pm

Romance is Alive & Well
AT THE
Erie Yacht Club
Valentines Day is
Saturday, February 14th

Enjoy the beautiful music
of

*The Mary Alice
Brown Quartet*

while you dine on
a wonderful

Dinner for Two!

Call Nancy for Reservations - 453-4931



Murphy's Law... *as told by Gus Neuss*

(continued from page 2)

leave port was given priority over the "Sovereign" as we were a much faster ship and were dropping one port of call from the schedule. We passed the grounded container vessel as we left the harbor. She was in shoal water with a partially submerged tugboat about 100' off her bow. The tug was stern down with part of the bow and pilot house above water. It was a sad day for seafarers.

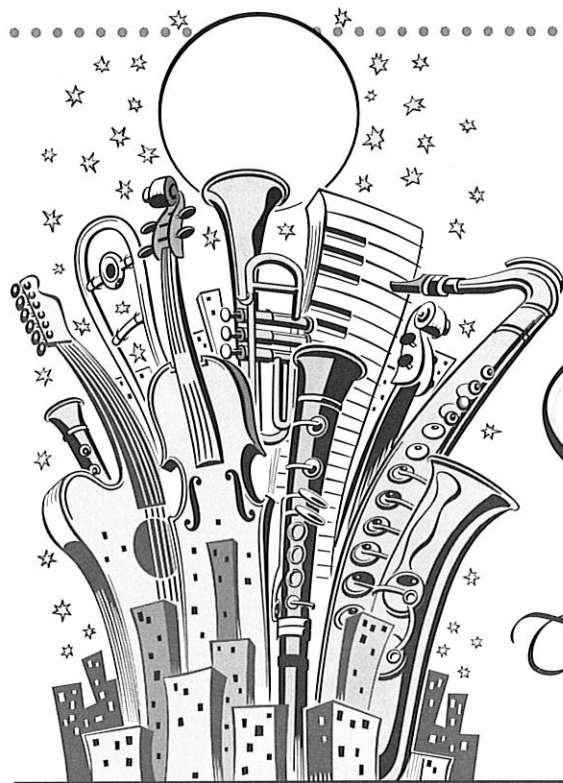
That evening, prior to the entertainment, the cruise director made two announcements. First, conditions were now such in Haiti that we were to stop at Labadee after all. In four days there had been no real crisis. After all, our grandson Chris Niesen, a lieutenant in the U.S. Army Rangers, was assigned as part of Aristide's bodyguard, and our grandniece Kimberly Neuss and an MP in the U.S. Army, were helping with police duties. Nothing dared go wrong. The second announcement was that because of the discomfort brought on by the cruise delay when we went ashore at Labadee, all liquor refreshment would be at RCCL expense. There was no applause. Free drinks were a poor substitute for Charlotte Amalie, St. Thomas, USVI.

Labadee is located on the north coast of Haiti. We were advised that it is owned by RCCL. The property appears to be several hundred acres, does have a clean sandy beach and away from the water, some wooded areas. Two rather large buildings were the only sign of habitation. Both were filled with native handicraft items for sale, by Haitians, to the only customers, the cruise tourists. Much of the display merchandise was carved wood, mostly mahogany. We did buy some trays and salad

plates. Price, we found was negotiable, dropping in direct ratio to the amount of customer sales resistance. We had been brought ashore on the ship's tenders. The "Sovereign" was anchored offshore. First to leave the ship was a tender carrying both liquid and solid refreshments. The liquid was at "no charge" as promised. The solid food was fast food, hamburgers, etc. All was served from a stand, nothing fancy. For class, one must return to the ship. We departed Labadee in late afternoon. Prior to the entertainment that evening the cruise director made an amazing announcement. The free drinks at Labadee were felt by the on-board RCCL owners to be no recompense for the disenchantment caused by the San Juan mishap. They were giving, to all passengers, a credit of fifty percent of the cost of a future cruise on a RCCL ship, anywhere, anytime. There was an immediate change, for the better, in attitude on the part of most of our shipmates.

Our last day, Friday, was spent at sea en route to Miami, then home to Erie. Jimmy and Rosalyn Carter had co-authored a book entitled "Everything to Gain." They were set up by the captain in an area where a quantity of the books was displayed and were autographing copies for purchasers. We bought a copy for ourselves and had it signed by Rosalyn and Jimmy. We found the Carters to be very gracious people.

