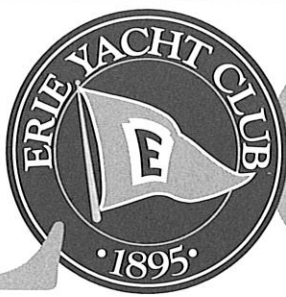


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VOLUME IX, ISSUE V

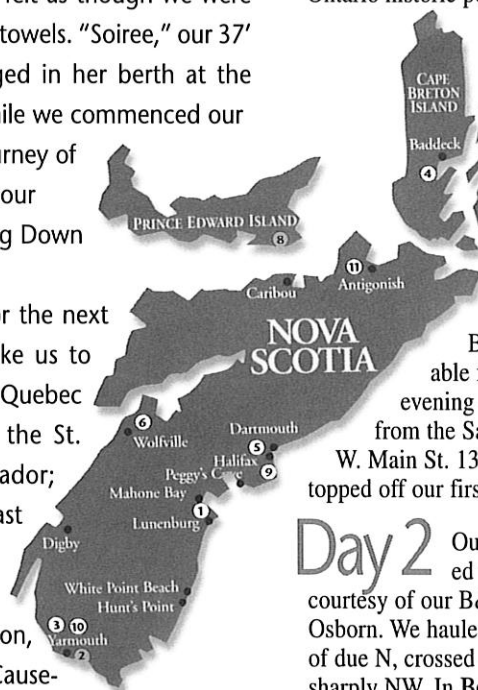
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SEPTEMBER/OCTOBER 1999

The Maritimes, Etc. on Roads Less Travelled July, 1999 Vacation Diary of Dave and Toni Sample

We left Erie in light breezes with heat and humidity that felt as though we were swathed in Turkish towels. "Soiree," our 37' O'Day, was snuggled in her berth at the Erie Yacht Club while we commenced our land and water journey of Eastern Canada in our Chevy van "Tacking Down Wind."

Our itinerary for the next 21 days would take us to Montreal and Old Quebec City, Quebec, up the St. Lawrence to Labrador; down the West coast of Newfoundland, along the Cabot Trail on Cape Breton, across the Canso Causeway to Nova Scotia, a ferry ride to Prince Edward Island, a nine-mile trek on the Confederation Bridge to New Brunswick, back to the Bay of Fundy and the Lighthouse Trail on Nova Scotia and 11 hours on the Scotia Prince to Portland, Maine. Our trip would be highlighted with a final three days at Mystic Seaport, Connecticut and, of course, a stop over at Cooperstown, N.Y. at the Baseball Hall of Fame. The Captain yells, "Cast Off," the First Mate responds, "Aye, Aye."



Day 1 Sackett's Harbor, NY was our first stop. A delightful Lake Ontario historic port, 30 miles south of the Canadian border, Sackett's Harbor is the site of the now civilian inhabited Fort Martin where Ulysses S. Grant was in command in the War of 1812. Lunch at Sackett's Harbor Brew Pub on the wharf, an early evening conversation with our B&B hosts on their comfortable front porch, and a later evening at the Comedy Club across from the Sackett's Harbor B&B, 102 W. Main St. 13685 - (315) 646-1718, topped off our first day of adventure.

Day 2 Our wedding anniversary started with a Mimosa celebration courtesy of our B&B hosts, John and Anna Osborn. We hauled anchor and on a heading of due N, crossed the St. Lawrence and tacked sharply NW. In Boucherville we found safe harbor and took the metro subway back under the St. Lawrence to the Place des Arts in Montreal for an afternoon and evening at 1999 international Jazz Festival. The festival featured 300 jazz artists on numerous main stages and ran continuously from July 1st through July 9th. We walked the squares of downtown Montreal finding our way to St. Patrick's Basilica during a service in progress. The massive interior spoke elegantly to us from the breathtaking stained glass stations and from the hands of the carvers as we caressed the mahogany aged to a lustrous reddish hue with their intricate designs. Webs of silver wire spun around our ears by the reverberating sounds of the organ.

Day 3 Independence Day was hailed on our behalf by our Franco phone hosts. We toured Montreal visiting Old Port, the massive St. Joseph Oratory where people climb the hundreds of marble steps on their knees in order to receive an unanswered prayer, Mount Royal, Olympic Stadium, the US 1997 Olympic biosphere, the Biodome and Notre Dame Basilica. This mega-metropolitan city of 1.8 million continues, from its first settlement by the English, French, Irish and Dutch, to be a maze of diversity of sights, sounds, languages and customs.

Day 4 Continuing due Nord (North) on a weatherman's partly sunny day, we arrived shortly in Levi, our next Port of Call. A short ferry ride found us on the other side of the Seaway at Old Quebec City. This is an old European city of narrow streets lifting straight up to the sky and filled with flowers, artists, cafés and vendors. "Parlez vous Anglais?" (Do you speak English) became our mantra. As we climbed, and climbed . . . each corner of Old Quebec brought a surprise to the senses . . . along with much heavy breathing. Our lofty goal was the Citadel - the massive stone walled fortress that protected the St. Lawrence and ultimately Montreal in wars long since fought. The riverside descent from the Citadel on newly built decking was unfathomable in its number of risers. Young adults choose some portions of the declining steps as bicycle ramps to prove their daring and to elevate their personal power of "man over lifeless matter." We witnessed no deaths, except to several bicycle gear chains.

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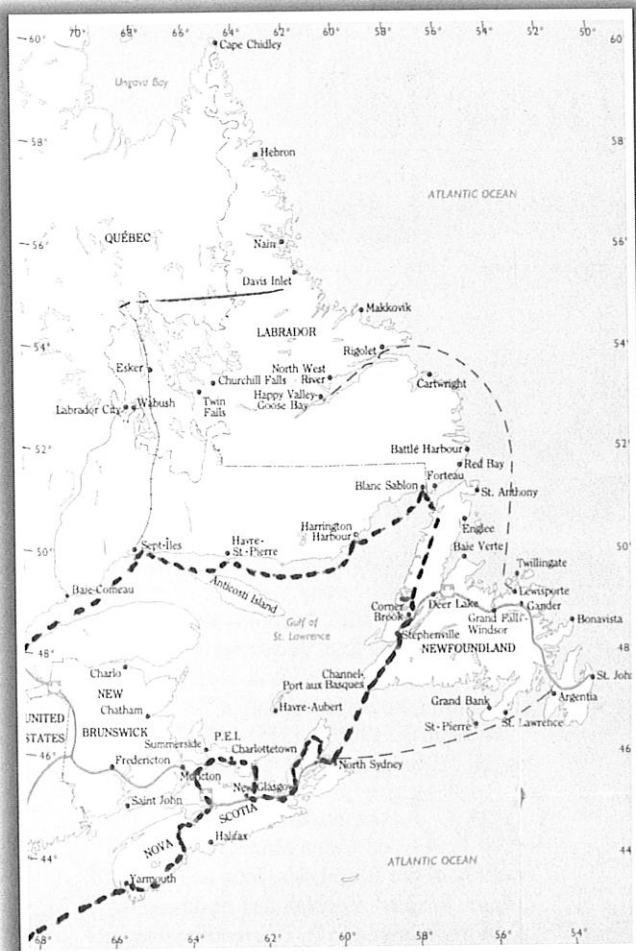
Roads Less Travelled (continued from page 1)

