

Sailing from the 19th to the 21st Century

The PAST certainly did meet the PRESENT at the EYC 2000 Sailing Banquet on Saturday, November 18. This club, founded in 1895 in a building at the foot of Chestnut Street, was originally started as a club for sailors and for sail racing. The tradition of EYC as a racing club lives on strongly – as was evident at this year's Sailing Banquet festivities – the last Sailing Banquet of the 20th century.

The spirit of sailing filled the Clubhouse. Backs were slapped. Beverages flowed. Food was inhaled. Entertainment was a little ribald. And the appreciation shown for the trophy winners was what good sportsmanship is all about. The saying, "It doesn't matter who wins, but how the game is played" –

doesn't fit sailboat racers. It indeed matters

who wins and whose name is etched on that prized old trophy that has been the goal of many boats and many sailors for many years. The owners, captains, and crews gathered their "booty" while flash bulbs kept the room alive with "fireworks" displays throughout the evening.

Walk past the lobby trophy cases the next time you're in the Club and read the plaques on the fronts of those trophies. Recall the boats who were famous EYC racing vessels from 20 to 30 years ago you'll read names like *Enigma*, *Masker*, *Banshee*, *Diablo*, *Aireborne*, *Vixen*, *Devshir*, *Jack Tar*, *Curlew*, *Constance*, and *Winken*, *Blinken* and *Nod*.

Add to them the names heard at recent banquets, including this year's – *Powder Hound*, *Taz*, *Moonrise*, *Andicapp*, and *Pigs at Sea*, to name only a few.

The Year 2000 Boat of the Year was *Powder Hound*, a 37 Heritage One-Ton, built in 1977. Known around the Erie Yacht Club as the "party boat" – owner and skipper Ron Hamilton reported that the crew's reputation is "overrated" – in fact he emphatically declared

that during the interclub races "his crew got 8 hours sleep one night" – of course that was a total of eight hours for the entire crew! So, are they really the party animals they are heralded to be?

The *Powder Hound* crew elected Fred and Dennis in a tie for first place, as the MVC (Most Valuable Crew) – but, it was noted that Steve, who came in second, ordered a recount. Steve felt there were a few ballots that weren't punched all the way through!

Throughout the night there was a theme of newer boats (and some old boats with new names), younger sailors (and some old ones with the same names), and old courses and old trophies and old "stories" and something that never would have happened in the days of Commodore Bliss – the addition of women as boat owners, captain, and talented crew. All of this, when coupled with new trophies and new courses and new stories is certainly the meeting point of "history" and "history in the making." That's what this club is all about. That's what our Historical Committee is all about. Letting go of the old – embracing the new. Preserving the past – documenting now. Highlighting our differences and our similarities as we have moved from the 19th Century to the 21st Century. Remembering our past reminds us what a very unique "family" we are.

The EYC Historical Committee appreciates all that you do to help us preserve the history of this wonderful club of ours. If you're taking pictures around the Club or at an event, get a second set to donate to the EYC collection. If you find old things related to the EYC when you're cleaning out drawers, closets, attics or basements – DON'T throw them away – give us a call and let us incorporate your old gems into our EYC collection which is maintained at the Erie County Historical Society. Thank you. And, a final congratulations to all of this year's EYC sailors for another successful sailing season at the Erie Yacht Club.

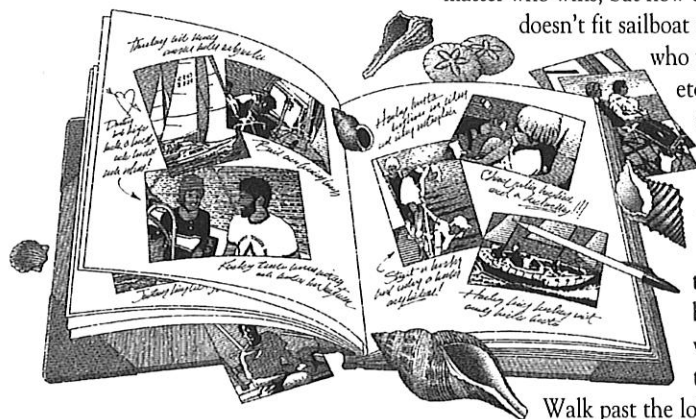
Toni Sample
Secretary, The Historical Committee

That's what our Historical Committee

is all about. Letting go of the old

– embracing the new. Preserving the

past – documenting now.



TOTALLY TRANSLATED

Recalling the experience of team race training Japan

The world is truly a small place. A couple of years ago the International Snipe Class held a championship regatta in Enoshima, Japan. During the week of racing, the snipe class secretary Jerlyn was asked about the prospect of introducing team racing to Japanese sailors as a tool to grow interest in the sport of sailing. She gave my name and e-mail address.

For the next few months, I was in contact with Fujiya Matsumoto, a fellow snipe sailor and Japanese Olympian in the 1964 Tokyo Games. At first, I shared my own ideas and writings on the tactics and strategy of team racing. Later, we discussed training drills, team race regatta management and umpiring. After several months of e-mails back and forth, Fujiya San, asked me to lead a seminar in Japan on team racing tactics, strategy, practice drills, race management, and umpiring.

Not Your Average Seminar

Having led many similar seminars before to racers all over the country, I figured I was well prepared. My wife Holly, a US Sailing IT, reminded me of some of the challenges in training.

First, define your audience and pinpoint each knowledge level. In our case, the student group was comprised of young Optimist sailors, college racers, various sailing classes, and national sailing representatives and international umpires.

Second, design your seminar format. Here's a very basic outlook for three days:

Day One – Tactics and Strategy

- Team racing vs. fleet racing
- The game plan
- Accomplishing the game plan
- Summary – question and answers

Day Two – Practice Drills

- Preparation – LD
- On-the-water management – OTW
- Debrief after sailing – LD

Day Three – Racing and Race Management

- Shore discussion – LD
- Pick teams and run races – OTW
- Debrief – LD

Third, arrive with a variety of learning tools to capture the different types of learners. Textbooks in both English and Japanese, white boards, magnetic boats, and computer animations were all used to illustrate the team racing concepts.

Finally, allow ample time for breaks, questions, and feedback for all of the students. Together we learned that careful planning, a little patience, and a variety of training tools help to make the learning experience more enjoyable for both students and trainers.