This had been a cruise to remember. RCCL was faithful to its promise. The discounted cruise information given to us verbally by the cruise director was confirmed to us in writing. The following year Marge and I enjoyed a ten-day eastern Caribbean cruise on the "Nordic Prince." Two for the price of one, thanks to the larges of the RCCL owners. All's Well That Ends Well!



Sunday, February 1, 1998

11:00 am to 2:00 pm

Jazz Brunch

FEATURING

The Bruce Johnstone Quartet

Call Nancy for Reservations - 453-4931

ERIE YACHT CLUB

ANNUAL

CLEVELAND BOAT SHOW TRIP

SATURDAY,
JANUARY 17, 1998

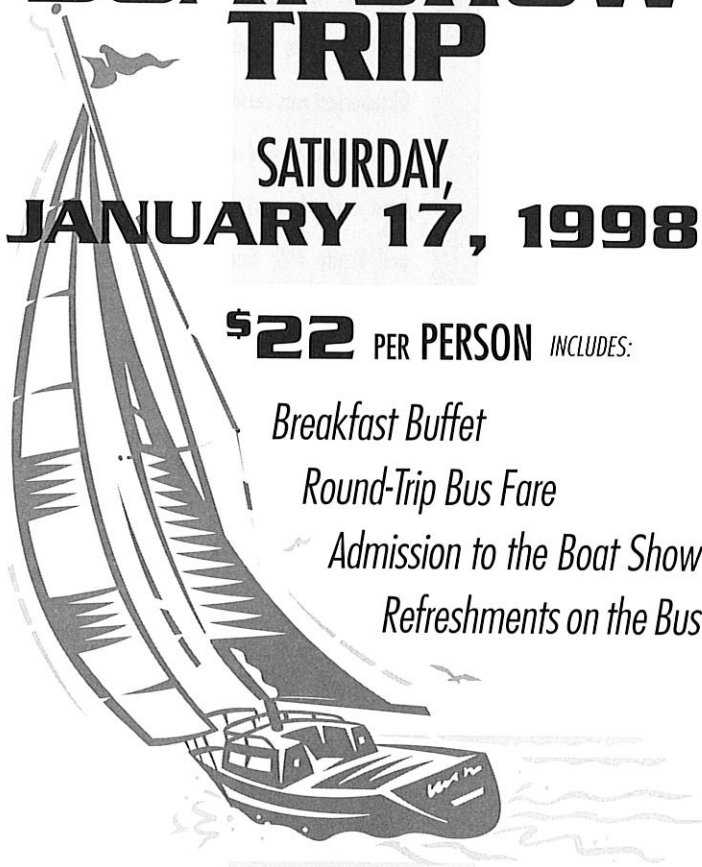
\$22 PER PERSON INCLUDES:

Breakfast Buffet

Round-Trip Bus Fare

Admission to the Boat Show

Refreshments on the Bus



BREAKFAST AT 8:30 AM

BUSES DEPART EYC AT 9:30 AM

BUSES RETURN TO EYC ABOUT 7:00 PM

**RESERVATIONS MUST BE MADE BY
JANUARY 14, 1998**

CALL ERIE YACHT CLUB OFFICE ONLY!

453-4931

MEMBERS AND GUESTS ARE WELCOME.

NOTE: NON-SMOKING BUS ONLY

THE FLEET SURGEON

CARBON MONOXIDE POISONING

from The Greater Erie Boating Association

As we may remember from elementary and high school health class, carbon monoxide is a tasteless, colorless, odorless gas that is produced by incomplete combustion of materials. Exposed to the open atmosphere, the half-life of carbon monoxide is very brief, but when contained in a closed space, particularly with a continuous feed, measurable concentrations of carbon monoxide can and do develop.

Although commonly associated with internal combustion engines, carbon monoxide is present in concentration from many sources, including fireplaces, covered barbecues, and of course, most commonly and universally, tobacco products. It can also be produced by certain home appliances, and is a byproduct of household chemical mixtures and solvents.

Carbon monoxide is a small molecule and readily passes through the lung into the bloodstream. Red blood cells readily absorb this molecule, actually in preference to the oxygen molecule, with an affinity of 250 to 1. As a result of this preference, even small atmospheric concentrations of carbon monoxide can cause rapid and high concentrations of carbon monoxide in the bloodstream of an exposed individual. For instance, a 15-minute exposure to a 1% concentration of carbon monoxide can lead to the poisoning of 50% of the body's red cells. Additionally, carbon monoxide has an exceedingly high affinity for the energy producing elements of tissue cells, and diffuses from the bloodstream into the tissue mitochondria, allowing the recirculating red cells to pick up even more carbon monoxide from the exposed lungs.

