

SPECIAL PRE-ELECTION ISSUE

THE FOLLOWING REGULAR MEMBERS OF THE ERIE YACHT CLUB HAVE BEEN NOMINATED FOR THE INDICATED OFFICE AND ARE IN ALPHABETICAL ORDER. THE FOLLOWING SLATE OF CANDIDATES IS FOR CONSIDERATION BY THE REGULAR MEMBERS AT THE ANNUAL MEETING ON NOVEMBER 19, 1999.

CANDIDATES

COMMODORE – ELECT ONE:

PAT GEARY

VICE COMMODORE – ELECT ONE:

DICK ROBERTSON

REAR COMMODORE – ELECT ONE:

JIM LOCKWOOD

FLEET CAPTAIN – ELECT ONE:

PETER TRAPHAGEN

BOARD OF DIRECTORS – ELECT TWO:

DAVID ARTHURS

ROBERT CUNNINGHAM

MIKE SULLIVAN

AL TAYLOR

NOMINATING COMMITTEE – ELECT THREE:

DOUGLAS BEERS

EDWARD SCHULER

JAMIE TAYLOR

PETER LUND

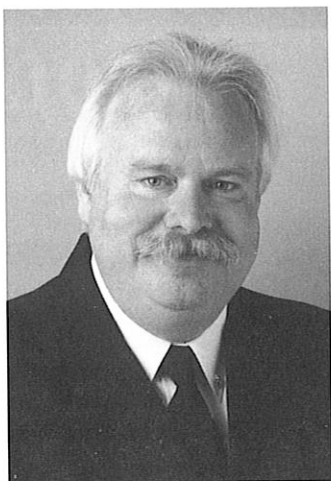
TO ASSIST YOU IN YOUR EVALUATION OF THESE CANDIDATES, EACH OF THE NOMINEES WAS ASKED TO PREPARE A STATEMENT FOR YOUR CONSIDERATION. THESE STATEMENTS FOLLOW.
PLEASE PLAN TO ATTEND THE ANNUAL MEETING ON FRIDAY, NOVEMBER 19 AT 7:30 P.M. TO VOTE FOR THE CANDIDATES OF YOUR CHOICE.

The Officers and Board of Directors would like to thank the following Board members who have completed their terms on the Board for their dedicated service to the Club:

ANDY HANKS PETE TRAPHAGEN P/C FRITZ CURTZE

Also, Nominating Committee Members:

CHAIRMAN – CHRIS BLOOMSTINE DANIEL BYLER DAVID FREW P/C CHRISTIAN WOLFORD



CANDIDATE FOR COMMODORE

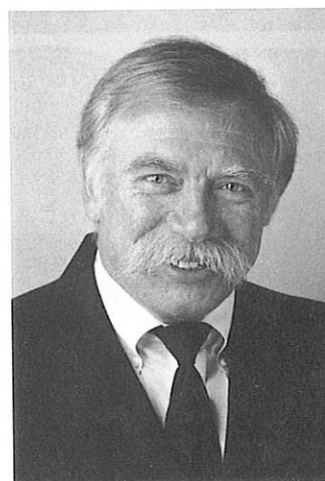
PATRICK GEARY

It has been an exciting three years serving you as I have moved through the Bridge. At times, it has not been easy, but you have been patient and understanding as we tackled problems facing the Club. We are fortunate to have a great staff and many members who volunteer their time to help on many committees.

As your Commodore I want to make sure those traditions that make the Club special are maintained. We belong to a *yacht club* and not a marina. Beginning next year I plan to ask past commodores, previous board members and the general membership to share stories concerning the history of the Erie Yacht Club. These stories will be published in *The Log*. The goal of our Club is to make sure all members – power or sailboater, regular, associate, junior, senior or special, feel that the Club is there for them and they can enjoy the Club in how they wish. Plans are underway for an exciting year as we enter a new century. Please plan on joining your fellow members in the coming year.

Thank you for your support, and I appreciate your vote of confidence. Please feel free to contact me at any time.

Sincerely,
Patrick Geary



CANDIDATE FOR VICE COMMODORE

DICK ROBERTSON

Hello everyone, most of you know me for I've been your Fleet Captain and Rear Commodore for the past two years. Elect me Vice Commodore and I'll do my best to fill the basin so everyone may keep their slips. Come to the Annual Meeting! We miss seeing a lot of you!

Dick Robertson



CANDIDATE FOR REAR COMMODORE

JIM LOCKWOOD

With an awful lot of help from Bill Vogel and his able Ground Crew, I was able to make it through my year as Fleet Captain. Although once in awhile things do not go as planned, it is refreshing that all the work done by previous Bridges, Mike Lynch, and Bill contribute to a Docks and Grounds Crew that is well organized and very efficient.