Day 5 With a strong headwind, we continued our journey along the St. Lawrence on 20 Est (East). Noon found us at **Trois Polinase**, at a lovely garden café, dining in typical French style on bread, cheese, fruit and wine. After a tour of the town and a church of "gold," our journey for that day ended in **Rimouski**, Quebec. We slept that night knowing that tomorrow another adventure would begin, as we would board the supply ship, **Relais Nordik**, (418) 692-1000, for our Seaway journey to Labrador.

Day 6 Anxious to start our day, we arose early anticipating a 10 a.m. rendezvous at the ship. At 7 a.m. we approached our van with our overnight luggage in hand to discover that our van window had been smashed. The inside of the van was a cacophony of everything previously stored under seats, in seat pockets or in any other storage area. A million shards of green glass were everywhere. We came to consciousness slowly of the numerous missing items – a cell phone, binoculars, camera, VCR, travel computer, clothing. Most of these things were bought for our journey on the ship. But, of most concern – how to secure the van for the remainder of the trip. Making our report to an officer who spoke little English was a challenge. The manager of the **La Navigator Hotel**, 130 Belzile Ave., (888) 724-6944, where we stayed, pulled some strings for us at the nearby Chevy garage and we had a Plexiglas window in place before the van was loaded (in a railroad car) onto the ship.

Aboard the **Red & White**, five deck, supply ship, we received our second surprise of the day when we were told the price for taking our van on the ship (after it was already loaded, of course) was four times what we were originally led to believe. Payment made, we were led to our cabin which was approximately 6' x 8', containing two upper and lower bunks with pull curtains across the narrow beds, much like train berths. Concerns for sleeping in such close quarters with strangers, having absolutely no privacy for the duration of the trip, and of having to go up or down a deck to a restroom, left us with some feelings of misgiving but a still undaunted spirit. We explored the boat, watched our departure from port, found a quiet corner in the crew's cafete-

ria and played a game of Gin while watching the shore. Lighthouses and windmill gardens flecked on the otherwise sparse and barren shore. With forced smiles, that we maintained for each other, we individually pondered the challenges of this slowly revealing exploit. Dinner of country paté, good Bordeaux, and fresh fish revived our spirits. Our dinner com-



panions, Anna Young and her husband, Chris, a foreign correspondent, were anything but boring. They regaled us with stories of his assignments in Russia and Estonia – and told Russian jokes. If we understood the inner workings of Russian politics, I bet those jokes would have been really funny. The winds picked up, the waves became heavy and the boat lunged and surged throughout the night. Dave "docked" the boat at our first stop **Sept-Isles**, and woke me up at 3 a.m. with two motion sickness pills and a water chaser. Thank God for wisdom and sickness pills, for the next day, there were numerous sick passengers throughout the boat.

Day 7 Stop Two is **Port Menier** where we were greeted by a bevy of harbor seals. After this stop, Dave again, rescued us with a convincing tip to the purser – and we moved to a "crew" cabin for two. Although small, it was private, and future days on board looked brighter. Stop Three at **Havre St. Pierre** at nine p.m. found us five minutes

after docking at a local establishment for a "Blue." A local band provided dancing music – can you imagine "Jeremiah was a Bullfrog" sung in French? A bilingual computer expert at nearby **QIT (Quebec Iron Titanium)** spent nearly an hour conversing dockside with us about **Havre St. Pierre's** world's largest titanium mine. The mine, plus snow crabbing, scalloping and boat building, provided the village with jobs and resources.

Day 8 Four ports today! Six a.m. found us at **Natashquan** – rock and water, beautiful vistas and home of our dining room server, Michelyn. At noon, we pulled into **Kegaska** with its rocky harbor and a short row of shoreside, rainbow painted buildings. A totem pole memorial in front of the always-existent church was the central focus of this town of 100 English-speaking people. **LaRomaine** was our third port of the day and home of the **Montagnais Indian Reserve**. We walked about three miles to and through the reserve in crystal clear air. We were now so far removed from industry, automobiles and other pollution producing elements that it was like seeing through polished eyeglasses after having worn dirty ones for five years. We visited an Indian home and were

shown native-made caribou items and beaded jewelry. The children with their large dark eyes, round cheeks, high cheekbones and teasing smiles looked like Inuit (Eskimo).

The children fished near our boat. It was interesting to us that natives did not greet the boat with souvenirs for us to purchase. These people came to the wharfs only to receive their supplies and carry on with the needs of their lives. Continuing our journey, we dined with Marc and Carol from Montreal and Eric from Paris – who would leave the ship at **Harrington Harbor**, our next stop, to spend

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Roads Less Travelled (continued from page 2)

15 days kayaking the 142 miles to Blanc sa Blan, Labrador (at the Northern mouth of the St. Lawrence). Their plan was to cover three miles per hour, camping nights on the shore – fearing most – not the Baline whales – but the bears. After dinner, we were regaled with the sight of icebergs, Dolphin Whales, and a glorious sunset. On the observation deck at nightfall, a canopy of stars was pulled over our heads and Venus shone brightly like the star that once might have led the wisemen. **Harrington Harbor**, our last port of the day, was reached in darkness, using radar, range lights and the occasional swath of a powerfully illumined searchlight from the boat. Rock monoliths loomed on each side of the narrow passage. Harrington Harbor is built entirely on rock with boardwalks that provide pedestrian and ATV passage only. The houses looked big and well maintained and the docks were home to fishing and sailing vessels. At 1 a.m. we retired to our “cozy” quarters.