Actually carbon monoxide poisoning is not that uncommon. Chain smokers have been measured to maintain a chronic poisoning of 10% of their red cells.

Carbon monoxide poisoning is reversible. By removal of the source and exposure to fresh air, the half life of carbon monoxide in the bloodstream at sea level is 4-6 hours. In cases of acute carbon monoxide poisoning, administration of 100% oxygen decreases the half life to approximately one hour, and with hyperbaric treatments, carbon monoxide may be displaced from the blood cells even more rapidly. The problem in clearance is the overwhelming affinity of the body's hemoglobin for the smaller carbon monoxide molecule over oxygen. It takes several hours on average to restore the body's oxygen "supply."

In power boating there is a definite risk for carbon monoxide poisoning. With an engine room breach in the exhaust system there is considerable risk. With a following sea, there is exposure, but the risk is least with open vessels. In vessels with cabins, the route for exposure and capture of exhaust of a following sea is more obvious, but with cabined vessels there is a more occult risk. With actual or apparent movement of the vessel, irrespective of the sea direction, carbon monoxide poisoning is a threat through drafting. By way of a lee hatchway or open porthole, exhaust fumes can enter the cabin in concentration.

Signs and symptoms of carbon monoxide poisoning may be subtle. For chronic smokers, as an example, wherein a tolerance has been developed, there may be no findings to a casual observer. For the uninitiated, with a 0-10% concentration, the clinical features are typically headache and irritability. Errors in

(continued on page 9)

OCTOBERFEST THANKS TO A TERRIFIC



With the repeat of the terrific food and "copious" amounts of beer, put together with continuous live German entertainment, the '97 Oktoberfest was certainly the best.

This event could not be conducted without the hard work of our GREAT committee: P.C. Harold and Sandy Will; Gary and Mary Weibler; Pat Stuart; Don and Jane Schwab; Paul and Carolie Otto; Mary Malatesta; Tony and Kitty Ferrari; and Mary Ann Curtze.

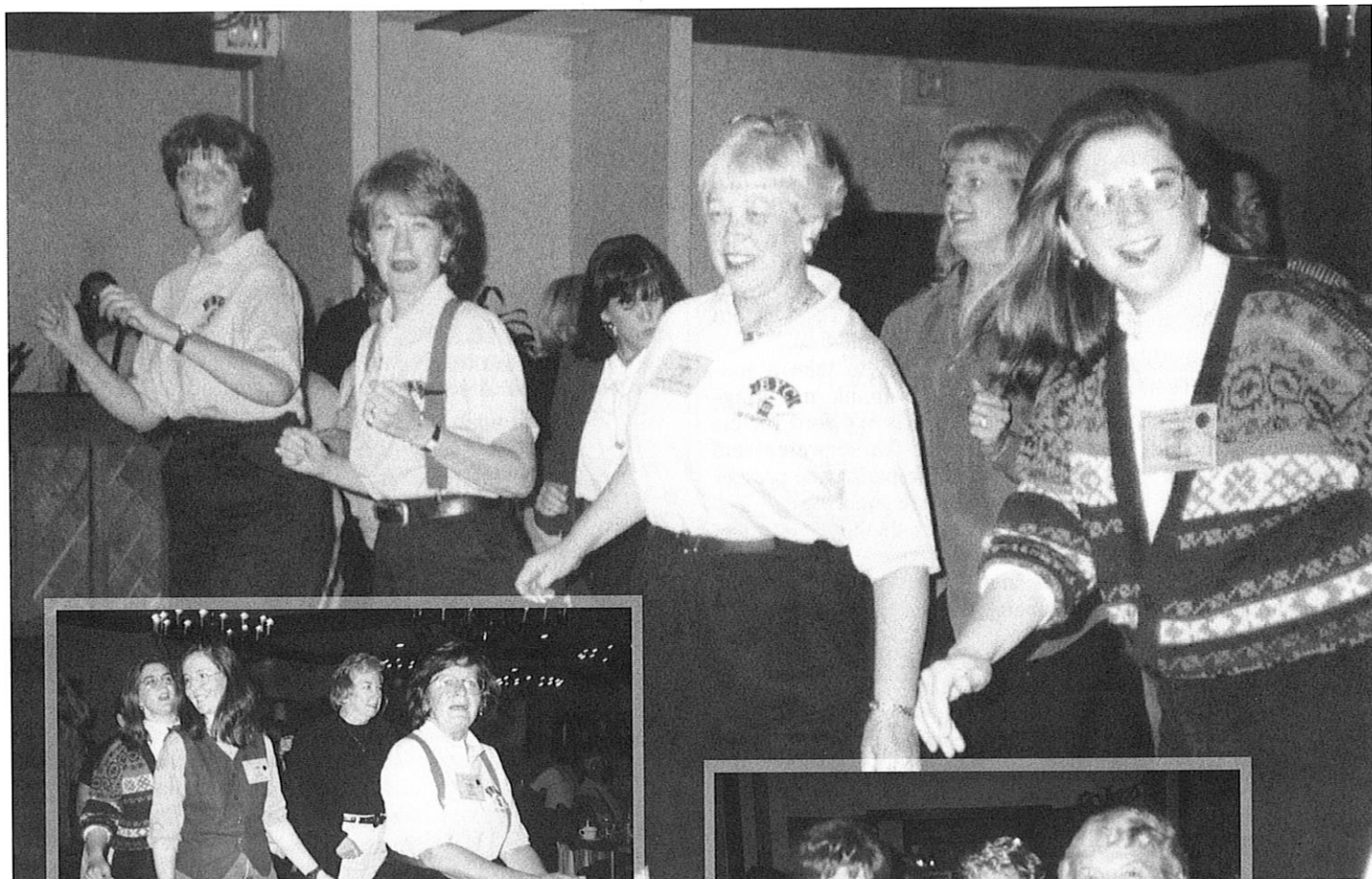
Again, we want to thank them for making us look so good!