If the membership sees its way to electing me to the next step of Rear Commodore, I look forward to working with the House. Some of the things that we are currently planning for next year include a Gala New Year's Eve party, a spring "Get Ready for Summer" party, and a Halloween party. For the New Year's Eve party, we are going to be using the entire Clubhouse, the Grill Room floor will be converted into a gigantic dance floor with the band playing in the Grill Room. Laurie Richardson-Lang has ordered special linens and decorations that should convert our Clubhouse into a futuristic theme. I look forward to a pleasant evening with my fellow members and advise you to make your reservations early. Dan Dundon and his Oktoberfest committee have agreed to do a party in February. It will be a "166 Days to Summer" party complete with a Key West flavor. If this party is anywhere near as much fun as the Oktoberfest, it should be a great evening. These are just some of the plans for next year, so with your help and support we can continue to be a wonderful place to join together.



CANDIDATE FOR FLEET CAPTAIN

PETER TRAPHAGEN

The Erie Yacht Club has been a source of pleasure and pride for me ever since my family introduced it to me in the mid-forties. Sailing has always been an interest of mine and from our first *Star* to my present boat *Sojourner*, I have enjoyed racing, cruising and just "messing around in boats." In the 80's I became active in the Club's work and since have served on the Dock Committee, the Historical Committee, the Nominating Committee and am just finishing a three-year term on the Board of Directors. During that time my strengths have been in planning and implementing. In January I will be fully retired having been successful in building a manufacturing business in which, as owner, I had responsibilities in all areas. Our Club has always been primarily a boating club and has long enjoyed a reputation as one of the finest, if not the finest, yacht club on the Great Lakes. I think that my interest in boating, my experience in business and in the Club prepare me to help preserve that reputation.



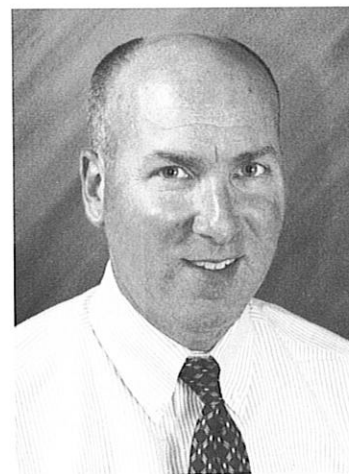
CANDIDATE FOR BOARD OF DIRECTORS

DAVID ARTHURS

I am grateful to be considered for a position on the Erie Yacht Club Board of Directors. I look forward to serving the Club that has served me for nearly half my life. I am an avid sailor, both racing and cruising, and am thankful for a club that has an atmosphere in which my wife Julie and I want our two daughters to grow up. It's great to belong to a club that promotes yachting, both power and sail, that families can enjoy.

I feel that a position on the EYC Board is as important now, when the Club is financially strong, as it was many years ago when there were financial problems. Charting a course for the future of the Club is analogous to sailing a boat in light air. When sailing in heavy air, the results of changes made in trim are quickly observed and can be modified as required. When operating a business in poor financial condition, changes in operation typically result in noticeable results in a short period of time and again changes can be made in response to those results. Conversely, when sailing in light air, the results of changes in trim or course take much longer to realize, making it difficult to recognize if the changes will result in winning the race. When a business is enjoying financial success, needed changes in its operation may take longer to recognize and may not be implemented until a problem results. In this situation, reacting to the problem can cost much more than preventing it in the first place.

I would like to assist in charting the course that will continue the success that our previous Boards have initiated – to determine those small changes in trim that, if implemented now, will continue our Club's financial and social health. I therefore ask for your support to continue what those before us have started.



CANDIDATE FOR BOARD OF DIRECTORS

ROBERT CUNNINGHAM

When you grow up on top of "the hill," (next door to the late P.C. Bob Way), the Erie Yacht Club becomes a part of your heart.

As a youngster, I was always fascinated by the water and loved looking at boats. My parents, Audrey and Jack Cunningham, never owned a boat, but I knew as I came down the hill with friends years ago, that someday I would be a member and own my own boat. I know many of you by having the pleasure of assisting with your automotive needs during the last 20 years as a manager in the auto industry. I have benefited by these friendships as well, and counted on your help, advice and expertise many times throughout the years.

Looking back over the years, I realize that my EYC membership has been a large part of my family's leisure activities. My children, Lisa and Christopher, have taken advantage of the opportunity to participate in the Reyburn Sailing School. Additionally, we have spent many evenings enjoying dinner at the Club and other special events including the EYC Bowling League, and the MS Regatta to name a few. You name it and we've been here for it.

We have traveled Lake Erie on the *Richie Sea*, visiting many of the other yacht clubs and on occasion I have come back from these ventures with various ideas that I feel would improve our own facility. Mostly I've come back with a greater appreciation of this Club and a feeling of pride that I am a member of the finest club on Lake Erie.

Besides my formal education I have extensive experience in business management. As co-owner of the new Bagel Barrel and Deli, I have a deeper appreciation of the service industry as well, and would apply my knowledge in this area to help the EYC staff.

It has been an honor to be asked to run for Director and I would appreciate the opportunity to serve you in this great Club.