Day One:

Having a diverse audience, which encompassed all the participants and managers of a team race regatta – our first day was designed to review the strategy and tactics of team racing. This was possibly the most challenging aspect, as the entire lecture was translated into Japanese. After a few minutes of discussion strategy with demonstrations we would break so our interpreter, Asano San, could translate.

Lessons Learned:

1. When being translated into a foreign language, get to know your interpreter before you start. How well the interpreter understands the concepts greatly impacts how well your lecture is understood by the students.
2. Review technical terms and how you will interact during the lecture. Good transition and lack of delays is greatly appreciated by your students.

3. The common adage, "A picture is worth a thousand words" is definitely applicable to teaching team racing tactics and strategy in a foreign language. Introducing concepts with computer animations was extremely effective in demonstrating what needs to happen. A strength of the animations is the fact that you may continuously play the tactic and then stop, back up, or fast forward to enhance your discussion

with further detail. Check it out at www.obyc.com.

Day Two:

Our day began by discussing the drill to be executed on the water. We used the magnetic sailboats and the dry erase board. Next, we set up buoys to run on-the-water drills. We separated the optimists from faster dinghies on different courses. We ran the drills as segments of the race course in a repetitive manner to enhance learning.

Lessons Learned

If being translated in a classroom was challenging, coaching on the water to Japanese sailors and Japanese coaches was difficult to say the least.

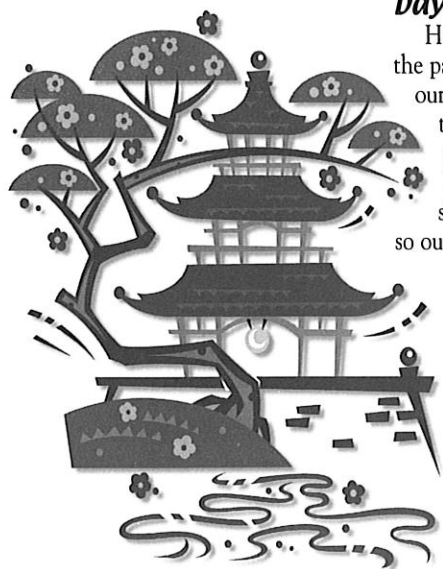
1. When being translated on the water in a coaching role, the student gets the advice in a delayed manner. We had to quickly convey the comment to our translators. Raise attention to the obvious correct moves and incorrect moves.
2. Briefing the skill on shore, practicing the drill on the water, and then debriefing back on shore, was very effective. Learning a new drill on the water can be made much easier by review in game plan prior to leaving to dock. This type of preparation will help to make learning as easy as possible.
3. One note about the Japanese is that they do not ask a lot of questions. So when it was time to share what they had learned on the water, the students did not initially have a lot to say. Holly and I overcame this situation by asking specific questions where an answer was required. As the discussion developed, the students contributed more and more.

Day Three:

The final day was dedicated solely to running races. This was the payoff for both student and instructor. With the diversity of students in our group, the racers raced, the race managers managed, and the umpires got a chance to observe and make calls during actual team races. This was the easiest day for us instructors. After helping the Japanese set up the race course distances and run the first couple of starts we sat back and observed. Everyone excelled at their jobs and had a positive experience with team racing.

In Good Hands

To ensure the training would continue, we left them



Super Bowl Party

**Sunday, January 28, 2001
4:00 - 10:00 PM**

**All-You-Can-Eat !
Buffet**

WITH

**Hot Dogs, Pizza, Quesadilla, Chili,
Spice Fries, Potato Skins,
2 Kinds of Wings, and Salads!**

**12-ft.
projection T.V.
TWO
large-screen T.V.s**

**\$8.95++ per person
Kids under 12—\$4.00
Reserve your table today!
Call Nancy at 453-4931**

The First Delivery

Newport to Annapolis

By Jeff Knoll

I recently signed on as a first mate with St. Barts Yacht Deliveries based in Charleston, South Carolina. I am sailing with Captain Dave Block delivering new sailboats to charter bases in the Caribbean. What follows is a journal of my first delivery. We are sailing a Moorings 3800 Catamaran from the Newport Boat Show to the Annapolis Boat Show. Our route takes us from Newport to the Delaware Bay, through the Chesapeake and Delaware (C&D) Canal to the Chesapeake Bay and on to Annapolis.



9/17 Sunday. Newport, Rhode Island. Captain Dave Block and I arrive today, the last day of the Newport International Boat Show. We meet some of the people from the Moorings Charter Company and get a look at the Moorings 3800 catamaran that we will deliver to Annapolis, Maryland. At 38 feet long by 21 feet wide, equipped with all the toys for comfortable cruising in the Caribbean, it looks to me like we will be traveling in style. We head to the grocery store for provisioning and move aboard after the boat show closes. Later, Dave introduces me to Jerry McCarthy, a very Irish delivery Captain of the Moorings 4500 tied up next to us. He and his crew are also going to Annapolis.

9/18 Monday. We did two demonstration sails today, with brokers and clients. Great sailing on Narragansett Bay, 10-12 kts of wind and not a cloud in the sky. Captain Dave handled the boat well, as I handled lines, set and trimmed sails. These boats are designed to be easily handled, and they really are. We made the boat look good. The brokers took us to lunch with the clients.

9/19 Tuesday. Hurricane Gordon, what's left of it, is headed our way. By the time it gets here it will have broken down into just some rain and wind. Our second and third mates, Maria, and Dave, both from Florida, (they take time off work a few times a year to do deliveries) arrive around noon, and the rain arrives soon after. The wind builds from the southwest, just the direction we want to go, so we will stay here "weather-bound" until the system passes and the wind swings to the northwest. Dave and Maria settle in aboard while Capt. Dave and I go ashore to find a lobster dinner and a couple of rums.

We return from dinner to find Jerry has left port sailing into the headwind, probably anticipating the shift. Rain, lightning, and wind around 25 to 30 knots assure they are going to have a rough, wet ride to windward. Capt. Dave is not happy about Jerry's departure – seems Jerry owed him some money for fuel we had given him earlier in the day.