Now, **WATCH OUT**...we're going to do it **AGAIN** in '98!

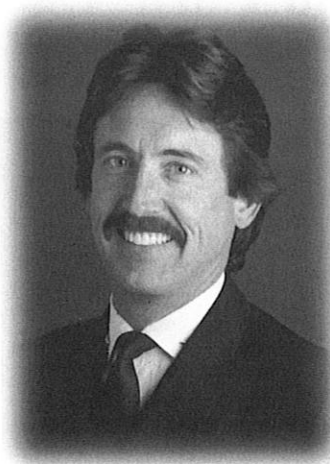
— Dan Dundon and Gerry Urbaniak



IFIC COMMITTEE! OCTOBERFEST



COMMODORE'S Report



COMMODORE
FRITZ CURTZE

It's with a great deal of pride and humility that I submit my first *LOG* article as Commodore. I truly appreciate your support and am looking forward to working closely with another outstanding bridge and board. As I write this, we've gotten close to 30" of snow on the ground, and the hint of Santa's appearance is strong. Thanks to the super efforts put forth by Santa's helpers, your clubhouse is resplendent in its Yuletide best.

I'd like to take a moment to thank my longtime friend, confidante and "advisor" Chris Wolford for his devotion to the EYC and its best interests – those present and long-range. Chris spent countless hours preparing the presentation shown at the November annual meeting greatly detailing three proposed changes to the Constitution and By-Laws. The issues presented were a proposed dues increase for Regular and Associate members, and a change in the requirements for Senior membership. This man has a knack for making difficult concepts and figures easier to grasp and digest. **W** The Senior membership motion was discussed at length, voted on by ballot, and failed – barely. A three-fourths majority of those present is required to pass an amendment to the Constitution. However, even though defeated, Chris has pinpointed an issue that could potentially create some financial turbulence in the years ahead. I applaud his guts for "taking the heat" at the podium that night . . . heat that he knew it would create. It was barely defeated (84 in favor, 66 against), but it's now on the table for future discussion. I'm in the process of forming a committee consisting of Bridge, Board, Regular and Senior Members to review this subject. V/C Pete Gorny has volunteered to chair this committee and encourages anyone wanting to get involved to contact him. Thanks again, Chris, for your contribution to the Erie Yacht Club and your fine year as Commodore!