Day 9 Arising for early breakfast with Manon and Helene, two lady

schoolteachers from Montreal, the boat docked at La Tabatiere, home of Rosalyn – another server, and we made way through “La Rigolet” (meaning narrow passage) into **St. Augustine**. La Rigolet was approximately 15 miles of inland water passage through islands of green moss-covered rock, with numerous attractive coves and an occasional small boat resting on shore above the tide line. A true find for an artistic eye. On rare occasion, the barren land would be interrupted by a small camp building, nestled into the otherwise uninhabited rock. The cargo disbursed, we continued our journey to Blanc sa Blan. “Thar She Blows” . . . and we were graced with the sight of three whales performing gracefully as though in a formally produced water ballet. Fins, tails, and heads were appearing and disappearing. Puffs of steamy water emitted from “blow holes” and gracefully curving backs, thrilled the appreciative audience of picture-takers. The horizon was again, specked with floating ice palaces of geometric patterns becoming more numerous the closer we came to the mouth of the St. Lawrence. Finally

reaching **Blanc sa Blan**, with van unloaded, we proceeded to the “**Northern Lights**” Inn off the **Straits of Labrador**, for an Iceberg Explosion – Grapeapple (like an orange raspberry) liquor over real iceberg ice. The ice is so old and so cold that the drink “snaps and cracks” for however long it takes you to sip your way to the end. Red Bay, Labrador, a mere few miles away, is home of the first documented Basque Village.

Day 10 We boarded the Northern Princess (709) 931-2309 for **St. Barbe, Newfoundland**. We crossed the Strait of Belle Isle under clear blue skies, fascinated with the icebergs and fishing boats that danced by us on the sparkling waters. Leaving the ferry, our course was South on 430 (the only road south). The drive along the western side of the northern peninsula with the St. Lawrence on our right and the Long Range Mountains on our immediate left, was an inspiration to the camera lens. This section of the Maritimes is etched with coves of small,

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New Rule

The Board of Directors at their August Board meeting has approved a new rule to be added to the current Dock Rules. This new rule pertains to who is responsible for cradles, jack stands and all support devices.

Rule #27

Members who store Boats on Club Grounds shall be responsible for providing adequate and structurally sound cradles, trailers, jack stands or other appropriate support devices (“Storage Equipment”). Inspection, maintenance and repairs to such Storage Equipment shall be the sole responsibility of the Member. However, the Club will be permitted to refuse to place or transport a Boat on any Storage Equipment that it deems inappropriate or unsafe, Members shall be solely responsible for all property damage and personal injuries that may result from the transport or storage of a Boat on deficient, inappropriate or unsafe Storage Equipment, Members shall be responsible for defending and indemnifying the Club. Members shall at all times maintain appropriate insurance coverage for such liability and/or damages and evidence of such coverage shall be provided upon the Club's request.

Board Member's Thoughts

I would like to take a moment of your time to discuss a few of the topics your Bridge and Board have been having. As posted on our bulletin board, you will see we discussed a few events that needed action taken upon. Some of these events involved members getting a bit “carried away” in the Clubhouse. Without embarrassing any member in particular, we have taken action with other member complaints.

A Club with a history of fine yachtmanship should always strive to maintain good standards by which others should follow. Personally, I feel it is my duty to bring up other areas that require attention. One such area is our future members, “our children.” We are a yacht club with a strong background in helping our children and future boat owners get involved with Club functions. We offer junior sailing and teen dances to mention a few.

Now for the bad part, but first I have to tell you that I truly enjoy kids and watching them grow into young, responsible adults. They need guidance from their parents. Should parents let their children run rampant through our Clubhouse and disrupt service and the relaxed atmosphere that we expect from our Club? I think not. Children are not permitted to sit at the bar. The staff will ask that they sit at a table. This rule is posted on the south wall near the entrance to the lounge under “Clubhouse Rules.” Please help and respect your other members by following these rules. There have also been complaints about the toy box that we supply for our younger children. These toys are for your children, but letting them lay on the floor in the coat room and interrupt traffic to the restrooms and cause a possible safety issue should not be allowed. Please help your management and members with these problems.

The second area that needs some attention is forming a lost and found area. During the spring and fall launch season, many items are left around the grounds. These items interrupt with your grounds crew by moving them several times to accommodate the haul out and launch season. I have donated my time to chair this committee. Anyone wishing to help on this committee may contact me by dropping a note in the main office or calling me at 814-456-7797. Please tell the operator your intentions and I will be informed.

Thank you so much for taking this article in a positive manner as it was written. Hopefully with your cooperation our Club can keep moving forward and help our members have a more enjoyable atmosphere that will make us want to spend more time at our Club!

John Murosky, Board Member

Roads Less Travelled (continued from page 3)

distant and isolated fishing villages. Each crest of the road was dessert for the eyes. Crab traps, highway gardens, fishing huts, utility poles held up with boxes of rock, moose eating leaves from young budding treetops. Mile upon mile of jagged, jutting, rocky shoreline of ascending craggy cliffs stretched before us. At Port au Choix, we passed up the Shrimp Festival for a quick sandwich of fresh shrimp at Echo Bay Inn. Our next adventure was at Arches Provincial Park, where Dave insisted on climbing the giant "lava rock" arches formed millions of years ago by Glacial period limestone deposits with tunnels cut through by the sea. Safely back on ground, we entered Gros Morne National Park and stopped at Lobster Cove Lighthouse.

Rocky Harbor treated us well . . . it was laundry time and then a delightful home-cooked meal of fresh salmon, halibut, cod, cod tongues, and scallops, at Parson's Restaurant, which prepared us for an undelayed sleep at Shear's B&B, West View Lane, (709) 458-2534.

Day 11 Breakfast conversation was lively with an orthopedic surgeon and his wife, from New Zealand, and a couple from Massachusetts. Our hosts, Dot and Walter, bid us farewell. Feeling like we were departing a favorite aunt and uncle, we headed the final miles on 430 to Trans Canadian Highway (TCH) #1 to Steady Brook and Marble Mountain Ski Resort. We hiked up Marble Mountain twice in search of Steady Brook Falls. The first time we climbed above the falls we could hear them, although we couldn't see them. Instead, our eyes feasted on the imposing view of the ski slopes, lush valley, and sparkling lake below. Back at the bottom of Marble Mountain, we began our second climb, this time up the correct, steeply rising mountain path, which actually did lead us to the base of the falls. Glistening (us, not the falls), we appreciated the view before us of white, frothing water, cascading, leveling and falling again, from various plateaus of white marble rock. The great find at this souvenir shop was Partridge berry (Lingiberry) tea and preserves, which tastes like cranberry. We continued on in search of the perfect seaway waterfront luncheon spot where we were steeling ourselves to order the local "Fish Brewis" Salted Cod, soaked overnight. Dry, hard bread, soaked overnight in water then mixed, without draining, with the drained Cod, cooked and served over "scruncions" (fried pork back). We never did find a spot and never did have "Brewis." We passed Corner Brook and Barabois Provincial Pond

Park – took a jaunt off at St. David's past a working cow farm and found a true rural part of Southwestern Newfoundland. Next, we then found ourselves in the center of a bowl with the Anguille Mountains wrapping themselves around us on the right and meeting on the left with the Long Range Mountains. This was the first time since we have entered Newfoundland that we were not in sight of water. For miles we drove through country which was highly reminiscent of our own Wyoming or Montana. We passed by more roadside moose and next visited Cape Ray, where from the lighthouse, we looked to the right over St. George's Bay and to the left, viewed Cabot Straight. Standing on the archaeological site of the Dourest Eskimos (Inui), from 420 BC, we watched local villagers running through the flower specked fields, reaching down and finding treasures, committing them to their baskets and repeating the search and find process. Soon it dawned on us that they were picking Bakeapple (orange-raspberry) for their jellies and pies. A few kilometers further, and we were at our stop for the night; Anne and Bob's Heritage House, 11

Caribou Road, (709) 695-3240, across from the Ferry at Channel Port Aux Basque. After freshening up, we drove along Rt. 470 to Margaree/Fox Roost, where a local restaurant provided us with yet another fine meal of fresh cod, topped off with marshberry pudding and truffles.