An hour later, we sit around the saloon getting to know the crew, watching the storm outside. We see a big catamaran heading for one of the outer docks. It's Jerry. We run to help him tie up. They had left a crew member behind, thinking he had

been sleeping below, but soon realized he wasn't onboard. I'm sure Jerry felt angry and foolish and knew we would take advantage to give him the business about his oversight.

"So Jerry, did you go to New London to find an ATM?" (to get Capt. Dave his money). "So, Jerry, how is it you can navigate around the world and have trouble counting to four?"

Even he had to laugh. He took it well, even added a few digs of his own. The lost crew showed up. He had wandered out for a bite to eat.

I learned a valuable lesson from Jerry, a very experienced Ocean Master. Rule #1: Before casting off, count the crew.

9/20 Wednesday. Wind 15-20 kts from the northwest. We have to finish the boat survey and pick up some charts we had ordered today, I'm guessing we will be underway this afternoon.

Wrong . . . wind is back to the southwest. We picked up the charts and I bought some flash cards to help study for the Captain's Exam. Back at the boat we did a lot of practice with the flash cards, a kind of maritime "Trivial Pursuit." Captains Dave and Jerry have been a bundle of information also, the practice helps keep them sharp too. Fun, productive afternoon.

We did think of a couple of more rules today, but forgot them before we wrote them down. Rule #2: Write down rules when you think of them.

We joke about publishing a book of rules for offshore sailing that no one tells you about.

Tomorrow is supposed to be nasty, 30 knots from the southwest again. Should turn to the northwest by late Thursday or early Friday.

9/21 Thursday. 0730. Beautiful, clear, sunny morning. A light southwest breeze and temperature in the low 70's make it very comfortable. I get a cup of coffee at "Espresso Your Self" and take a walk, window shopping, along the narrow streets. About 0900 I turn a corner and see the dark clouds of the cold front near the Newport Bridge. I start to head toward the boat as the wind builds and by the time I reach our pier the rigging on the boats nearby is beginning to howl. The wind, now from the west,

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Enjoy the beautiful music of
The Mary Alice Brown Quartet

Celebrate
 Valentines Day on
 Wednesday, February 14th

at the
Erie Yacht Club
 5:30 to 9:30 pm

Special Limited Menu Tonight
 No Grill Room Menu or Mid-Week Buffet

Call Nancy for Reservations
 453-4931



The Erie Yacht Club

presents

Danny Justice
 an Irish Comedian
 & Storyteller



Dinner Buffet

Irish Potato and Leek Soup
 Tossed Salad
 Honey Glazed Carrots
 Parsley New Potatoes
 Corn Beef and Cabbage

Carved Leg of Lamb
 Carved Prime Rib au Jus
 Killarney Fudge Pie
 Rolls, Butter, Coffee
 and Tea

This is a Friday during Lent. We will provide an alternative fish meal if notified in advance. The alternative fish meal will be Grilled Swordfish.

Reservations required – Call the EYC office at 453-4931



Saturday, March 16
 6:30 pm - Libations and Dinner
 8:00 - Show
 \$18++

General Manager's Desk

I hope that everyone had a safe and enjoyable holiday season with your family and friends. I would like to express my sincere thanks to those member volunteers who gave of their time to help us with the Club's Breakfast and Dinner with Santa:

*P/C Doc Bressler; Jeffery Alberstadt;
Mrs. Connie Wolford; Mrs. Susan Murphy;
Mr. John Dauber; Mr. John "Santa" McGrane*

This year, like last, we held two breakfasts and one dinner. We served and Santa spoke with over 450 children and their family members. All three events were well attended and from the comments I received were very much enjoyed by all.

In behalf of all the staff, full-time, part-time, and seasonal, I would like to thank all of those members who contributed to the Employee Christmas Fund. This year due to the generosity of those members, a record number of funds were collected and distributed to the employees. A small amount of money from that fund is also used to have a Christmas party. The party was handled at the Club. We had an out-side caterer serve the staff while P/C Peter and Amy Gorny volunteered to bartend. I've been told that they had just as much fun as the staff. *Thank you Pete and Amy!*

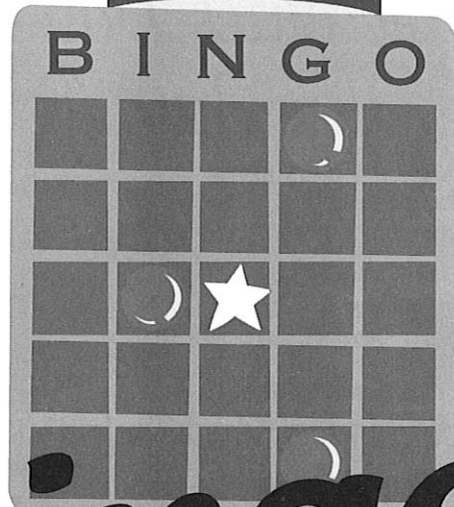
It is with great pleasure that I announce that Irene Boyles has agreed to be the editor of *The Log*. Irene has tested the waters this past year and has decided to continue on. She will formulate the *Log* and possibly write some articles. If you have any articles for the *Log*, please feel free to drop them off with me at the Club office and I will see that Irene gets the information. Or e-mail them directly to Irene at TinyToona@aol.com. *Irene, thank you for volunteering!*

Congratulations are in order to Past Commodore Richard Gorny who was this year's recipient of the Thompson Memorial Trophy. The trophy is awarded each year at the annual meeting to the person who has shown, over the years, "outstanding achievement in the world of yachtsmen and yachting." A committee of his fellow members chose him. Congratulations P/C Gorny.

This year's Club shutdown will take place from Monday, February 26th to Monday, March 5th. We will reopen on Tuesday, March 6th for lunch. During that week, all members are invited to use the following clubs:

Lakeshore Club; Kahkwa Club; Erie Club;
Aviation Club

Watch your flyers or
visit the Club web site
at
www.erieyachtclub.org
for upcoming Club
events.



Bingo!

**Fridays in February
2nd, 9th, 16th, 23rd**

7:30 pm

\$8 per packet, 13 games

The Board of Directors voted at the December meeting to make the Bliss Dining Room a non-smoking area. That now makes the whole lower level of the club non-smoking.

Watch your flyers or visit the Club web site at www.erieyachtclub.org for upcoming Club events.