I sincerely hope everyone enjoyed a happy and healthy Christmas season. Now that the holiday hustle and bustle is behind us, I'm confident that the year ahead will prove to be as successful and enjoyable as last. Work continues as always to keep the EYC the finest facility on the lake – let's keep enjoying it!

Best wishes for a Happy New Year!

Respectfully submitted,
Fritz Curtze, Commodore

VICE COMMODORE'S Report



VICE COMMODORE
PETE GORNY

As the snow is blowing past your window, keep reminding yourself that spring is just around the corner. Your slip applications are in, and the dock committees are working hard to make every boat owner satisfied with this year's slip assignment. Please advise us of any change in your boating situation as soon as possible. We sincerely appreciate your help and cooperation. Slip assignments mean spring is one step closer.

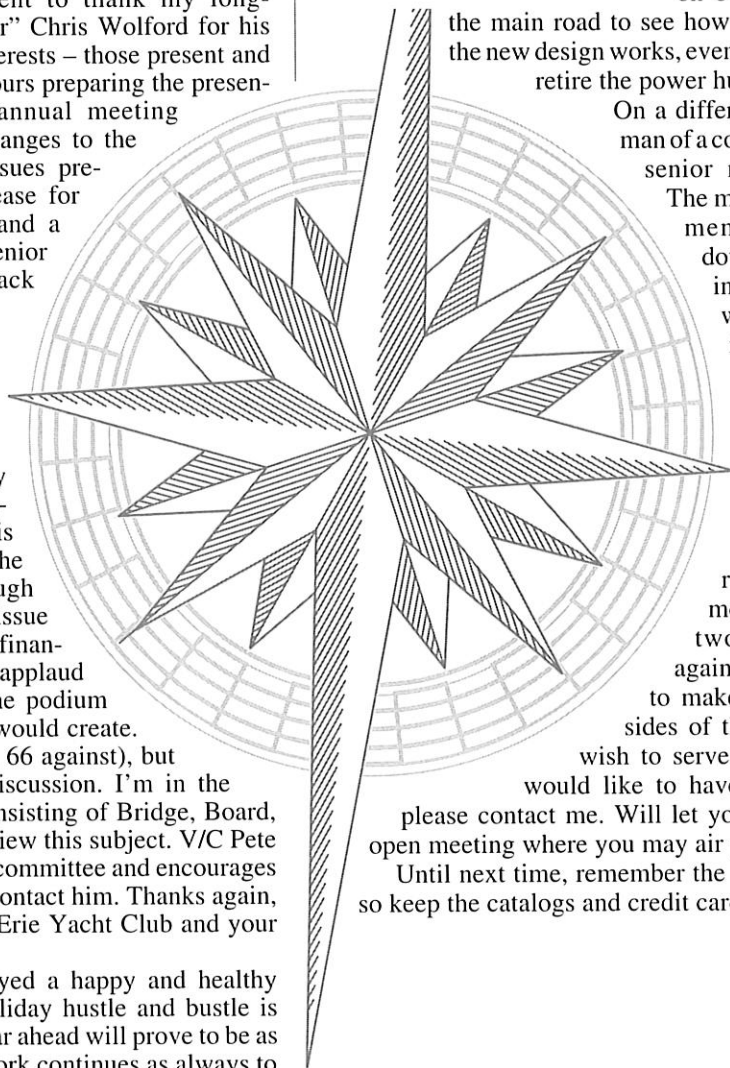
We will also keep watch on our new catwalks down the main road to see how they handle the ice. If the new design works, eventually we will be able to retire the power hungry bubblers.

On a different matter, I am chairman of a committee to look into the senior membership situation. The motion to limit the senior membership was voted down at the Annual Meeting, but the Board feels we are facing a problem in the not-too-distant future. The committee consists of Bobby

E Johnson, Jim Lockwood and myself so far, and there is room for two other members. I would prefer two volunteers that are against any change. We want to make certain we review all sides of the issue. If you do not wish to serve on the committee, but would like to have your opinion known, please contact me. Will let you know of our planned open meeting where you may air your views.

Until next time, remember the days are getting longer, so keep the catalogs and credit cards by the easy chair.

Best Regards,
Pete Gorny



S

REAR COMMODORE'S Report



REAR COMMODORE
PATRICK GEARY

I am looking forward to a great year at the Erie Yacht Club. It is amazing to me how the club has become a favorite place to visit even during the winter months.