Day 12 Early to the ferry dock, (800) 341-7981, and a five-and-a-half-hour water ride aboard the 570' Caribou, found us tied up at North Sydney, Nova Scotia. Driving off the ferry, we ducked into 105 for a quick stop at Baddeck, where Alexander Graham Bell spent his last 37 years. Then we moved onward across the Cabot trail to the Margaree Valley. This wonderful valley lies at the base of the foothills through which the Margaree River meanders for 45 kilometers (25 miles). This area, where inns and fishing lodges are tucked into tree stands, like a keepsake tucked away in the pages of a favorite book, is purported to be the best trout and salmon fishing area in existence. We chose,

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Historical

RACERS: WHAT'S MISSING?

RACE, RESULTS, DATES, BOATS, CREWS

The History Committee has a nice EMPTY file awaiting information from you!

Whatever you can give us will be greatly appreciated.

ALSO NEEDED

Pictures of your boats, currently. All types of boats, any size. This is a chance for you and your boat to be a part of the history of the Erie Yacht Club.

Leave information, pictures, stories of great fun on the briny and/or lake, with Mike Lynch or at the front office.

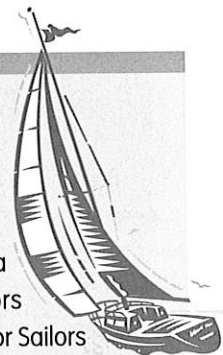
Thanks a bunch from the History Committee.

Friendship Regatta

On August 15 the Atlanta Yacht Club Junior Sailors and Erie Yacht Club 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 trophies were provided by the Atlanta Yacht Club.

EYC sailors won FIRST and SECOND PLACE in both the F.J. and OPTI Classes!!!

F.J. 1st	Dave Parker & Liz Orr
2nd	Alexa Bestoso & Chris Barrett
OPTI 1st	Chris Simon
2nd	Mark Mackrell



Roads Less Travelled (continued from page 4)

however, to feast on our first "fresh" lobsters. As we passed round hay bales, splashed throughout the lush green fields, it was hard to imagine that only a few kilometers away on St. George's Bay, whales were entertaining tourists with contouring flukes, fins, and tails. We arrived at the **Ocean View Motel**, 15569 Main, (902) 224-2313, in **Cheticamp** at the entrance to **Cape Breton Island National Park**. We walked the town, the boardwalk, visited artisan shops and purchased some of the hooked rugs, locally designed on burlap and made using pastel shades of hand dyed yarns with locally made hooks. New Scotland and its Celtic hospitality ended a perfect day.

Day 13 Dawning with bright sunshine, we traveled to the **Glenora Distillery**, just south of **Inverness**, which is the current sight of the Highland Games. Glenora is the only distillery of single malt whiskey in North America. Opened in 1990, it will sell its first bottle of 10-year aged whiskey in the year 2000. Because it was not distilled in Scotland, it cannot be called Scotch. Off the **Cabot Trail**, we traversed the

water's edge on the **Ceilidh** (which means Kitchen Gathering) **Trail**. This area of Nova Scotia is known as the birthplace of New Scotland. Looking across **St. George's Bay**, we were exhilarated by the view of the Bay, Antigonish, Pictou Island and Prince Edward Island. We crossed the Canso Causeway taking us from Cape Breton and traveled toward **Glasgow**. The terrain remained mountainous and the fields were filled with heather, yellow buttercups, and the always-present Queen Anne's lace, wild irises and chirping and trills of songbirds. One only had to stop to take in the herbal scents and sights and sounds of truly glorious countryside. **Pictou** and the **W.H. Davis House B&B**, 90 Front St., (902) 485-4864, were both delightful surprises. We visited the New Scotland Brewing Company, the Gorchmann's knife Factory and the **Hector Quay Museum**, where we saw the progress of the building of the replica of the 150' Hector. The Hector is the wooden tallship, much like our own *Niagara*, in which 169 Scotts arrived with Cabot in 1773 to first settle Pictou. We dined at the old Stonehouse Pub and then spent a truly delightful evening at the DeCoste

Center where we were regaled with live Irish and Scottish music, dance, jigs, step dancing, stories and songs with Evans & Doherty and Jennifer Roland. A true Scottish "Kitchen" party.

Day 14 Two deer passed in front of our van on our way to the **Prince Edward Island Ferry**. Dave's good driving skills saved us from a fate not escaped by everyone who traverses these roads. Docked at the island, our first stop was the **Woods Island Lighthouse**. We were next found sipping blueberry wine at the local **Rossignol Winery** in **Little Sands**. Horses grazed on the banks at **Guernsey Cove**, while fields of potatoes and looming weathered barns and white farmhouses, framed with peaks and gables of intricate bric-a-brac, accompanied us on our trip to **Murray's Harbor**. Another quick stop took us to **Cape Bear Lighthouse**, where the first land signal was received from the sinking Titanic. I had romantically conjured up the perfect lunch-time repast of wine and aged gouda, sitting at **Poverty Beach**, looking out over the Harbor and watching the seals bathing on the sand bars. However, a multitude of horseflies altered that bit of fancy. Not being the only thing that day that was to not quite meet the mind's imaginings – a little misdirection and not taking the bypass, gave us a view, just a little too good, of downtown **Charlottetown**, the capitol of PEI. However, fate would again intervene, to provide us with blemishless blue skies that led us Northwest to **Cavendish** for a quick photo stop at the home of Anne (with an "e") of **Green Gables**. Anne is the precocious orphan developed from the imagination of Lucy Maude Montgomery, which has delighted over the years, many a little (and not so little) girl. We continued to dissect the **Nothumberland Straights** through more fields of potatoes and cattle farms. Thirty-five Canadian dollars buys us passage across the 13-kilometer (9-mile) **Confederation Bridge** to **New Brunswick**. The Bridge is alleged to be the longest bridge in the world over freezing salt water. We skirt around the edge of New Brunswick and take advantage of the short stay in this, our sixth Maritime province, by having a delightful Schnitzel dinner. Our wheels once again spin forward, bringing us to a stop for the night at **Brown's Guest House**, 158 Victoria St., (902) 667-9769, in **Amherst**, Nova Scotia. The Guest House is a delightful Victorian home in a village of Victorian Homes, built decades ago by the burgeoning business people of the area. Gingerbread abounds. This town is irresistible to anyone who loves the Victorian era.