That's it for now,
Respectfully,
Michael Lynch



for the latest in Club Activities
www.erieyachtclub.org

The First Delivery

Newport to Annapolis

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is pushing the big cats hard against the docks. Captain Jerry gives me hand pushing the boat off so I can reposition one of the fenders that has popped up from between the boat and dock. We check all the lines and fenders on both boats. This is what we have been waiting for, the wind will be from the northwest late today. We plan to leave at first light to give the seas a chance to change directions so we don't have a following breeze into the waves.

We really do need to get underway. Dave, our third mate, has been getting on Captain Dave's nerves: Little things, maybe trying too hard, maybe his inexperience. I think we are all ready to get going and Capt. Dave is getting frustrated. The bay is getting rough, the boats are rocking and rolling now.

1800. The wind has calmed as the sun starts to get low. Capt. Dave has made one of his favorite boat dinners: Pork tenderloin, rice, and corn. Great meal for our last night here.

1912 Underway. Wind has gone north, we decide to go. Reports now say the wind will go back to the south in a day or two, so despite the cross sea, we are taking advantage of the north breeze. We leave Newport during a beautiful sunset, motor sailing at about 7 knots. At 2200 we shut off the engines and a half hour later we put the first reef in the main. The wind is up to 25 kts, the clouds are low and it is very dark. The cross sea is rough and the boat slams into some of the waves so hard I would swear we hit something solid. We take a small reef in the roller furling jib as the wind reaches 30 kts. The bridgedeck between the hulls is making some awful sounds as it plows into the seas and sends shudders throughout the big cat. We all have our life jackets and harnesses on. Good thing, as it is the only thing keeping the third mate on deck as he hangs over the stern rail. I understand. I don't think the peppercorn marinated pork tenderloin is sitting well with any of us. I lie on the seats in the saloon and try to get a little rest. My forward cabin is out of the question, too rough up there. Capt. Dave and Dave are on deck. I'll have the first mid watch.

9/22 Friday 0000. Mid watch. I come on deck without my foul weather gear because it is still warm. The bulkhead between the cockpit and cabin is high and wide on a catamaran and

offers good protection from the spray. The wind is a steady 30 kts now, and we are plowing ahead at 8 1/2 to 9 kts. The rest of the crew is below, but I'm sure they're not getting much sleep.

This is really exciting. The roar of the wind, pitch of the boat, the thuds and bangs of the boat crushing the tops off the waves. The boat feels a little out of control, even though I know it's not. The autohelm is having no trouble keeping her on course. The only light is that of Block Island off to starboard, a few commercial fishing boats in the distance, and the eerie reflection of our bow running lights in the spray thrown up from the front of the boat. About an hour into my watch the wind builds to 35 kts and starts to push the clouds away, unveiling the Milky Way on a pitch black background. No light pollution out here to distort the view. I lean out from under the bimini to take it all in. Right now, at this moment, I'm alone in the most beautiful place on the planet. It doesn't get any better than this . . . Okay, it might, but not here, not now. A cold splash of sea water reminds me to pay attention and keep my grip on the main-sheet, as the windward hull hovers above the water for a few seconds after a wave has passed beneath. This isn't a Hobie Cat, these big cruising cats are not supposed to fly a hull. I'm considering waking someone up to help me put in the second reef when the wind suddenly eases to about 25 kts.

0200. Maria comes on deck for watch. Since there are four of us we are standing a "two on, six off" watch schedule. "On watch" means you get to sit at the helm, keep a sharp lookout, and make any log entries for two hours. The rest of the time you don't get the privilege to sit at the helm, and on a cruising cat that is the best seat while underway. I run through the conditions of the boat with Maria, point out the other vessels I have been watching, and turn over the good seat.

I go below, which isn't really below on a cat. The main saloon and galley are in the bridgedeck, only a few inches below the cockpit, so it's just inside. I think "below" would be going down the four stairs into the hulls where the sleeping cabins and heads are. I log our position, course, wind speed and direction, cloud cover, and the barometer reading. I entered "off" in the engines column, and put "GREAT RIDE"

in the comments column. I try to nap in the saloon.

I'm back on deck shortly after dawn. Dave, the third mate, is on watch. The wind is down to 20 kts and the seas have settled into one direction. The ride is much more comfortable now. The sky is still clear: going to be a nice day. I snap my tether to the jack line and make my way to the mast to take the reef out of the main as Dave unfurls and trims the jib. This rig is really easily handled, as the self-stacking mainsail system works very well, making reefing easy.

Maria and Capt. Dave are back on deck to enjoy the sunshine. We see a huge, I would guess over six feet long, sea turtle pass close down the port side. He looks like he is riding the waves soaking up a little morning sunshine, just like us.

The wind is dying almost as quickly as it came up last night. By 0900 we have the engines back on, and by noon the sails are down. The sea has gone flat. We see a lot of sport fishing boats roaring out toward the Gulf Stream. They disappear over the horizon to the east. I think to myself "it's a long way to go fishing."

A little bird that looks like a finch has showed up this morning. It is olive green with a yellow underside. It must have been carried offshore by the wind last night. We are about 50 miles out. We put some water and bread out on deck for it, but it's not interested. It is a very tame little bird. It will let us pick it up, sit on our shoulders, walk down our sleeves. Within a half hour it has become one of the crew. We didn't expect company out here.

Capt. Dave is on watch while every one else naps to make up for last night. I take a book forward and lounge in the trampoline. The drone of the twin 42 hp diesels and the rush of water along the hulls are the only sounds. I'm asleep after two pages.

I wake up around 1400 to find we have been joined by a second little bird. It appears to be the same species and I'm guessing this one is a male. He is slightly larger and has blue and white stripes on his wings. From what little I know about birds, its the males that wear the fancy feathers. (I looked them up after I got

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Oktoberfest Party!



As you can see from these photographs, the 2000 EYC Oktoberfest was terrific! Many folks remarked it was the best yet! The food was SUPER (like always), and we cannot thank Bernie enough! Everyone on the EYC staff was cheerful and accommodating.

The continuous live German entertainment kept everyone "in the mood" ... and the beer flowed all night long!