*Respectfully Submitted,
Bob Cunningham*



CANDIDATE FOR BOARD OF DIRECTORS

MICHAEL J. SULLIVAN

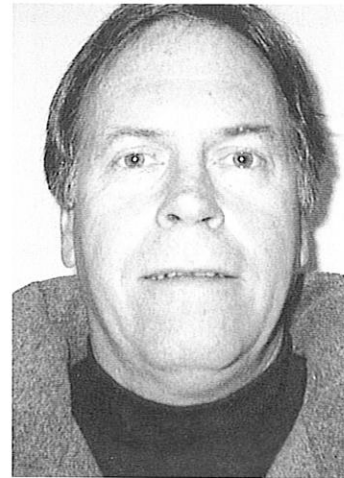
My name is Michael Sullivan, and I am hoping for your vote for a position on the Board of Directors of the Erie Yacht Club. The direction of the Club is determined by the regular membership through the Bridge and the Board of Directors. If elected to the Board, I will continue the philosophy of the Club and guide our membership through the millenium.

The Erie Yacht Club has been an important part of my life for over 19 years. Currently, I am serving on the Reyburn Sailing School Committee and have served on the Nominating Committee. My wife Heidi and I take pleasure in many of the club-sponsored functions with enthusiasm. We sail with our daughter Courtney on our Catalina 27 *Irish Rover*. Courtney has participated in the Reyburn Sailing program for the past four years, and she has enjoyed many of the fun activities at the Club.

I have been employed in sales at Dispatch Printing Inc. for the past 21 years and have served on numerous civic organizations. My business skills and leadership experience would be an asset to the Board, and I would appreciate your vote.

We have the finest yacht club on the Great Lakes, and I am proud to be a member. Your support is appreciated. I thank you for your vote.

*Best regards,
Michael J. Sullivan*



CANDIDATE FOR BOARD OF DIRECTORS

AL TAYLOR

Greetings fellow members!

I have been around the Erie Yacht Club since the late 1960's when I was a Junior Family Member and became a Regular Member in 1971. My primary interest then was sailboat racing and I was active in various one-design fleets and also the family boat *Winky* in the MORC fleet. There was also several years of ocean racing before my interest turned back to the Great Lakes and I realized the comfort of cruising. After approximately 15,000 miles cruising the lakes, I was able to experience close to 100 different yachting facilities.

My professional background involves computer technology and I have over 30 years experience in this field.

I was elected to serve on the Nominating Committee of the EYC in 1996 and now am being asked to serve on the Board of Directors. With your support, it would be a pleasure to serve the members of our Club in this manner.

*Respectfully submitted,
Al Taylor*

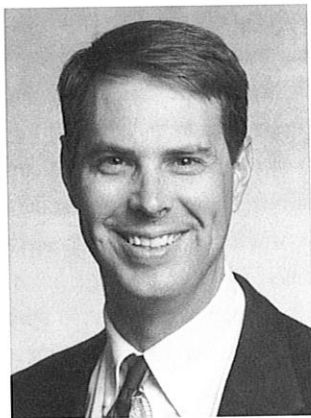


CANDIDATE FOR NOMINATING COMMITTEE

DOUGLAS V. BEERS

Greetings to all Yacht Club members. For those of you that do not know me, I am Doug Beers and I am running for a position on the Nominating Committee. I am an active member at the Club, having been involved with the Reyburn Sailing School for 18 years, in all applications of the program. I am involved in the Yacht Club Racing Fleet, sailing my boat in the Wednesday evening regattas, and support most of the Club functions. I believe strongly in the future of our Club, its membership and its leaders. I would appreciate the opportunity to be a member of the Nominating Committee.

*Yours truly,
Douglas V. Beers*



CANDIDATE FOR NOMINATING COMMITTEE

JAMIE TAYLOR

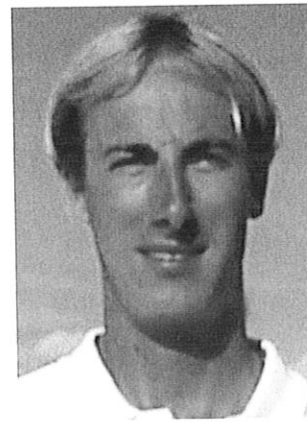
Fellow EYC Members:

My name is Jamie Taylor and I am asking for your vote to be elected to the Nominating Committee. It would be an honor to serve on this committee to help with the selection process of the Yacht Club's future leadership.

I have been associated with the Erie Yacht Club my entire life. At age 16, I became a Junior Family Member and have been a regular member for the past 14 years. As a child, I had the opportunity to spend my summers as a student and an instructor with the EYC sailing program. I am currently a committee member of the Reyburn Sailing School. I have sailed with the PHRF racing fleet for many years, and have served on the Lake Erie Interclub Cruise committee for the past eleven years.

My wife Maureen Madara-Taylor and I have always enjoyed the social activities at the Club. We recently purchased a Catalina 30, *a Second Chance*, which has made life at the EYC even more enjoyable.

Thank you for the opportunity to serve the Erie Yacht Club and for your support.