From the General Manager's Desk



BRIAN KEINATH

I am happy to announce the addition of Brain Keinath to the management team at the Club. Brian will be filling the position of Food & Beverage Manager. Lori Snyder who has since left for other opportunities previously occupied that position.

Brian is a lifelong resident of Erie, attending McDowell High School and then Mercyhurst College. While at Mercyhurst he earned a degree in Hotel and Restaurant Management in 1994. Brian has worked for a number of national chains such as Holiday Inn, Kings Restaurants and Bob Evans Restaurants.

Brian likes the Erie area and has chosen to stay in the community for his career. He is a volunteer with the West Ridge Hose Company on West 26th Street. He is a very friendly and personable individual. Please make him feel welcome and introduce yourself as he cruises through the Grill Room. I'm sure he will make a great addition to our staff.

We have a number of new projects that will be going on down here over the next six months. The Dock Committee with Harbor Master Bill Vogel will be looking at repairing or replacing a number of bulkheads throughout the basin. We will also continue our piling replacement program with the completion of L-dock this winter.

We should be receiving our new trailer this month. This trailer will permit us to move any boat we now winter store to any area of the Club. It will also help us speed up the process of hauling boats. As you can see, the Clubhouse parking lot was paved in June. Because of the additional paving to the south fence we were able to provide 63 additional parking spaces. This has proven very beneficial this summer. A thank you to Doc Bressler who wrapped the bottom of the light poles in rope to give it that nautical look. Thanks again Doc! At this time we have the L-dock road scheduled for next year's paving project.

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(continued on page 6)

Roads Less Travelled (continued from page 5)

Day 15 This would prove to be a day we would not soon forget.

Heading for Parrsboro, we stopped to view a section of the Northwestern Bay of Fundy Tidal Basin. We traveled for hours along the tidal basin at low tide. During one stop, at Five Islands, on Minas Bay, we walked the tidal basin looking for fossils, rocks, geodes, and gemstones. From there, we also viewed "Two-Hour Rock" which is visible for only two hours every tidal period. We passed around Cobequid Bay to Whalton where we watched the tidal bore (bore meaning a wave that has a crest that rolls over). White water rafts chased down the river to find the bore and then chased back up the river attempting to stay in front of the bore. Each, the boats and bore, catching the other and playing a kind of wave/craft leap frog, while the tidal basin filled with the incoming waters. Tides in this area of the Bay of Fundy are known to crest 20 to 50 feet. Following the Avon River we turn south, cutting straight across this section of Nova Scotia, to find ourselves next on **Mahone Bay** at Chester, on the Atlantic Ocean. Our minds now are filled with smiles from a seemingly perfect day. I sit now on the deck of **The Captain's House Inn**, 129 Central St., (902) 275-3501, our stopping place for the night – and with a breath that lingers in my throat, I look over Mahone Bay, home of 365 Islands. It is hard to concentrate on writing in this diary when sailboats swing gently on moorings, swishing to and fro on sun glistening waters. A stroll before dinner finds us, of all places, having a drink with the Commodore of the Chester Yacht Club and pandering with the race committee at the start of the Thursday night windward-leeward race. This Chester, Nova Scotia may be the closest place to sailors' heaven that exists. After purchasing a CYC burgee, for inclusion in the EYC collection, we dined at the Captain's House Inn, known for its gourmet culinary delights. We strolled the waterfront and walked far out on a wooden pier to watch the sun fall slowly, casting a glow of red across a cloud streaked sky of silver crescent moon, reflecting on the air-calmed waters.

Day 16 Tacking on a westerly course, we headed for **Lunenburg**, homeport of the Blue Nose II. It took the better part of the day to cover the **Atlantic Fisheries Museum** and was well worth the time. At this land and water museum, we toured the 153' Theresa E. Conner, the last wooden cod fishing schooner, active until 1963, utilizing hand-lowered and raised dories to fish from. Our next tour was of the Sable, the steel vessel

that replaced the "Conner." The "Rose" from Baltimore, MD was also portside, while the Blue Nose was in Charlottetown, PEI. The four floors of museum exhibits were extensive and included boats, boat building, Atlantic marine life, an aquarium and petting tank, the Fishing Industry, life in a fishing community, the shipwreck graveyard around Sable Island (much like our Long Point), artifacts from the Cunard (Titanic) Line, the rum runners (between Newfoundland and Maine), the disastrous storm of 1928, and a Fisherman's Memorial to the many who had lost their lives and vessels to the sea. The Blue Nose, built in 1905, was lost on the coral reefs near Haiti in 1946. Blue Nose II was launched in 1963. We left the museum on a southwesterly course for **Yarmouth** and the **Lakelawn Motel**, 641 Main St., (902) 742-3588. A three-mile hike to check out the Ferry terminal to Portland and it was dinner and bunk time.

Day 17 Loaded onto the **Scotia Prince**, (800) 341-7540, with eight decks of lounges, casinos, dining room, day cabins and car decks, found us three floor shows, a great dinner, some dancing, a small gaming win and 11½ hours later, in **Portland, Maine**. We cleared customs and followed I 95 South. Hint for people traveling this area – Don't arrive in this area without a reservation. We attempted our first stop at Hartford, NH – a beach town with only two 100-degree rooms with no A/C available. We plundered on toward Boston – "No Vacancy" signs prevailed at every exit – even the one with no re-entry and a 20-mile detour back to I 95. Lucky us! Late and tired, we pushed on until just north of Providence, RI, we opted to join the 18-wheelers at a pullover and tried for a few hours of restless sleep aboard "Tacking Down Wind."

Day 18 At 7 am, we found a roadside rest a couple of miles into Connecticut. Teeth brushed, face washed, and canteen coffee in hand, we continued on to **Mystic Seaport** and **The Whalers Inn**, 20 E. Main St., (860) 536-1506. The Inn was conveniently within walking distance of everything. With benefit of very little sleep, it was surprising how much territory we managed to cover in the next nine hours at the Seaport. We started with a ride up the Mystic River on the "Sabino," the only coal fired wooden steamboat remaining in the U.S., then on to visit the Schooner "L.A. Dunton," the iron ship "Joseph Conrad," and the Bark Whaler "Charles W. Morgan." We visited the Scrimshaw museum and next was Dave's personal favorite (NOT!) – a walking tour of the English Gardens. Back

in the square, we got an hour of kindness to our feet and ears with delightful renditions of sea chanteys (working tools for the seaman) with banjo, concertina, and informational sea stories. A final trip across the park to visit the building of the replica of the schooner "Amistad" – the slave ship that was taken over by slaves on its way from Africa, and it was time to hit the showers. Rick Spencer and Craig Evans, part of the "Forebitter" (and who had crewed on the Niagara on one of her trips back to Erie from the coast) entertained us with more sea songs, during dinner at the Seaward Inn.