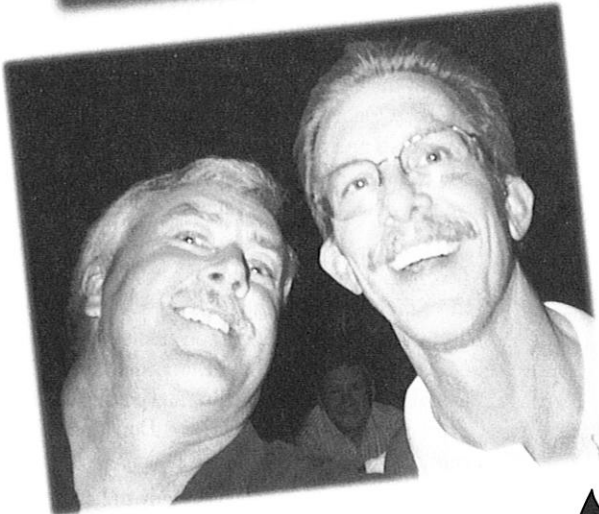
As in every year since our Centennial, Oktoberfest would not be possible without the hard work and dedication of our GREAT committee of fellow EYC members: Mary Ann Curtze, Tony and Kitty Ferrari, Mary Malatesta, Paul and Carolie Otto, Don and Jane and P.C. Harold and Sandy Will.

We thank our committee, again for making us look so good!



- Dan Dundon and Gerry Urbaniak





The First Delivery

Newport to Annapolis



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home and I think they are a type of Vireo) We have also been joined by bugs, assorted flies, moths, a couple of bees. All blown out last night. Our big, slow catamaran must look like a good place to rest. But great news: the little birds eat bugs! They have gone into frenzy-feed mode and are quickly cleaning up the bugs. Capt. Dave and I wonder how we can get these birds to crew for next year's Lake Erie Interclub Cruise.

9/23 Saturday 0200. I hand the watch over to Maria. My second mid watch was uneventful compared to last night. We are motorsailing under full sail at about 7 kts. The bright lights and red neon of Atlantic City's tall hotels and casinos stand out against an otherwise black horizon. There has been an increase in ship and fishing boat traffic as we approach the Delaware Bay and I point out to Maria the running lights that I have been keeping track of.

Maria tells me one of the little birds is sharing the Captain's cabin. Capt. Dave found her nested in his sleeping bag when he got off watch.

It has become cloudy and a little bumpy. The wind is southeast at 8 kts. The barometer has been dropping. We are beginning to see what's left of Helene, a tropical storm, following roughly the same path as Gordon. It will rain today and the wind is predicted to build to around 20 kts. We should reach Cape May about 0700 and have a great downwind sail up the Delaware Bay to the C&D Canal.

I'm back on deck at 0730 as we approach the Delaware Bay. Cloudy and gloomy, warm drizzle fills the air. The wind is up to 20 kts, just as predicted, and we almost on a dead run as we round Cape May. The waves have grown larger in the shallower water and we get some great rides as the big catamaran surfs along. We are constantly updating our position in case the visibility really goes down the tubes.

I have had to take over driving from "Auto." We talk about the autohelm like its another crew member. He's a lousy driver downwind in waves and doesn't adjust to wind shifts. He has almost gybed us a few times. This is the first time we have had to hand-steer.

About 0800. The little bird pops into the cockpit like she's ready to go to work. Not much to eat

on board right now, but she does manage to find a moth for breakfast. No sign of the male, probably flew off for land at first light.

A lot of commercial traffic: tugs and fuel barges mostly. We see a supertanker and a few big cargo ships anchored to the West just inside the bay. I'm guessing, but it looks to me like the tugs and barges are shuttling the fuel from the tanker to somewhere up the bay. Most of Delaware Bay is shallow and the marked channel up the bay isn't too wide.

1100 Tragedy. Maria found the little bird flopping around on the foredeck. She must have been hit by a jib sheet. Maria gently brings her back to the cockpit where she passes away within a few minutes. Fragile little life. We will miss her.

1700. We enter the C&D Canal. Foggy: visibility is probably inside a quarter mile. We are motoring at 6 kts. Not much for traffic. A few small commercial ships heading East and a couple of sailboats heading West with us. The fog gets thicker as the sun goes down. By the time we reach the end of the canal it is almost dark and visibility is down to a few hundred yards. We have Dave and Maria up on the bows looking for buoys. I'm at the helm and Capt. Dave is at the chart calling up headings to the next pair of buoys. By the time we have passed the second pair of buoys, visibility is reduced to the headstay and I have the throttles down to dead slow. Now I am having trouble driving, with no visual reference. I can't judge if the boat is turning. I am totally disoriented. The compass is swinging wildly and I am over-steering to correct. I turn the helm over to "Auto" and punch in the course to steer. We are back on course. "Auto" does a much better job than I do in this situation.

We start talking about finding a place to drop the hook for the night. This is slow, nerve-wracking work. We are on the "Elk River" heading for the top of the Chesapeake. We need safe anchorage well out of the marked channel so some lost boat doesn't run into us. There are still tugs and a few pleasure boats on the move. Capt. Dave calls up to us that he found a good place to anchor and has me stop at the next green buoy. He gives me a new bearing to punch into "Auto." We move ahead, blinded by our own running lights illuminating the fog. I watch the depth closely as we leave the channel. We

are moving into "Rogues Cove," an anchorage and boat ramp area in Elk Neck State Park on the west shore. Soon we see the street lights of the boat ramp ahead and drop the hook in 12 ft of water. We are all relieved to be anchored. We had spent about two hours negotiating the past six miles.

Capt. Dave calls Jerry on the other catamaran on his cell phone to find out where they are in the fog. One of his crew answers the phone and sounds like they are having a frustrating time with fog and traffic. They are half way to Annapolis on the Chesapeake. I think they envied us being anchored.

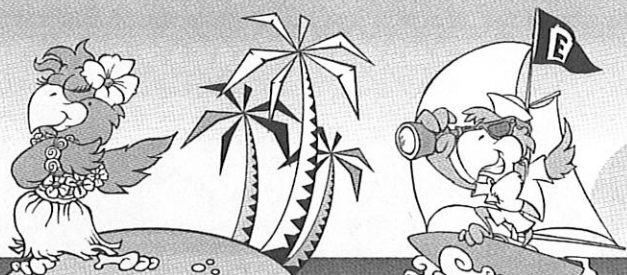
9/24 Sunday 0615. I wake up to silence: total silence, no planes, trains, traffic, boats, water, birds . . . Silence. I Don't ever remember a time not hearing anything. I feel great! What a good night's rest. I look at my watch and think it's time to get going. Time to make some noise.