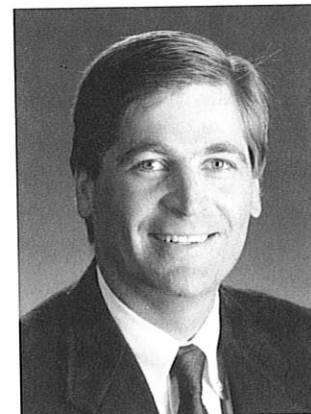


CANDIDATE FOR NOMINATING COMMITTEE

ED SCHULER

My name is Ed Schuler and I gladly accept my nomination to run for this committee. For those of you who do not know me, I have been around the Yacht Club my whole life and a member for the last 12 years. I have served on the Grounds, House, and Dock committees, and volunteered for the numerous projects over the years. I am self-employed, running a marine service business for the last five years. As a member I always try to make the Club a better place, and there is no better way to make sure the Club is progressing in a positive manner than having a strong Nominating Committee. The committee is responsible for submitting qualified members to the membership willing to run for a specified office. This is not a position to be taken lightly, for the direction of our Club is guided by the Nominating Committee. I look forward to serving on the committee and I thank you for your consideration.

Ed Schuler



CANDIDATE FOR NOMINATING COMMITTEE

PETER LUND

My name is Peter Lund and I am running for the Nominating Committee for the Erie Yacht Club. Growing up at the Erie Yacht Club, I feel a particular fondness and kinship for the Club. I have been an avid sailor since the age of six when I began sailing Rhodes Bantams. I worked through the ranks of what is now the Reyburn Sailing School. These skills enabled me to teach sailing at local YMCA and Boy Scouts Camps. Upon returning to Erie in 1987, I immediately requested and became a member. My involvement in the Club has been with the racing fleet and I have enjoyed the comradery of my fellow sailors. I see the Club as a wonderful asset for its membership. I also see the Club as an asset for the Erie community and mariners on the Great Lakes. Please consider voting for me as a member of the Nominating Committee. I would be honored to serve the membership in this capacity.

Commodore's Report To Erie Yacht Club Members



PETE GORNY - COMMODORE

Hopefully, as we continue
on our next 100 years,
we can adjust our course and sails
to meet the
ever-changing conditions.

We have a full annual meeting scheduled this year, and I will expedite it the best I can. Several issues will be up for vote, and here is a summary of what to expect.

- **Nominating Committee** – Allowing the Nominating Committee to submit one or two candidates for the office of Fleet Captain. Currently they are required to submit two candidates, and that frequently leads to problems. If you have a respected, qualified candidate already running, members are hesitant to run against him. That is the case this year. The nominating committee does not desire to put a candidate up for election knowing their chances are minimal, because they will be reluctant to offer their candidacy again. Remember that all Regular Members in good standing are permitted to run on petition with 25 Regular Member signatures.
- **Lease Agreement** – We have been negotiating with the Port Authority for quite some time for lease or purchase rights to the water lots west of the Club. This is the area where our mooring kegs are located. This discussion is ongoing, and I will provide the latest details at our annual meeting.
- **Senior, Special, and Non-Resident Membership** – No member has spent as much time reviewing our Club's financial statements in the past year as I have. It is a major part of the job. I have resurrected the Senior membership dues issue because I feel it is a threat to our Club's financial integrity. The bottom line is this: \$440 is the cost per member to keep the Club's doors open, the lights on, and the Club available for use. How much you use or do not use the Clubhouse has little effect on our financial stability. We break even on our docks, and we come close to breaking even on our bar and galley. Our dues cover any financial shortfall from our bar and galley. That is how our Club is set up and it has worked well for 100 years. The problem we now have is the Special and Senior classes pay \$125 in dues, and the Non-Resident Members pay \$250. That amount is well below our break-even costs. When the deficit left by these special membership classes is combined with the fact that they are the largest growing membership segment we have, it leads to financial difficulty. Our Regular and Associate Member dues currently cover the shortfall. However, we are running out of Associate Members. They are being replaced with

Seniors and Specials. This is because we have an overall membership cap. The cap was put in place to keep our Club at a comfortable size. Some have suggested we remove the Specials and Seniors from the cap, but that will mean our Club will grow in size about one percent per year. The effect will be waiting for tables during your visits to our dining rooms, and parties that are sold out quicker than they are now. In our recent membership survey, over 90% of our membership indicated they would like no increase in membership size. By raising all membership dues to a break-even level, the size of Special membership classes is not a problem. Eventually we may raise the qualifications for Senior membership, but without the dues increase, raising the qualifications merely postpones the problem. When my generation of "baby boomers" is eligible for Senior status, the problem will be extreme. What your Board is proposing is to make Senior, Special, and Non-Resident Member dues \$100 less than Regular dues. That reflects a 20% discount for the special classes, which is still a very generous discount.

Finally, I would like to thank the membership for electing me to the Bridge. I have enjoyed the past four years and received a good deal of "on-the-job" training. There have been a good number of improvements put in place over the past few years, and I am glad to have participated. Your Board and Bridge are always looking for ways to enhance your enjoyment of the Erie Yacht Club. Our managers and staff are skilled, competent and great to work with. Hopefully, as we continue on our next 100 years, we can adjust our course and sails to meet the ever-changing conditions. Thank you for all the support.