Mike Lynch has some great plans for members in 1998. Mike and I met and reviewed last year's Club functions. You will find most events will still be on this year's calendar but some of the functions were not being supported by Members. Those events will be replaced with some new ones that I know will

become club favorites.

This year, in place of the Winter Carnival, you will have a variety of events in January and February to enjoy. The ice boat races will be in late January. February we will have a Casino Night with food and a live band. Make sure to mark February 21st on your calendar for the first-ever EYC ski trip to Holiday Valley. We will meet at the Club for breakfast then board our ski bus for the two-hour trip to the valley. Ski all day, then meet your fellow skiers for a ride into Ellicottville, New York to enjoy the town called "The Aspen of the East." Naturally, beverages and snacks will be provided. Sign up early - this is sure to be a sellout!

Mike has other events, with details to follow, including a Dinner Speaker Series on marine-related subjects. Teen dances' for our younger Members, as well as an Old-timer's Dinner. It is going to be a fun year, with something for everyone.

Please continue to support the Club. It is greatly appreciated and makes the Club a truly great place to meet your fellow members. If you have any special request or ideas do not hesitate to contact me or Mike. Your input is important.

Pat Geary, *Rear Commodore*

FLEET CAPTAIN'S Report



FLEET CAPTAIN
RICHARD ROBERTSON

Thank you for your vote of confidence in electing me your Fleet Captain. I look forward to performing the duties of this office. Anyone having any questions or priority problems, please call me. (And there is room on several of the committees.)

We are currently making plans through volunteer labor to refurbish the EYC Race Committee boat. Also, we are looking for volunteers to help manage her through the season.

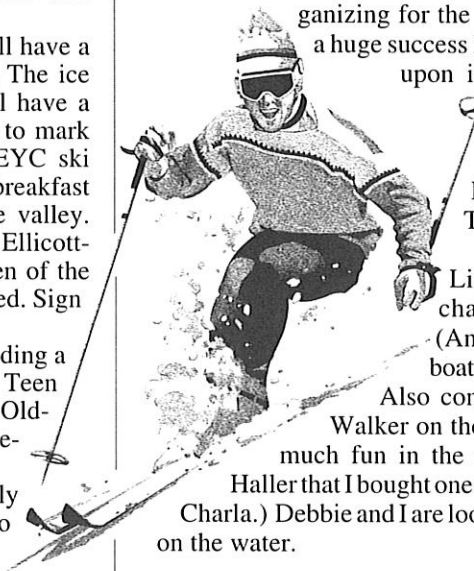
The sailing fleets are organizing for the '98 season. The JAM fleet was a huge success last year and we wish to improve upon it for 1998. Also forming is a

JY15 Fleet which will be family-oriented. Hopefully, we will have 15 "Ma & Pa" or Parent and Child teams racing on Tuesday night.

Congratulations to Bob and Linda Netkowicz on their purchase of *Earth Wind and Fire*. (Another sailing family who want a boat large enough for a "walk-about".)

Also congratulations to Rett and Susan Walker on their purchase of a JY15. I had so much fun in the fall JY15 Regatta with Charla Haller that I bought one too! (Sorry for all the "dunkings" Charla.) Debbie and I are looking forward to seeing everyone on the water.

Good Sailing,
Dick Robertson, *EYC Fleet Captain*



THE FLEET SURGEON CARBON MONOXIDE POISONING

(continued from page 5)

gross cognition and judgement occur with concentration levels of 10-20%. These features are hardly specific to carbon monoxide and the signs of subtle poisonings may be misinterpreted. When the blood concentration rises to the range of 20-40%, which can occur in minutes with a 1% monoxide exposure, headaches, agitation, gross confusion, loss of balance, nausea, vomiting, and unconsciousness may ensue. There are a number of similarities to this appearance and drunkenness, although victims of carbon monoxide poisoning typically exhibit hyperventilation and a bluish hue that alcoholic stupor does not share. The "classic" cherry-red appearance of the fingernails, lips, mucus membranes, is only rarely seen in carbon monoxide poisoning, requiring upwards of a 50% bloodstream concentration, which is generally fatal.

For many victims of mild carbon monoxide poisoning, headache, irritability, nausea and vomiting may be attributed to the

seas. Certainly these symptoms may have various etiologies, but in powerboats, especially with cabins, carbon monoxide should be considered.