The fog has thinned and I can see the far shore. Close by, to the north, is a heavily wooded campground. We did a good job anchoring last night. We are right in the center of this cove. The water is flat, like glass. The air is still, damp, and has a faint smell of wood smoke from the still smoldering campfires. There are a few fishermen at the boat ramp preparing to launch. By 0615 we are underway. We can easily see the next pair of buoys, and as we proceed down the Chesapeake following the buoys and ranges, the fog gradually clears. Nice day. We motor into a light headwind. For the last 12 miles we steer toward the Chesapeake Bay Bridge looming in the haze. Once under the bridge we head toward Annapolis and hang a left into "Back Creek" where, after three days and 375 nautical miles, we tie up next to Jerry's cat at Bert Jabin's Boat Yard.

Bert has an amazing operation here. Looks like there must be hundreds of boats: racks of power boats, a yard full of sailboats on cradles and trailers, two travel lifts and three fork lifts working almost continuously launching and pulling boats. They dry sail 40 ft sailboats here. Don't even paint the bottoms.

We clean up the boat and get ready to head home. We will be back at the end of the Annapolis Boat Show to pick up a 33 ft Beneteau to sail to the Moorings Base in Tortola, British Virgin Islands.

To Be Continued...



118 DAYS 'TIL SUMMER PARTY!

FEBRUARY 24, 2001

DOORS OPEN: 6:00 pm BUFFET: 6:30 pm

Wild, Wacky, Wonderful Continuous Entertainment

Direct from Margaritaville
Tropical music by
Key West Express

&

Direct from Put-in-Bay
Ballads & Fun by
West Side Steve
Skipper of the Lake Erie Booze Patrol

&

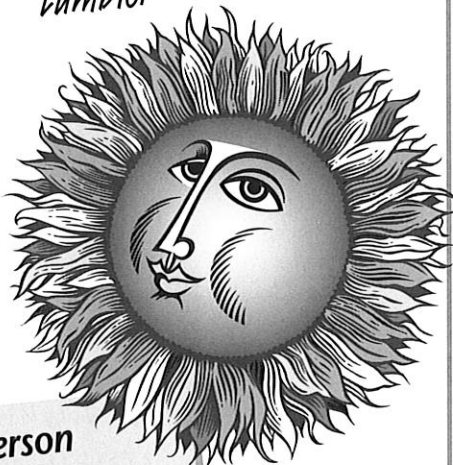
Roving Magician
Jim Bush

Summer Picnic Buffet!

Ribs, Chicken Wings, Ox Roast,
Hotdogs, Corn-on-the-Cob,
Watermelon, Raw Veggie Tray,
Tropical Jello Surprise, and
Key Lime Pie

Great "audience participation"
contests, with terrific prizes!

- *Beach Attire Contest*
Wear your best! (temp will be 80°!)
- *Limbo Contest*
- *Special prices on Daiquiris
& Margaritas*
- *Door prizes & a special
take-home "118 Days"
tumbler*



\$16++ per person

Reservations – call 453-4931

No-shows will be billed.

For an additional \$6 (at the door)
get all the beer or pop you want,
all night!

ADULTS ONLY, PLEASE.

Classified

"STATIONBREAK" is for sale. 37' sailboat is looking for new owner. Too many extras to mention. For full specs and pictures, e-mail Doug at US203252velocity.net or call 814/453-2436. Asking \$29,900.

CANVAS FOR SALE. Will fit 32' sedan Cabin Cruiser with fly bridge. Canvas is in 2 sections for easy installation. Excellent condition. Phone 833-5481.

FOR SALE. Five (5) jackstands suitable for dry storage of keel sailboat with 4'-6' draft. Like new. \$250. Phone 833-7200.

TRADITIONAL CAPE DORY 25'. Sleeps 4. Main, Genoa, Jib, teak trim, great shape. New England-style boat. Loaded. Call 870-1725.

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

32' MARINETTE. Twin 225 Chrysler engines Fly bridge dual controls. \$18,995 or best offer. Rob or Rick 814/456-4261 or 814/474-0986.

22' REINELL SLOOP, 7.5 electric-start Mercury, porta-potti, all equipment and cradle. \$2,950. Harold Bender: days 833-6715; evening 456-6662.

1987 20' CENTURY – 260 Mercury I/O, Cuddy trailer – \$7,850. Call 814/474-3269.

To place an ad in the Classified Section, 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.

The Ladies Auxiliary

will be holding their

MONTHLY LUNCHEON

on the following dates:

Wednesday, February 7, 2001

Wednesday, April 4, 2001

at

11:30 am

Call Dee Bressler for reservations

833-1497

The EYC Historical Committee is planning future lobby display boards.

Look for these exciting displays:

December, 2000 and January, 2001
"EYC Club House Changes through the Millennium"

February and March, 2001
"Striking Out with the EYC Bowling League"

April and May, 2001
"Hopping Along the Bunny Trail"
- Easter Egg Hunts at EYC"

June and July, 2001
"Clubs in Unison for Others"
- Frolic-on-the-Bay

We urge all members to search out any pictures, programs, articles, or other memorabilia you may have about these topics and others, to enhance our Club displays. We will gladly return items after the display is complete or, if you wish to donate them, will include them in your EYC collection that is maintained at the Erie County Historical Society. We also encourage your suggestions for future display boards.

Recalling the experience of team race training Japan (continued from page 2)

with some excellent tools. They translated my Contemporary Team Racing 2000 manual into Japanese. We shared some of US Sailing's Race Management Handbook on team race regatta management. The team racing animation computer files were downloaded to the Enoshima Yacht Club, as well as points of contact and team racing web sites for further information.

The whole experience was very rewarding and educational for Holly and I as well as all the students. We learned a great deal about the Japanese culture, sailing history, and sail training in a foreign country with a foreign language. We also made some great friends who we hope to see on the race course in the future. We encourage all trainers to take on similar challenges and grow the sport of team racing.