Sincerely,
Pete Gorny, Commodore

RING IN THE 21ST CENTURY

NEW YEAR'S EVE

AT THE
Erie Yacht Club

FRIDAY
DECEMBER 31, 1999

7:00 PM - HORS D'OEUVRES

8:00 PM - DINNER

• M • E • N • U

Hors d'oeuvres before Dinner

Tuxedo Soup • Seafood Stuffed Pasta with Lobster Creme Sauce • Caesar Salad • Sorbet
Tournedos of Veal Morel and Filet Choron • Asparagus • Yukon Gold Duchess Potato
Millennium Dessert

\$99 per person inclusive

ALSO INCLUDES

Commemorative Champagne Glass

Bottle of Champagne per Couple

Great Entertainment throughout the Night by "For Keeps"
Party Favors

RESERVATION POLICY

Reservations will be accepted on October 4, 1999 at 8:00 am.
Reservations for guests will be charged to the member's account. Reservations of less than 10 people will be put into tables of 10. Please specify whom you would like to sit next to. The whole Club will be used for this event. Reservations will be assigned in the following order: Ballroom, Bliss Room, Grill Room.

CANCELLATIONS POLICY

CANCELLATIONS AFTER
DECEMBER 1ST
WILL BE CHARGED
UNLESS THE
RESERVATION
CAN BE
SOLD.

FLEET CAPTAIN'S *Report*



FLEET CAPTAIN JAMES R. LOCKWOOD

These are just some of the things that the Committee pointed out to us. We need your help in keeping our Club a safe place to operate our boats and enjoy ourselves.

Thanks go out to Dave Sample and his recently formed Safety Committee for their work on identifying some of the potential safety hazards around the Club. I thought I would use my article to highlight some of those hazards in the Docks and Grounds area:

1. The slings we use on the boat hoist are susceptible to deterioration from the use of acids and strong cleaning agents. **No cleaning agents are to be used while boats are in the slings** since acids and cleaning agents can deteriorate the sling belts and potentially could be hazardous to the environment.
2. There were many electrical cords in use by members that are extension cords – not marine quality cords. They also noted frayed cords, spliced cords and other conditions relating to electrical hookups that could reasonably be expected to eventually lead to shocks and/or electrocution. **I asked every member with a boat slip to inspect his or her electrical hookup to make sure it is safe for all of us.**
3. **Basement Mast Storage Area and Locker House – No painting, engine repairs, major maintenance, gasoline storage, paint storage, or storage or use of products producing fumes in this area at anytime.** Ends of masts stored in basement should be marked with red flags when stored.
4. **Power Equipment in Canoe House and Maintenance Building.** Rule 20 of the Ground Rules states, **"No one but qualified Club employees or designated Members are allowed to operate Club equipment other than the small boat cranes and hand-operated mast hoist."**

These are just some of the things that the Committee pointed out to us. We need your help in keeping our Club a safe place to operate our boats and enjoy ourselves.

JUNIOR SAILING

George Macey – Director

After I was hired as the director of the Reyburn Sailing School, I thought "What a great job, how tough could it be working with kids who share my love of sailing?" Having worked with kids for 30 years I was ready for the challenge.

The following are a couple of entries from my daily log:

6-16-99 Sunny & Cool

- 11:30 Jr's returning to dock #13. Boat sustained port side damage from collision...may have to call for someone to repair it.
- 14:00 Finished installing rub rail and launched whaler...motor needs work.
- 14:30 Boat turtled and mast stuck in mud. Despite efforts of Tyler, Robb and Dave boat couldn't be righted. Mast detached and marked with orange float boat towed in.
- 15:00 Went home for scuba gear.
- 15:45 Returned to EYC to find that Billy had already gone and said that the top of the mast was buried and wouldn't budge.
- 16:30-17:30
Dave Parry, Billy, Tyler and I tried to pull the mast with the 60 h.p. barge to no avail. Eventually the ton 4' of the mast broke off and remains mired in the muck of Presque Isle Bay.
- 18:00 Winds picked up...too strong for adults to go out alone. Instructors towed them out, many capsized but had fun.