For prevention, attending to proper exhausting of internal combustion fumes is primary, but the dangers of drafting need to be considered. Closure of aft and lee portals is of benefit. For all vessels with cabins, ventilate with cooking, and don't smoke below deck. Also, carbon monoxide detectors are a prudent investment.

Although passengers and crew may occasionally experience headache, nausea and vomiting as a part of the boating experience, carbon monoxide poisoning may be an unseen cause of this distress.

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

From the General Manager's Desk

I hope everyone had a safe and enjoyable Holiday Season with family and friends. Commodore Fritz and Michele had their crew do a beautiful job decorating the Clubhouse for the Holiday Season. Dockmaster Vogel and his elves decorated the Guard House, and the Lighthouse Deck area in that Holiday spirit. A big Thank You to all those members that contributed to the Employee Christmas Fund. Your generosity has been greatly appreciated from all the employees over these past years. The Employee Fund allows us to provide gifts of cash, as well as a Christmas Party for all the employees. Some money is set aside to do some sort of summer activity as well. Because of your good will, no dues dollars have ever been used to provide any type of Christmas or summer activity. This year's Employee Christmas Party was held at Ricardo's Restaurant. Everyone that attended had a great time and enjoyed themselves very much. A big thank you to the Board of Directors, for allowing the Club to close on a Monday evening, so that all the employees could attend the party.

Congratulations are in order to the family of the late Past Commodore Fritz Busse. Past Commodore Fritz Busse was this year's recipient of the "Thompson Memorial Trophy." The trophy is awarded every year at the Annual Meeting to the person who has shown over the years "outstanding achievement in the world of yachtsmen and yachting." Past Commodore Ronald Busse accepted the award on behalf of his late father. Congratulations to Past Commodore Busse and his family.

A couple of projects have started at the Club this winter. The first will be the replacement of the piping in the fuel tanks at the gas dock. To maintain our fuel tanks, and stay within state mandated guideline, we have to completely replace the piping from the tanks to the pumps. To do this job, the ground above the tanks must be removed to expose the tops of the tanks. Since we are doing this, we decided to install a computer monitoring system, that will monitor the tanks for inventory and leakage. The job, when complete, will insure the continued use of the fuel facility, and an accurate inventory control. The cost of this project when complete, will be \$23,500.00.

The second project this year, will be the complete renovation of the electrical on M-N-O Docks. The renovation will include installation of underground and electrical lines and the replacement of electrical boxes. We will also be adding some electrical boxes to accommodate visitors moored along the walls out there. The

second part of the project will be the installation of a new electrical feed to the south fence area. Currently, the existing lines are not in conduit and two of the feeds are broken. When this project is complete, at a cost of \$75,000, the Club will have completed the renovation of all the electrical on the docks, as well as the east yard. This long-term project was started way back when Past Commodore Allshouse was just Vice Commodore in 1991.

As I write this, the Members' Christmas Party has just concluded and the comments have been overwhelmingly positive. Thank you to all that attended. From the comments I have been hearing, a good time was had by all. We ended up having 176 members and some guests. For the first time we used the Bliss Dining Room for additional seating, which permitted us to allow an additional 30 people. For those that enjoyed the wonderful table settings and decorations, as well as the great food, big thanks to Laurie Richardson and Bernie Erickson. Laurie planned the decorations and even made most of them with some help from her family and friends. Bernie and his staff spent many hours preparing that delicious Surf 'n Turf dinner. If you've ever tried to buy a lobster around the holidays, you would know that they always jack the price up around the holidays. Bernie secured the price on our lobsters back in October, to get the best possible deal for the Club. Last year's Breakfast with Santa was so popular that we scheduled two for this year. One on Saturday and the other on Sunday. Both ended up being sell-outs. I have to ask, "Where did all those kids come from?" At any rate, I don't know who had the better time, the kids, the parents or Santa! Thanks to my volunteers at the Breakfast, Connie "Caroler" Wolford, Doc "I'm just the piano man" Bressler, and Henry "Ho Ho Ho" Lorence. It wouldn't be Breakfast with Santa without them. A special holiday thanks to Henry Lorence, for painting the windows in the Grill Room for the holidays. They look great, as they do every year.

Lastly, should you have any comments, questions or suggestions, for events that we do, or ideas for events we could do in the future, please feel free to let me know. My staff and I need to know how you think things are going. The only reason we had two Breakfast with Santa is because a member suggested we look into it, and they were right on!