Safe Sailing
 Gavin and Holly O'Hare

Jazz Brunch Sunday

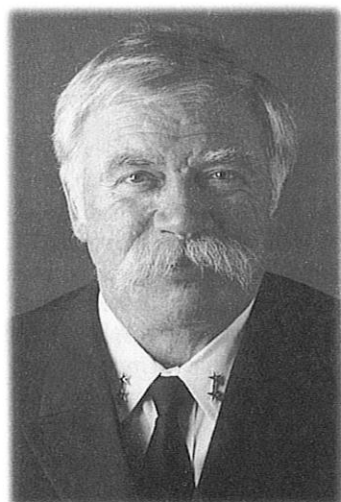
featuring the

Bruce Johnstone Quartet

MARCH 18, 2001

11:00 am to 2:00 am

CALL NANCY
 FOR RESERVATIONS
 453-4931



DICK ROBERTSON
COMMODORE

The staff and officers are working very hard to please you, the members.

Commodore's Report

Season's Greetings!

By the time you read this, we will be into the New Year and thinking of the upcoming boating season. If you don't have a slip assignment, check with Vice Commodore Lockwood. We have five vacancies that we would like to be filled. One of the items to be discussed is – once you have a slip, you cannot lose it unless you give it up. I feel this will solve the problem of low pointers moving their boats to the Club and then wondering if they will have a slip next year.

At the Annual Meeting, I heard a lot of noise about long-range planning. This committee is the number-one item on my list of things to do. Several members complained, but no one volunteered! I have appointed Bob Cunningham as Chairman on this committee. We need two more members to fill a two-year term and a one-year term. Each year, the Board will appoint one member for a three-year term, thus having continuity on the committee. Also, one board member will be a committee liaison. Check out the January board minutes for all the details. Special thanks to Pete Traphagen for putting this all together. We may change the name to Strategic Planning Committee.

Another item on the agenda is publishing a Club roster. The EYC should not be a "secret" club. We feel a roster would be very helpful in promoting camaraderie. It is time everyone knew who belongs here!

For our employees, it's train, train, train, and train. The staff and officers are working very hard to please you, the members. We want long-term employees who know how to cater to you, the members.

Something else that needs to be addressed is – running two individuals for Fleet Captain. I believe the old method was better. Now we run the two best candidates for the job and history shows that we lose a good member. This doesn't make sense.

Congratulations to the new board members. Also, congratulations go out to the new boat-owners . . .

. . . and to all, *Happy New Year!*

Respectfully,
Dick Robertson, Jr.
Commodore



JIM LOCKWOOD
VICE COMMODORE

The Bridge and Board opened up the Regular membership for boat owners in hopes of filling some of our vacant slips.

Vice Commodore's Report

All slip holders should be receiving a new manual for slip holders. We tried to include everything that pertains to holding a boat slip at EYC. Please read it over carefully, and if you have any questions, call Mike or me.

We are currently planning to repair the bulkhead for F-Dock. When we are finished we will have some floating docks available for jet-skis. If you would be interested in renting one of these jet-ski docks, let me know.

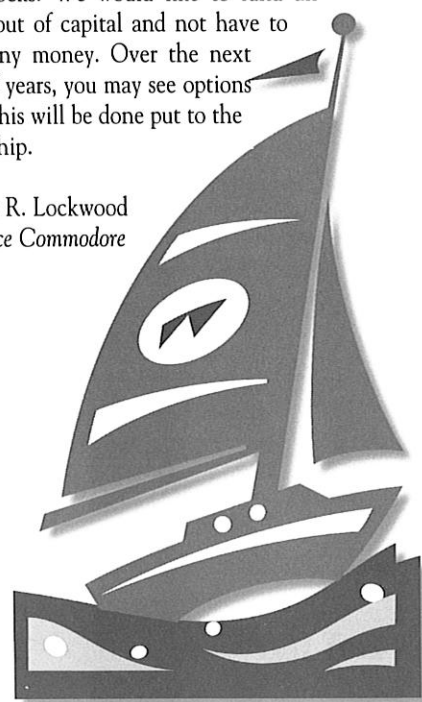
One good thing about all this snow is that the water level should be up come spring. I hope and pray that this will happen so that we can avoid any costly dredging projects.

The Dock Committee has had two meetings at this point and it is looking better for filling the basin this year with boats. The Bridge and Board opened up the Regular membership for boat owners in hopes of filling some of our vacant slips. At this point, it seems to have worked. I will know more as we approach spring.

As the Bridge and Board looks to the future of the Club, one of the things that concerns us is the projects we see that will have to be funded. This includes such things as: what (if any) expansion into the water lots to our west that we will be purchasing, the condition

of some of our bulkheads, the need to dredge if the lake levels continue down, and continuous upgrading of our docks. We would like to fund all projects out of capital and not have to borrow any money. Over the next couple of years, you may see options for how this will be done put to the membership.

James R. Lockwood
Vice Commodore





PETE TRAPHAGEN
REAR COMMODORE

Mark your calendars, come on down, have some fun, and support your Club!

Rear Commodore's Report

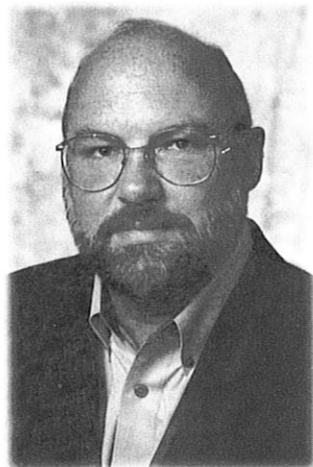
A segment of the membership seems to feel that employee costs are out of hand. We are going to help management review those costs to determine if they are in line or not, and recommend adjustments if necessary. The house is here for all the members and if we are going to run a restaurant, we intend to give the members the best service we know how. The balance between these two points of view may be hard to come by. And while employee costs seems to be the issue, we intend to watch all the areas of the operating budget carefully this year.

Also this year, there are two major items in the capital budget: a new point-of-sale system, that is the system that servers and bartenders use to record the orders and do the billing which ties into the accounting system. The existing system is going on eight years and badly needs replacing. The new system is very versatile and will make for better service, save time and provide a wealth of historical information to make

better decisions. The other major item is a new dish washing machine to replace our present one which is starting to falter after a quarter century of hard use.

