

VOLUME XII / ISSUE I

January/February 2014

The ILG



**The Fleet
Races On!**

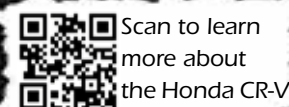


Smooth Sailing! Get on board

2014
Honda CR-V



Versatility has never looked so good...



Scan to learn
more about
the Honda CR-V

**Branchi
Honda**



Loaded with conveniences and high-tech touches, the CR-V is fun for everyone onboard. The efficient and functional interior was designed to help drivers feel confident and comfortable behind the wheel, and the EX-L model features leather-trimmed seats with heated front seats so you can get warm quickly on cold days.

Test-drive the 2014 Honda CR-V Today at 8430 Peach St. Erie 814-868-9678

CONTENTS

The Fleet Races On!	4
113 Days 'til Summer Party at the EYC!.....	8
After Wawa Came the Badger	10
Body Art - Tattoos of the EYC	12
Wolverine Memories	27
If these Docks Could Talk	22
Why Are Boating Emergencies Always Accidents	24
Yachtswoman of the Year	29
What's the Good Word	30

From the Bridge

by Commodore Ed Schuler

I would like to wish every one of you a Happy New Year. This year promises to be another busy one at the Erie Yacht Club. The ever popular Fellowship Dinner returns on January 8th. This year's Trivia Night starts on the 9th, so get a group together and come join the fun. There are many more events planned throughout the year. There are many clubs that close for the winter. That is not the case here. We are able to keep our club open 12 months a year due to your continued support and the countless hours of time our members dedicate to various committees on an annual basis. This just shows how vibrant our club is. We have a lot to be proud of in that. I encourage anyone interested in volunteering for a committee to contact me or the committee chairperson. The days are long and the years are short, or so the saying goes. This is especially true of my time spent on the Bridge so far, it has gone by so very fast. It is

a very enjoyable experience. I am blessed with a very capable and engaging Bridge and Board. We will continue to guide the club forward in a responsible manner, balancing our needs with our financial limitations. I am very grateful for everyone's support over the last three years. My goal as Commodore is to make sure the club is in better shape at the end of the year than it was at the beginning. I know that sounds like a simple goal, but through continued refinement we can make sure the Erie Yacht Club is the best club around.

Here's to another great year.



Directory

Club House	453-4931	Club House Fax	453-6182
Fuel Dock/Guard House.....	456-9914	Canoe House	453-6368
EYC Web: www.erieyachtclub.org		E-mail: eyc1895@erieyachtclub.org	

EYC Catering: Elizabeth Dougan 453-4931 or catering@erieyachtclub.org
Mailing address: P.O. Box 648 • Erie, PA 16512

LOG Photographer Volunteers: John Orlando / Tom Madura

Created, Designed and Published by J.G.Ashby Advertising,
Inc.

On the Cover...

The Raven crew focus on sail trim as they race in the 29th annual EYC Charity Regatta last August. Skipper P/C Dave Heitzenrater and loyal crew managed to snatch Boat of the Year honors in the racing fleets' season long championship.



Officers

Com. Edward Schuler	434-4724
edschulereyc@aol.com	
V/C Brad Enterline	833-0110
bkclaw@gmail.com	
R/C John Orlando	454-7755
jmorlando@neo.rr.com	
F/C David Haller	833-0406
dhaller48@gmail.com	

Directors

P/C Matt Niemic	835-8967
mattniemic@verizon.net	
Dan Dundon	969-8631
dandundon@gmail.com	
Richard McMahon	453-5234
mickey@bealsmcmahon.com	
James Taylor, Jr.	392-3130
jamie.taylor1@roadrunner.com	
Bill Gloekler	455-4511
bgloekler@sepc-pa.com	
Thomas Madura	864-3165
tom.madura@basf.com	
Ross Rectenwald	833-9922
rossrect@gmail.com	

Contributors to this Issue

J.G. Ashby Advertising, Publisher ...	455-2757
info@ashby-adv.com	
Aimee Nicolai	455-0833
anicolia@neo.rr.com	
P/C Dave Heutzenrater	
Dan Dundon	
Gene Polaski	
Tom Madura	
David Haller	
Paul Jenkins	
Caitlin Niemic	
P/C Gib Loesel	
Peter Lund M.D.	
Holly O'Hare	
Mary Beth Dunagan Horst	



Scan to learn
about the Erie
Yacht Club



The EYC ballroom was bursting at the seams as the club's racing fleet culminated the racing season with its annual awards banquet and dinner attended by 250 thirsty sailors on November 2nd. The fleet was led by 2013 chair Kim Yamma who presided over the entertaining event that was complete with awards; din-



P/C Matt Niemic's Catalina 30' Rakish cruises along under spinnaker in the 56th annual Interclub Cruise.

ner, beverages, dancing and most importantly fun. Numerous awards including accolades and roasts were presented during the evening to the fleet members comprised of 61 entered boats and endless crewmembers.

Our club racing began in the cool waters of mid May and continued with a full schedule of 45 races through the final event, the annual Chili race and Cook Off on blustery October 6th.