That's it for now!

Michael Lynch, General Manager
EYC 1895@aol.com

THIS CLUB WANTS YOU!

The Club is searching for the interested member who would consider a 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 is approved by the Board you will work with the already established and active (standing) Archive Committee (THAT'S US). As you work with us – we will 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.

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

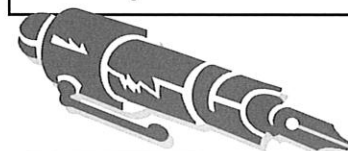
1986 LASER WITH TRAILER. 3 sails and extras. Dry \$1,800. 833-7200.

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.

WANTED

Do you have a 14- to 16-foot boat with a working outboard?

If you have one you're planning to dispose of or replace, then the Rebyrn Sailing School would be glad to give it a home. The Sailing School is gradually replacing old boats, but a new chase boat is needed for next year. If you'd like a tax deduction this year, then consider donating your old boat to the Sailing School. Contact Doug Beers at 453-2436 or Mike Lynch.



The following are the deadlines for each 1998 Log. Members are encouraged to submit any articles they may compose, as long as it pertains to the Club or boating activities.

Log Deadlines:

March/April February 18, 1998
May/June April 22, 1998
July/August June 17, 1998
September/October August 19, 1998
November/December .. October 1, 1998
(Election Edition)

RULE CHANGE

The Board of Directors, at their July meeting, has amended Rule #1 which governs the payment of Slips. Effective for the 1998 season, "all fees associated with Slips must be paid before Launch or by April 30.

The old rule stated, "You must pay before launch or by Opening Day."

1 9 9 8 CLUB FUNCTIONS

January

- 1st Tom & Jerry - 11 am-2 pm
(Members Only)
- 9th BINGO - 7:30 pm
- 16th BINGO - 7:30 pm
- 17th Cleveland Boat Show
- 17th "Talk of the Town"
Performing in the Grill
- 19th Monthly Board Meeting
- 25th Super Bowl Party
(No other food service tonight)
- 30th BINGO! - 7:30 pm
- 31st BINGO! - 7:30 pm

February

- 1st Jazz Brunch featuring
"The Bruce Johnstone Quartet"
- 6th BINGO! - 7:30 pm
- 7th "Exit 4"
Performing in the Grill
- 7th Ski Trip to Holiday Valley
- 13th BINGO! - 7:30 pm
- 14th Valentine's Day featuring
"The Mary Alice Brown Quartet"
- 16th Monthly Board Meeting
- 20th BINGO! - 7:30 pm
- 21st "Talk of the Town"
Performing in the Grill
- 25th Ash Wednesday Seafood Buffet
- 28th "TALK OF THE TOWN"
Performing in the Grill

March

- 3rd - 8th Annual Shutdown
- 9th Open at 11:30 am
- 13th Teen Dance (13 to 16)
- 14th "Talk of the Town"
Performing in the Grill
- 16th Monthly Board Meeting
- 20th BINGO! - 7:30 pm
- 26th Guest Speaker Dinner Lecture
- 27th BINGO! - 7:30 pm
- 28th "Talk of the Town"
Performing in the Grill

DIRECTORY

OFFICERS:

Fritz Curtze, Commodore	734-3937
Peter Gorny, Vice Commodore	456-9870
Patrick Geary, Rear Commodore	453-5322
Richard Robertson, FleetCaptain	774-0950

DIRECTORS:

P/C Christian Wolford	833-1960
Roger Allenbaugh	833-2955
Andrew Hanks	838-2224
James Lockwood	774-8727
John Murosky	456-7797
Peter Traphagen	838-1225
Richard Vicary, Jr.	456-6813

CLUB:

Clubhouse	453-4931
Clubhouse Fax	453-6182
Clubhouse E-mail	EYC1895@aol.com
Secretary & Membership	Bobby Johnson ext. 224
General Manager	Michael C. Lynch ext. 225
Dockmaster	William Vogel 456-6368
Member Billing	Bonnie Abramczyk ext. 222
Catering Manager	Laurie S. Richardson ext. 226
Office Manager	Mark Eller ext. 223
Executive Chef	Bernie Erickson ext. 230
Lounge ext. 227
Dining Room Reservations	Nancy Potts ext. 228
Guard House	456-9914

ERIE YACHT CLUB

P.O. BOX 648
ERIE, PA 16512

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