6-21-99 Beautiful Weather

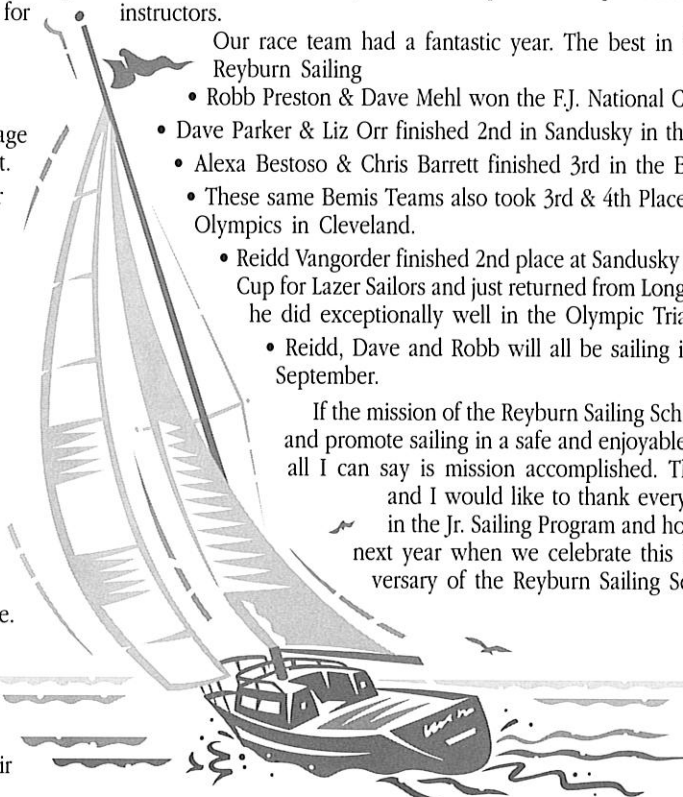
- A.M. Jr's doing well. 10 FJ's and 6 Opti's out.
- P.M. Capsizing drills went well. Everyone had a good time. Adults all sailed...doing as well as can be expected for their third class.

Thankfully Day I was the exception. We had a very successful sailing season due in no small part to the expertise and professionalism of the instructors.

Our race team had a fantastic year. The best in the history of Reyburn Sailing

- Robb Preston & Dave Mehl won the F.J. National Championship.
- Dave Parker & Liz Orr finished 2nd in Sandusky in the Benus Cup.
- Alexa Bestoso & Chris Barrett finished 3rd in the Bemis.
- These same Bemis Teams also took 3rd & 4th Place in the Junior Olympics in Cleveland.
- Reidd Vangorder finished 2nd place at Sandusky in the Smythe Cup for Lazer Sailors and just returned from Long Island where he did exceptionally well in the Olympic Trials.
- Reidd, Dave and Robb will all be sailing in college this September.

If the mission of the Reyburn Sailing School is to teach and promote sailing in a safe and enjoyable environment all I can say is mission accomplished. The instructors and I would like to thank everyone involved in the Jr. Sailing Program and hope to see you next year when we celebrate this Golden Anniversary of the Reyburn Sailing School.



A SECOND CHANCE

Maureen and I want to share with you the events of a boating accident that happened a few months ago. On Saturday, July 26, 1999, at about 7:30 pm was the start of a boater's nightmare and the very close loss of our 1984 Catalina 30 that we just purchased in June. Here is our story, mistakes and lessons learned from that fateful day.

OUR STORY

After a morning sail with Maureen's sister and four children, Maureen and I decided to sail to a friend's lake-front cottage at the foot of Powell Ave. for a small dinner party. We left the EYC around 3:30 pm and had a wonderful sail and arrived at the cottage at 6:30 pm. We anchored the boat about 50 yards offshore in 8-10 feet of water in a moderate lake chop.

We swam ashore and joined the party. About an hour later we noticed weather coming in over the lake and turned on the TV weather channel for more information. Sure enough a storm system was moving through but it looked like it was breaking up as it moved down the lake. I decided to swim back to the boat to tighten things down and close the hatches. Back on shore we watched the storm move across the lake about 3 miles offshore and kept a watchful eye on the boat with a reference land position. From here, the nightmare began.

Suddenly, the bow took a hard turn towards shore, which made me think the anchor line had broken. Friends and I raced to the beach and swam to the boat as it drifted towards shore. The boat was bouncing around and I started the engine to turn the boat and drive the bow out towards sea. We pulled out the jib to heel the boat over and give us more power. We did it; (I thought) we were moving out under power and sail headed to deeper water! Then with a sudden turn the bow is yanked back towards shore and we again tried to steer the boat back out towards sea but to no avail. By this time Mother Nature and King Neptune had sent in larger waves from the storm and the boat was pushed closer and closer to shore.

With help and great effort from neighboring cottages, we were able to stop the boat from being completely washed ashore by using the original

anchor and an additional anchor. The boat stopped in waist deep water with the bow of the boat pointed into the waves...then the beating started.

As this was happening the U.S. Coast Guard and Lake Shore Towing Service were called for help. The Coast Guard made an attempt to come and "stand by" and Lake Shore Towing was on their way back from another call. They were at least 2 hours from arriving to help tow the boat off the shoreline.

As the boat was being pounded by the waves, the keel started to dig into the sand and the action of the boat cracked and broke off the rudder. In the meantime, all I could do was stay with the boat and hold on to what seemed like a bucking bronco.

About 10:30 pm Lake Shore Towing arrived and by 11:00 pm, with a cheer from the crowd on shore, the boat was finally pulled off the bottom and back to deeper water. The boat was slowly taking on water from the rudder shaft but was under control. We took the long ride undertow to the EYC where the boatlift was waiting for our arrival. By 1:30 am the boat was safely sitting in the slings of the travel lift. The nightmare finally ended.

Mistakes:

- Never doubt your instincts. When I swam back out to the boat I intended to let more anchor road out and didn't. BIG MISTAKE!
- When leaving the boat at anchor, prepare the boat for anything to happen and stow gear properly. With wild action of the boat, anything that was not stowed was thrown all over the place. This also made it difficult to find anything.
- Have a knife on deck. Need I say anything more?
- Keep the key to the engine in the ignition when anchored (which I did).