The packed schedule included the five day 56th annual Interclub Cruise. The EYC was well represented in this event sailing from port to port around the eastern half of Lake Erie with the 52 boat fleet beginning at the EYC and ending at Buffalo Yacht Club, Porter Avenue Station. The EYC again won the Four Ladies Trophy for best performing yacht club. Congratulations are in order to skipper James McBrier and crew of Nyanza who took 1st place overall in the 2013 event considered to be one of the windiest in decades.

Captain Jim McBrier comments: "After 55 years it only gets better with friendships and great racing and cruising with our many friends in the United States and Canada. I guess I speak from experience. Having sailed 5 boats for over 30 years in this event the monkey is finally off



(l to r) 2014 fleet chair, A.J. Faccardi III for Lanada II, Dan Romance of Magic and Jon Stull of Raven secure the "silver" awarded for the Mork Trophy Race. The 16 nautical mile race held each Memorial Day weekend begins at the EYC light-house and races into Lake Erie.

my back. Having been a runner up three times before, my two sons's Jim and David and a great seasoned crew of EYC members including tactician Bill Lillis, Tim Mehl, Bob Becker and Jamie Taylor won the overall Interclub Cruise of 52 boats on Nyanza, a 1982 Hinckley 42SW. All we asked for were fair breezes, great crew work, smart tactics and a little lady luck. It also helps to have Lebron, i.e. David McBrier, trimming for speed and running your foredeck in heavy air. Oh, I forgot to mention my other key son Jim. If you ever need a heavy air driver ask him to come along. He prefers 20 knots plus down wind. It's hard to describe the feeling when you are in first place after the fourth day and you go out



Race Officer Mike Squeglia presents the "Trost Guard" buoy to P/C Tom Trost. The safety buoy is used to keep the fleet a safe distance away from the committee boat. Apparently Capt. Trost had an "incident" with the committee boat resulting in the race committee adding this extra safety precaution with apologies to its namesake, the US Coast Guard.

to the starting line for day five in 2 knots of wind and Graffiti at 3,000 lbs is sailing around you in circles when you weigh 28,000 lbs. But this is sailboat racing and every so often perseverance and the wind gods pay off. The wind came up, Nyanza port tacked her start for glory and the Monkey jumped off the boat."

The 2013 schedule included the Koehler Cup Trophy races with the overnight stay in Port Dover, Ontario and return that was won by David Haller's Lanada II a Beneteau 36.7.



These fine skippers are the proud recipients of the Ground Hog award presented to those who managed to discover terra firma during the past season. Apparently being unable to comprehend the modern depth sounder, each is presented with a manual operated device; a yard stick.

The prestigious Zurn Trophy, presented for season long participation was awarded to William Hertel and crew on their J-35 Magic who also traveled to Put-In-Bay, Ohio to successfully defend their 2011 and 2012 title of Level 72, I-LYA Champion.

EYCRF 2013 Boat of the Year honors were hard fought in a year considered to be rather breezy and earned by yours truly and loyal crew of Raven. It was an exciting season with many close races but few as thrilling as the two final championship races of the season. It was a sunny day with a good breeze with plenty of wind shifts and gusts. There were three boats that remained in contention and could take it all with one last successful day on the water. Magic, Lanada and Raven battled up and down the course in close proximity tacking and jibing on each other trying to gain the slightest edge. The entire championship came down to the last half of the last leg of the last race with the three jousting for position and when the season points were tallied, the 27 year old Schock 35, Raven prevailed by a single point. You might notice, or not a few gray hairs among some of the crew members and the same can

be said for some of the male crew members as well! Thank you Raven crew.

All boats have their problems and the last race was no different for the victors when a sudden strong wind shift caused the jib, a Kevlar/Mylar sail to back wind against the spreaders puncturing it leaving a good size



Capt. James McBrier (center) of the yacht Nyanza with sons Jim (left) and David display the bounty collected after winning the 56th annual Interclub Cruise. The 2013 event with 52 entrants was conducted over six days and concluded at the Buffalo Yacht Club, Porter Avenue Station shown in the background.

continued on next page



Blake Ragghianti's spinnaker Class B champ N.E.W.S. races upwind in a breeze.

hole in a critical location. The crew had to skillfully nurse the sail for the last third of a leg praying desperately the sail would survive to the windward mark. Luckily for the Raven crew, the few remaining Kevlar threads held until the sail could be lowered otherwise this could have been a much different story.

The spinnaker Division Class A champion went to David Haller on Lanada II in a close contest winning the tie breaker over Raven. The spinnaker Class B champ was without question Blake Ragghianti and crew of N.E.W.S. and speaking of problems as we were, Blake has an

interesting story to tell as well:

"I went below to get my camera. When I got to the bottom of the companionway ladder, I felt my feet become immersed in ice cold water! Looking down I realized that the whole boat was flooded with 6 inches of water! As it sloshed around the cabin sole, I struggled for the ability to launch any sound from my panic stricken throat. I'm told all that all I mustered was Russ! Now! Down below! Water! This is when the superlatives began to flow as the crew filed down below to see what was going on. I was already in the v-berth



As the cereal box suggests, these skippers display Captain Crunch headwear recognizing their boat crunching capabilities.