Now as to the fun stuff! Mary Alice Brown will again make our Valentine's Day a very special occasion on February 14th. On February 24th, just before Shutdown, member Dan Dundon, master party planner, and his committee have planned a Beach Party. The Key West Express will set the mood a la Jimmy buffet, and I'm told there will be a limbo contest and maybe a swim suit pageant! And as they say, "back by popular demand," thanks to member Dennis Markley, is Danny Justice and his Irish Dinner Show on March 16th. Mark your calendars, come on down, have some fun, and support your Club!

Pete Traphagen
Rear Commodore



ANDY HANKS
FLEET CAPTAIN

We will need your effort and expertise, as we have many projects on the horizon, both immediate and long-term.

Fleet Captain's Report

As I have said in the past, "I love this place." Why else would anyone volunteer to run for office or serve on a committee at any club? It's not for the pay. Although, it is "our club," and I sincerely hope more people take an interest. We will need your effort and expertise, as we have many projects on the horizon, both immediate and long-term.

F Dock will be completely refitted by spring. Bill and the ground crew will demolish, repile, and fit wider longer docks in place. The area will also get a new look. The corners of this area have always been difficult to use. The water is shallow with little room to maneuver. Our plans include putting in place floating docks for Personal Water Craft, Avon boats or even some of the small Boston Whalers. We will actually gain a few usable docks along with bringing the F Dock electric up to code.

The other project that will be going on is the replacement of our gatehouse. This will include new gates (ones that actually work). Although final plans for this project have yet to be approved. The plans include a new building and offset gates with electronic sensors for the exit gate. This will give us a new look and much-needed functionality to our entranceway. No completion date has been set for this project.

On the day I am writing this, we had a severe wind-storm. At last count, nine boats have been either blown off their cradles or damaged in some way. Please remember to check your boats frequently during the winter.

Andy Hanks,
Fleet Captain

A decision was made by the Board of Directors to only publish four editions of *The Log*. Here are the next editions and the deadlines for anything to be in *The Log*.

EDITION	DEADLINE
April/May/June	March 12, 2001
July/August/September	June 1, 2001
October/November/December	September 10, 2001
January/February/March 2002	December 10, 2001



2001

Club Functions

2001

January

- 1st Tom & Jerry 11 am -2 pm
 3rd Mid-Week Buffet - \$8.95
 5th BINGO 7:30 pm
 7th Sunday Champagne Brunch 11 am -2 pm
 \$9.95
 10th Mid-Week Buffet - \$8.95
 12th BINGO 7:30 pm
 14th Sunday Champagne Brunch 11 am -2 pm
 \$9.95
 17th Mid-Week Buffet - \$8.95
 19th Cleveland Boat Show
 19th BINGO 7:30 pm
 21st Sunday Champagne Brunch 11 am -2 pm
 \$9.95
 24th Mid-Week Buffet - \$8.95
 26th BINGO 7:30 pm
 28th Sunday Champagne Brunch 11 am -2 pm
 \$9.95
 Super Bowl Party and Buffet - \$8.95
 (no other food service this night)
 31st Mid-Week Buffet - \$8.95

February

- 2nd BINGO 7:30 pm
 4th Sunday Champagne Brunch 11 am -2 pm
 \$9.95
 7th Ladies Auxiliary Luncheon 11:30 am
 Mid-Week Buffet - \$8.95
 9th BINGO 7:30 pm
 11th Sunday Champagne Brunch 11 am -2 pm
 \$9.95
 14th Valentine's Dinner with Mary Alice Brown
 (No Mid-Week Buffet Tonight)
 16th BINGO 7:30 pm
 18th Sunday Champagne Brunch 11 am -2 pm
 \$9.95
 21st Mid-Week Buffet - \$8.95
 23rd BINGO 7:30 pm
 24th 118 Days Til Summer
 (No Mid-Week Buffet Tonight)
 25th Sunday Champagne Brunch 11 am -2 pm
 \$9.95
 26th Annual Club Shutdown until Tues., March 6th

March

- 6th Club Reopens
 7th Mid-Week Buffet - \$8.95
 11th Sunday Champagne Brunch 11 am -2 pm
 \$9.95
 14th Mid-Week Buffet - \$8.95
 16th Irish Comedian Danny Justice & Dinner Buffet
 18th Jazz Brunch with the
 Bruce Johnstone Quartet 11 am -2 pm
 21st Mid-Week Buffet - \$8.95
 23rd BINGO 7:30 pm
 25th Sunday Champagne Brunch 11 am -2 pm
 \$9.95
 28th Mid-Week Buffet - \$8.95
 30th BINGO 7:30 pm



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WELCOME New Members OF THE ERIE YACHT CLUB

JUNIOR FAMILY MEMBERSHIP

Patrick Kurtz

ASSOCIATE MEMBERS

Robert Uht
 Paul Pessa
 David Wagner
 Paul DiFuccia
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Catering

Members

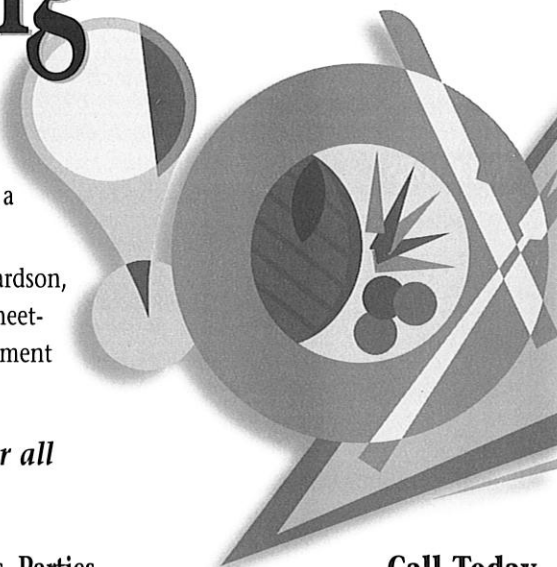
Please don't forget your Club
 the next time you need to arrange a
 business meeting lunch.

Our catering manager Laurie Richardson,
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 ing with all the audio visual equipment
 and special lunch menus.

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