Day 19 Like two EverReady Rabbits, we were still going. The early morning found us visiting the first nuclear submarine, the "Nautilus" in Groton, CT. Admiral Rickover had commissioned the Nautilus in 1954 and Dave had been involved in building the valves used in her, while at Autoclave Engineers. Leaving Groton, we swung northerly on Routes 12 and 169, taking the scenic route through Norwich to Putnam along the Thames River. An afternoon of antiquing in Putnam was interesting, with great finds like a sextant, antique brass cribbage boards, and rose bowls. Then we visited Dave's niece, Kirsten and her husband, Harley Hill and their children, Ashley, Allie (and Chenile – Kirstie's adopted daughter from Jamaica, via the Shriners). Dinner at Rom's Restaurant in Sturbridge, Mass. and it was another night when sleep came quickly.

Day 20 Passing up a visit to Old Sturbridge for another time, we turned our autopilot to a due west direction and let I 90 take us along. John F. Kennedy, Jr., Carolyn Bassett Kennedy, and Lauren Bassett crashed into the sea on Friday night. We were 40 miles away at the time. Now the country mourns as we head home. I'm sure you guessed – we couldn't resist another detour, so off we go to the **Baseball Hall of Fame** in Cooperstown, N.Y. 1999 inductees, two days after our visit were Orlando Cepeda, Nolan Ryan, Nestor Chylak, Frank Selee, Joe Williams, George Brett and Robin Yount. Back to I 88, we head for 17, the Southern Tier Expressway, for the final six-hour leg of our journey. As we drove along 17, we saw lush fields, round hay bales, beautiful cow farms, foothills, and occasional streams and lakes. It is fascinating to return from such a trip and realize that we have so much beauty in our own backyard. We traveled 2,960 land miles and approximately 1,520 miles on water (4,480 miles).

The Fleet Surgeon

From
THE GREATER ERIE BOATING ASSOCIATION

"Leaves of Three, Leave Them Be!"



General Manager's Desk

(continued from page 5)

The newly established Entertainment Committee has made some nice changes and additions to next year's Club events. To start Dan Dundon and his great Oktoberfest Committee has decided to take on another event. They are calling it the "166 Days til Summer" party. This event will take place in February. We are planning a weekend trip to Toronto for the Toronto Boat Show, which would include overnight accommodations. We will be having a DJ for all of next year's Sunset Happy Hours as well as a variety of entertainments every other Saturday in the summer. It should be quite a summer of 2000.

The weather this summer was very nice, unfortunately this great weather comes at a price, LOW WATER. Besides the hazards to navigation, we have seen an increase in the plant growth in the basin. With the sunlight reaching the bottom we have seen new plant life that is not being killed off with our current chemical treatments to the basin. We will be talking with the specialists that treat the basin to come up with the plan for next year. If this lower water level continues throughout the winter season, we will have different dockage problems next season. Next year Dock Committee will have their hands full.

Watch your mail for information concerning the Millenium New Year's Eve Party. It's sure to be a big event.

That's it for now!
Michael Lynch,
General Manager

"Leaves of three, leave them be," a wise proverb for those sensitive to poison ivy. Poison ivy is common in Northwestern Pennsylvania and ubiquitous on Presque Isle State Park. Boaters who may come ashore are well advised to become familiar with the appearance of this plant.

Poison ivy itself is a rather attractive plant; it is the hypersensitivity reaction to contact that is the problem. The active ingredient, urushiol, is a plant resin that binds to the skin on contact. Approximately 15 to 20 percent of the human population is relatively insensitive to this oily substance, but most individuals respond with an allergic dermatitis. The signs and symptoms usually develop over a period of 12 to 48 hours, although it can be quite variable. Depending upon the anatomic location, the patient's individual reactivity, the dose of the resin, as well as other features, an initial red, itchy irregular rash may proceed over a period of days to a stage of swelling, blistering of clear yellow fluid, crusting, then eventual resolution.

Once visible, neither the rash or the fluid from the blisters are contagious. By the time the rash and blistering develop, the urushiol is fully bound to the skin and is not transferable. The oozing is simply the body's response to the inflamed tissue. "Spread" of the rash does not occur because a patient scratches at his lesions or because the blisters pop. It occurred hours earlier with initial and inadvertent secondary contact with contaminated surfaces.

Secondary contact of resin can occur easily and unknowingly, as the oil may be so scant as to be invisible. Urushiol is transferable from one inert object to another, and the resin may be chemically active for a year or more. It binds to protein but not to common objects. If clothing, blankets, lines, PFDs or even pet hair come in contact with the plant, the resin can be re-transferred to an individual giving the appearance of a spread. When it appears, this "spread" is really a marker of re-exposure, not scratching or contact with already inflamed tissue.

Urushiol can be inactivated by washing within 5 to 10 minutes of contact, and this is the best prevention, next to avoidance. Although one may be expert in identification of poison ivy, exposure can occur unwittingly with pets and other objects, so when in doubt, when anchored or beachcombing in questionable areas, it is best to wash your pets and gear (and self) before returning to your vessel. Sight recognition of the plant however is certainly a skill valuable to any individual, boating or otherwise, in Northwestern Pennsylvania.

Poison ivy varies considerably in its appearance. It may be hard to recognize. It may be very hard to distinguish from some other plants, such as hoptree. The leaves vary; they may be very small when they germinate, but can grow easily to five to six inches in length. The leaves may be long and slender or shorter and wide. They are usually "pointed ovals" and may have a thumb or two on the sides. One clue to poison ivy, the central leaf has a longer stem than the two adjacent.

With respect to color, poison ivy may vary from deep ivy green to a more yellow green appearance during mid-summer, then change to the hues of Fall at season's end. In Spring, it blooms tiny white flower clusters.

The plant is an ivy. It can put out long runners and along the stem there are characteristically small red "feet" that radiate for attachment from the stem to the environment. The runners can grow to substantial vines; the ivy can grow along the bark of trees up several yards. On the other hand, small plants can be found in isolation that bears little resemblance to long ivy vines, revealing no runners at all.

Poison ivy is actually a rather pretty plant. The variability of colors and geometric patterns is quite striking. Clusters may grow together approaching the appearance of shrubs. There is even an endangered sub-type that can be found near the Lighthouse on Presque Isle that grows almost as a day lily might, vertical and unsupported.