Lessons Learned:

- Take any unnecessary stuff/junk off the boat. Keep it simple.
- Have a place for everything and return it when you're finished. I could not find anything that I was looking for.

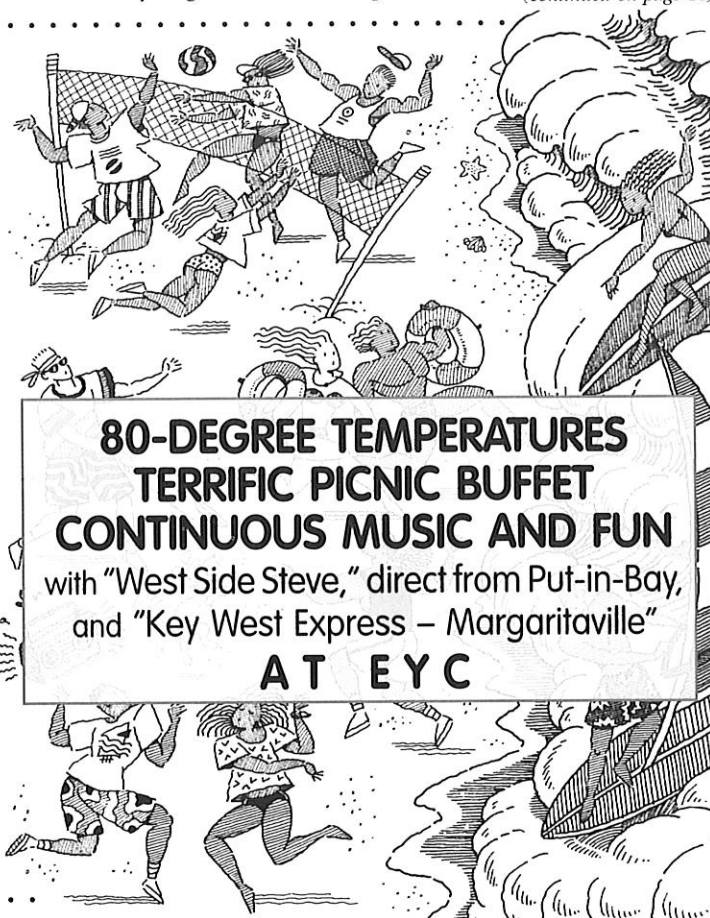
(continued on page 11)

After our wonderful summer,
it might be a bit difficult to picture this,
but by mid-winter,
we will all be ready for
the first Erie Yacht Club...

**116 DAYS TIL
SUMMER PARTY!**

Mark
February 26
on your calendar now!

Brought to you by the same
committee of members who bring
you the Oktoberfest!



CLASSIFIED SECTION

28' Carver Riviera

1985 1'-3" beam, 3' draft, Windlass electric (helm-operated). Hours meter 850. (1) Aft cabin, 2 beds and sink. Convertible settee, convertible dinette. Sleeps 7. (2) engines 305 GM/230hp. Many extras. EXCELLENT CONDITION. \$25,000. Call Bob McGee 838-6551 or 838-2657.

Sunfish

Yellow and white, includes trailer. Asking \$650.00. Call 838-6980

Heavy-Duty Jackstands

8 medium stands, 4 tall and 1 bow stand. The jacks are stored inside and are like new. Need a little paint. Will split the lot. These were used on a 55' sailboat. Make an offer. Einar Skogsholm (814) 864-3851 or e-mail einar@Compuserve.com

COBIA 245 Odyssey Cutty-Cabin

23' x 8'6", 260 hp, Merc 10. Very rugged vessel. \$12,000. Call Scott McCain 455-5938.

46' 1969 Chris Craft Roamer Rivera FBMY "Phoenix"

Steel hull with CAPAC and SHOREPAC to eliminate hull corrosion. Twin 320 hp Detroit diesel, 2 staterooms loaded with extras. The boat is located in slip B-12. Asking \$78,000. Call Ed Burger (800) 242-6266, ext. 13.

Junior Sailing Items for Sale

- 1975 Ranger 22 w/ 1995 Mercury 5 hp, sails and equipment
 - 1967 MFG 12 foot dink w/ 1989 Mercury 5hp motor.
 - 1965 MFG Winner w/trailer
- All reasonable offers considered. If interested contact Dave Parry at 838-7740

US-1 Sailboat

15' Fiberglass, Cat Rig, Needs some work, trailer. Phone 474-3269.

Bertram Bridge Cruiser 28ft 1982

(2) 230 BHP Mercruiser including all standard equipment plus extras. Only been in fresh water. Asking \$35,000 firm. Call Firm Dinkins (724) 834-5938

1972 Islander 30' "Spindrift"

Fiberglass 30hp gasoline engine, full batten main sail, knot meter, roller-furling jib. Refrigerator, alcohol stove and oven

Freedom 21 Catboat Rig

Full batten main, spinnaker, bunk and cockpit cushions, 6hp Evinrude, and trailer. Asking \$2,900. P/C Dick Gorny (814) 456-0986.

To place an ad in the Classified Sections please send all ads to Mike Lynch. There is no charge and the Ads will run for three "Logs." If you would like it to run longer just notify Mike.



November

- 3rd Mid-Week Buffet - 5:30 pm
- 5th BINGO! - 7:30 pm
- 10th Mid-Week Buffet - 5:30 pm
- 17th Mid-Week Buffet - 5:30 pm
- 19th Annual Meeting - 7:00 pm
(Regular Members only)
- 20th EYC Racing Fleet Banquet
(No dinner service tonight)
- 24th Mid-Week Buffet - 5:30 pm
- 25th Thanksgiving (Club Closed)

December

- 1st Mid-Week Buffet - 5:30 pm
- 8th Mid-Week Buffet - 5:30 pm
- 11th Members' Christmas Dinner Dance
featuring "The Blue Notes"
- 12th Breakfast with Santa
- 15th Mid-Week Buffet - 5:30 pm
- 18th Breakfast with Santa
- 22nd Mid-Week Buffet - 5:30 pm
- 29th Mid-Week Buffet - 5:30 pm
- 31st Millennium New Year's Eve

January 2000

- 1st Tom & Jerry Members Only
(Club closed)

A SECOND CHANCE

(continued from page 10)

- In an emergency situation, communicate as best as possible with the people helping you with the boat. When I thought we were home free, the sudden turn back to shore was because the anchor reset and was still cleated to the boat. Things happened so fast and I had what I call "tunnel vision of events." I did not know until later that night that the anchor line did not break, but the anchor broke free from its set.

For Maureen, her lesson was that even when in Lake Erie, the wind and the waves can overcome the most experienced sailors. Maureen (in the past) felt that if I was on board, nothing could happen because of my boating experience. She has a new respect for the powers of the lake, and the wind and the boat. For myself, besides what I have discussed, the lessons are too many to list. As an experienced sailor the accident was a harrowing and humbling experience.

We would like to thank all those involved for their help in trying to save the boat and the EYC crew for coming late in the night to have the travel lift ready for our arrival. We were thankful nobody was hurt during the whole ordeal.

Lake Erie is famous for its sudden storms and we hope this story is helpful in reminding everyone the power of the weather and will further our respect for Lake Erie waters.

Besides a broken rudder, the boat held up fairly well. Damage to the boat was mainly cosmetic and we are back in the water for fall sailing. Because of this experience, we named the boat *a Second Chance* and hopefully King Neptune will give us just that!

- Jamie Taylor and Maureen Madara-Taylor

FRIENDSHIP REGATTA

On August 15, the Atlanta, GA Yacht Club Junior Sailors and EYC Junior Sailors held the first Friendship Regatta and Picnic. Atlanta brought 20 sailors and chaperones who were treated to a beautiful day of racing followed by dinner in the picnic shelter. Dinner was provided by EYC Junior Sailing and tripies were provided by the Atlanta Yacht Club. EYC sailors won first and second place in both the FJ & OPTI classes.

- | | | |
|-------------|-----|---------------------------------|
| FJ | 1st | Dave Parker and Liz Orr |
| | 2nd | Alexa Bestoso and Chris Barrett |
| OPTI | 1st | Chris Simon |
| | 2nd | Mark Mackrell |

DIRECTORY

OFFICERS

Peter Gorny, Commodore	838-2417
<i>e-mail: Petegorny@aol.com</i>	
Patrick Geary, Vice Commodore	453-5322
<i>e-mail: PKGSAIL@yahoo.com</i>	
Richard Robertson, Rear Commodore	774-0950
<i>e-mail: MRKITCHEN@erie.net</i>	
James Lockwood, Fleet Captain	774-8727
<i>e-mail: CAPT46@prodigy.net</i>	

DIRECTORS

P/C Fritz Curtze	734-3937
<i>e-mail: FCURTZE@aol.com</i>	
Andrew Hanks	838-2224
<i>e-mail: ARHANKS@axs-erie.com</i>	
Peter Traphagen	838-1225
<i>e-mail: CEPETE@erie.net</i>	
John Murosky	456-7797
<i>e-mail: SAMGROUP@aol.com</i>	
Richard Vicary, Jr.	456-6813
J. Douglas Breon	459-8828
<i>e-mail: JDB230@aol.com</i>	
John C. Lyons, M.D.	455-2169
<i>e-mail: CLYONS@erie.net</i>	

CLUB

Clubhouse	453-4931
Clubhouse Fax	453-6182
Clubhouse E-mail	EYC1895@aol.com
Website	www.erieyachtclub.org
Secretary & Membership	Bobby Johnson ext. 224
General Manager	Michael C. Lynch ext. 225
Dockmaster	William Vogel 453-6368
Member Billing	Bonnie Abramczyk ext. 222
Catering Manager	Laurie S. Richardson-Lang ext. 226
Food & Beverage Manager	Brian Keinath ext. 232
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

Bulk Rate
U.S. Postage
PAID
Erie, PA
Permit #344