The season for boating and poison ivy is blended, and anyone coming ashore in natural areas has the potential for exposure. Recognition and avoidance of the plant is of benefit to most of us. If exposure is unwitting or uncertain, a thorough washing of equipment, pets, and/or self within a few minutes or so should take care of incidental contact. Fortunately this remedy is readily available to boaters.

If a contact dermatitis does occur, it is generally self-limited, but may take two to three weeks to resolve. Calamine or other lotions or solutions may help to dry and reduce the itching. Benadryl may be considered, so may steroid use in very severe cases.

The attached photos are representative of the variability in form of the plant during the summer season. Size and colors may differ in Spring and Fall. A good rule of thumb, if uncertain, is "Leaves of three, leave them be."

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

Oktoberfest

THE GERMAN BEER HALL AT EYC OPENS AT 5:30
SATURDAY, OCTOBER 16, 1999

featuring

German Food

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



German Entertainment

DINNER MUSIC 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
BEER MUG (GLASS),
THE COST IS
AN ADDITIONAL \$8.00*

*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.

So, for the 1999 OKTOBERFEST you can expect:

- Starting out with entertainment during dinner by the *Siebenbuerger Singers*;
- The Alpine band returns with a "more animated" "oom-pa band," to partner with *The Mad Bavarian* for a bang-up evening of continuous GERMAN entertainment, and;
- To reduce "crowding," only 250 tickets will be sold.

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

— Dan Dundon and Gerry Urbaniak — Co-chairmen

PLEASE NOTE THE FOLLOWING INFORMATION

FOR MEMBERS

- Call for reservations at 8 am Tuesday, September 28th — call the Club at 453-4931. (Remember, no-shows will be billed.)
- Reservations sold out last year on the second day, call in early!
- 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.

Commodore's R E P O R T

What happened to summer? It seems that the more you do, the more you want to do. The weather conditions were as nice as I can remember both for sail and powerboats. Our family was able to enjoy lazy afternoons at the beach, play time on the jet ski, and great evening sails. Amy and I even had a beautiful weekend excursion on Jim Lockwood's gorgeous fifty-footer "Foolish Behavior." The Club has hosted sailing regattas, held very successful charity events, had great happy hours on the west deck, lobsterfests, dock parties, private parties, and about any other type of party you can imagine. About three more months of this and I will be ready for fall. Let's see . . . six months of summer, two each of months of spring, fall and winter. With our revitalized entertainment committee, the ne millenium should be spectacular!

Reality check. Fall haul out has begun, and our new trailer should be in service. We will make better use of our time and space with the trailer. Boats on jack stands will now be moved by trailer instead of travel lift, and placed closer together than before. That means fewer people on that frosty East wall.

This winter, Board member Richard Vicary is organizing the EYC ice rink construction. Richard will work with Bill Vogel to find a protected location, and will be organizing family skate nights. There will be an

enclosed trailer to use while putting on skates and for a little shelter when feet are getting cold.

Catering Manager Laurie Richardson is due at any time, and we wish Laurie and her husband the very best with their new baby. Hopefully, Laurie will be able to continue her employment here after the "new baby" shock has worn off. Also, please make a point to welcome our new food and beverage manager, Brian Keinath. Brian is a native of Erie, a graduate of Mercyhurst College, and comes to us from Bob Evans Restaurant. We are sure Brian will be a very good addition to our staff, so please make him feel at home.

This has been a great summer to be on the Bridge, I thank everyone for his or her support. I guess it is time to look forward to a beautiful fall season. Please plan to attend this year's Commodore's Ball. We will have a swing band for entertainment, and as always, the food will be sensational.



COMMODORE PETE GORNY

Vice Commodore's Report



VICE COMMODORE PAT GEARY

We have been very fortunate this boating season considering the Great Lakes low water levels. Although there is not much we can do when Mother Nature decides to play a trick on us, our basin had enough water for members boats. We did have to move some boats because of their deep drafts. I visited some Lake Erie ports this summer who were experiencing some severe depth problems. Port Stanley, Vermilion to

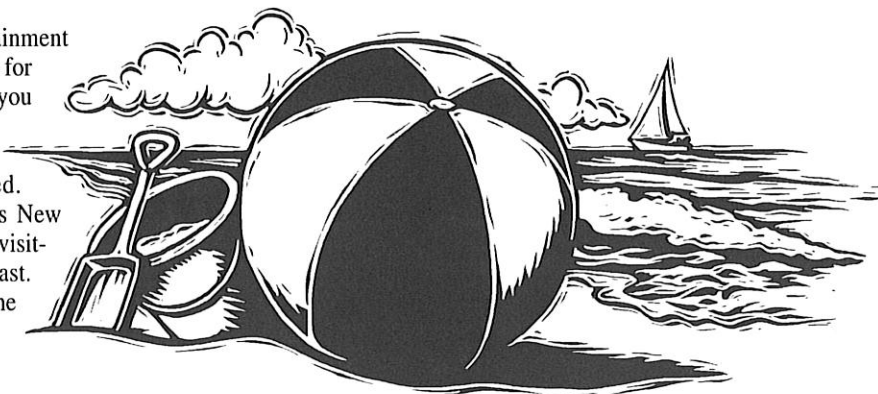
name two, are in the process of conducting very costly dredging projects.

It seems that when we have had a good summer it goes by way too quickly, this summer is no exception. Many of you have said, "I can't believe that summer is almost over." This has been a great boating summer at the expense of our lawns with very little rainfall. Lets hope for a snowy winter to help replenish the water levels in the lakes.

As I reported in my last Log article, the 2000 entertainment committee has held meetings and plans are well underway for some great parties during our 2000 season. PLEASE! If you have any suggestions for parties be they social or tied to boating (talks, seminars, speakers) drop a line to Mike Lynch or myself. Your input is needed and appreciated. Plans are underway for a special Tom & Jerry Party this New Year's Day. Gib Loesel and his committee are planning on visiting highlights of Tom & Jerry celebrations from years past. More details to follow. Plan on joining us the first day of the year 2000.

There has been some discussion on forming a long-range planning committee for the Erie Yacht Club. We have not had such a committee since the Clubhouse renovation. The Club has seen tremendous growth over the years and increased use by our members. We need a plan for the future for all areas of the Club. If you would be interested in being on such a committee, please let us know.

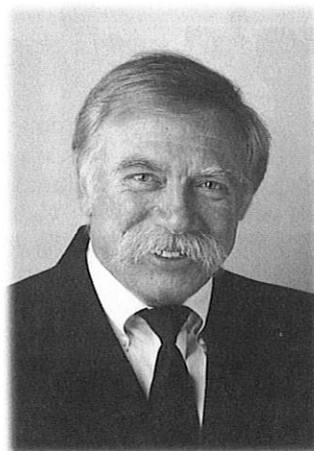
Finally when you receive your slip application this winter please fill it out promptly and return it to the office. You will be doing your fellow members and dock committee a great service. The committee cannot make many of the needed decisions for the upcoming year without all of the slip applications. I would like to thank all of the EYC members for their patience this year as we worked our way through the request for new docks as well as those members wishing to relocate their boats.



Rear Commodore's Report

"The Challenge"

Last year the sailors from Grosse Isle Yacht Club really gave us (EYC sailors) a lot of verbal abuse about not participating in the Trans Erie Race. So today as I am writing this, we, the crew of Moonrise, Andicapp, Tomfoolery and Boomerang are riding in vans driven by Rick Kraw and Brent Sesler to make war with those guys. We're sending our best to hopefully take the gold. So much for sailing, let's talk about eating. Did you know the EYC has some of the best pizza in town? We don't deliver but you can get it to take home. So rather than going to Pizza Hut, come on down to the Club. Our summer season has come to a close much too soon. As members of our Club, please support us in the off-season. Our staff of waiters, waitresses, bar staff and bussers need your support. Unless you use the Club, there are no tips to support these folks. We want to keep our key people and it's up to the members to do it. Tuesdays, Thursdays and Sunday nights are our weakest times so come to the club. Welcome Brian Kienath. Our new food and beverage manager. Brian comes to us from Bob Evans with lots of experience, so give him a good welcome. Dave Heitzenrater is introducing a new fall drink which he claims will make him famous. The new drink will be available late September. Thanks to all for supporting our Thursday porch parties, and a big thanks to John Murosky and Dan Hilbrich for sponsoring the DJ.



REAR COMMODORE RICHARD ROBERTSON

Fleet Captain's Report

First I would like to thank all the boaters on L-dock that helped the grounds crew while they were removing the old pilings. Bill Vogel tells me that everyone contacted to move their boats during this project was extremely cooperative. It is this kind of cooperation that makes us a great Club.

We just finished the Trans-Erie Regatta and again thanks are in order for all those that helped the Race Committee make this a successful event.

By now I am sure you have noticed that the trailer has been moved from the parking lot, and the lot paved. We ended up with about 63 more parking places with the new arrangement, this will sure come in handy during those events that require extra parking.

As we get ready for Fall Haulout (summer sure goes by quickly) I remind all members to be sure to have enough help to safely lift and store your boat. The Grounds Crew has been instructed to refuse to lift any members boat that does not have sufficient amount of help, we can not endanger our members or employees. Also, now is the time to inspect your cradle to make sure that it is in proper shape to safely store your boat. We will be publishing guidelines for boats stored on jack stands, these guidelines are the manufacturer's suggestions and we would like our members that store on jack stands to read and follow these recommendations.

We have ordered, and expect delivery in early September, a new boat trailer. This trailer will enable us to move boats that are not stored on cradles without using the Travel Lift. This will enable us to more efficiently move and store boats in our lot. If your boat is one without a cradle you will appreciate this new trailer.

Sincerely,
James R. Lockwood



FLEET CAPTAIN JAMES R. LOCKWOOD

Catering

Members

Please don't forget your Club the next time you need to arrange a business meeting/lunch. Our catering manager Laurie Richardson, can help you arrange the perfect meeting with all the audio visual equipment and special lunch menus.

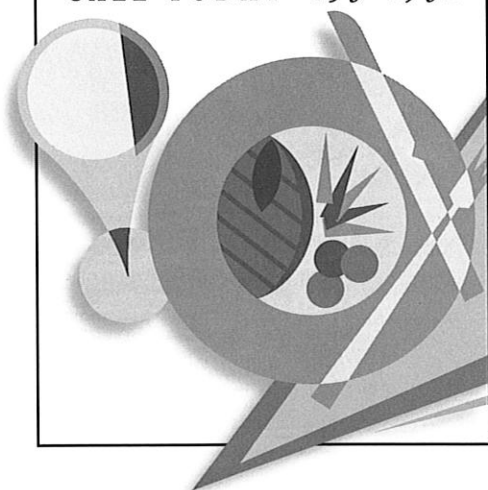
Remember to call Laurie for all special party needs...

Weddings, Showers,
Christmas Parties,
Company Awards Banquets

CALL TODAY-453-4931

The Club has the following dates available for your holiday Christmas party. Book early to secure your date. Call our Catering Manager Laurie Richardson-Lang

Wednesday, December 1
Sunday, December 5
Thursday, December 9
Wednesday, December 15
Tuesday, December 21
Tuesday, December 28
Thursday, December 30
Thursday, December 2
Tuesday, December 7
Sunday, December 12
Sunday, December 19
Thursday, December 23
Wednesday, December 29



CLASSIFIED SECTION

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 (724) 658-8628

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.*



September

- 1st Mid-Week Buffet - 5:30 pm
- 3rd Cookout Party - 7:00 pm
Entertainment by "The Earthquakers"
- 5th "Dueling Piano Comedians" - 8:30 pm
...in the Grill
- 6th Labor Day, CLUB OPEN!
- 11:30 am to 9:00 pm
- 8th Mid-Week Buffet - 5:30 pm
- 15th Mid-Week Buffet - 5:30 pm
- 22nd Mid-Week Buffet - 5:30 pm
- 29th Mid-Week Buffet - 5:30 pm

October

- 6th Mid-Week Buffet - 5:30 pm
- 13th Mid-Week Buffet - 5:30 pm
- 15th BINGO! - 7:30 pm
- 16th OktoberFest - 5:30 pm
- 20th Mid-Week Buffet - 5:30 pm
- 23rd Commodore's Ball
- 27th Mid-Week Buffet - 5:30 pm
- 29th Halloween Teen Dance - 6:00 pm

November

- 3rd Mid-Week Buffet - 5:30 pm
- 5th BINGO! - 7:30 pm
- 7th Jazz Brunch - 11 pm - 2 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
- 24th Mid-Week Buffet - 5:30 pm
- 25th Thanksgiving (Club Closed)

WANTED

The Erie Yacht Club is looking for a "Log" editor.

Any member interested in the position should contact Michael Lynch.

Duties of the editor are as follows:

- Collect articles for the "Log" from officers, management and any interested members
- Coordinate publication with the printer
- Solicit articles from the membership

Deadlines

for future "Log" articles

Members are encouraged to submit any articles they may compose, as long as it pertains to the Club or boating activities.

November/December October 1, 1998
(Election Edition)

January/February .. December 10, 1999

March/April February 11, 2000

May/June April 12, 2000

July/August June 9, 2000

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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>	

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John C. Lyons, M.D.	455-2169
<i>e-mail: CLYONS@erie.noet</i>	

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Clubhouse E-mail	EYC1895@aol.com
Website	www.erieyachtclub.org
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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
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

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ERIE, PA 16512

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