Ron Hamilton, proud owner of Powderhound, a vintage Heritage 37', accepts a Family Jam Class B award.

ripping up cushions and locker covers, almost without thought. I had immediately realized the source of the water - the new depth finder. We had only installed it a month previous. Apparently one of the waves we slammed into caused the unit to pop right through the hull."

Blake Ragghianti and crew were returning home from the Buffalo Yacht Club on N.E.W.S. their Olson 911s. They were motoring southwest towards Erie after the final race and awards ceremony of the 2013 Interclub Cruise. All this excitement commenced sometime after the girls brought up snacks and beverages for the crew who were all

in the cockpit celebrating their excellent Interclub performance, 5th place overall, their best yet, when fortunately Blake decided to go below. Later he discovered the thru hull fitting was missing a critical lock nut not included by the manufacturer. Oops! Luckily they were able to plug the hole and eventually empty the flooded hull. That night as they continued on to Erie, Blake slept in his bunk with one foot and a hand on the cabin sole.

There are four classes within the Family Jib and Main Division formed to promote easy, low cost fun racing that offers the thrills of the start, tactical challenges of the race yet minimize the heavy crew work and super competitiveness that spinnaker racing can sometimes require. Each placing yacht's handicap is adjusted making it more difficult to place as the season progresses. The Family Jam Class D winner was P/C Tom Trost and crew on Keya, a Catalina 30'. Class C was dominated

ed by Greg Gorny with his women on Serendipity, a C&C 30. Alex Miller and his mostly female crew were able to top the B class on his J-29 Pagan. In Class A, it was Bill Hertel and the Magic crew winning over Lanada II and Raven who tied for 2nd place however this time the tie ended with the bird prevailed over the dog. Complete race results and fleet information can be found on our club website.

The prestigious Yachtswoman of the Year Award, an etched crystal loving cup was presented to Krista Krugger in a heartwarming presentation. A separate and complete report is presented elsewhere in this issue.

The Gail Garren Award presentation was delivered by Race Committee chair Mike Squeglia in honor and memory of our long time race committee chair to recognize one person who in the opinion of the Race Committee has contributed

the most during the season through outstanding achievement, consistent participation and sailing sportsmanship. As the 2013 recipient, I am grateful and highly honored to be selected by the race committee and be placed among those who have preceded me. Thank you for this award and to each of you for all that you do to make our fleet fun and successful.

Congratulations to everyone who participated. The 2013 racing season was very successful thanks to the management of Chair Kim Yamma with the assistance of numerous committee members, all of whom are volunteers. The 2014 racing season is expected to begin with hundreds of crew and owners enjoying themselves under the direction of new chairman A.J. Faccardi III, so just do it, come play with us!



Magic (J-35) and Raven (Schock 35) battling upwind on the north shore of Presque Isle Bay.



113 Days 'til Summer Party at the Erie Yacht Club! Let the Countdown Begin



by Dan Dundon

Well, gang, as difficult as it is to imagine, the summer of 2013 is only memories bobbing in our wake as we again face the delights of winter, you know... ice, snow, cold and blizzards. Rather than troubling ourselves with such winter delights, let's take ourselves straight to a summer beach party at the Erie Yacht Club on March 01. That's right! It's time for our second annual 113 Days 'Til Summer Party!

You may remember, our annual beach party is generally scheduled for the last Saturday before Ash Wednesday. Consequently, the "Days-'til-Summer" changes each year like Easter does. Even though your Erie Yacht Club Entertainment Committee has hosted this annual "Hundred Days 'til Summer Party" each year since 2000, this is the first time the count has been 113 days.

OK... I'm not sure whether this is the first or second 113 Days til Summer Party. We always have such a good time! All the dates and parties kinda "run together". Everybody should have our troubles, eh?

Anyways, you can see from these photographs that last year's 132 Days 'til Summer party was a blast... well attended and enjoyed by all those happy people in the pictures. These folks prove a best way to pass the winter is to "live the summer" with your friends at the Erie Yacht Club!

As always, we have a terrific beach party menu planned... juicy and tender barbecued ribs, terrific honey-barbecued chicken, and steamed clams and mussels! Yummy! Then there is the baked potato bar including sweet potatoes as well complete with an extensive selection of

scrumptious toppings. Look down that sumptuous buffet and see corn bread, vegetable medley, pasta salad with sun-dried tomatoes and mozzarella and tomato pesto! We can expect Chef Angelo to out-do himself, again with a tempting home-baked desserts like apple pie, carrot cake, brownies and cookies. Oh, boy!

While we enjoy and digest the wonderful dinner, we will be entertained by West Side Steve, skipper of the Lake Erie Booze Patrol. Steve comes directly from Put-in-Bay, the party capital of Lake Erie. Nothing sounds more like summer than West Side Steve's, special blend of tropical summer songs, ballads of Lake Erie and his own make-you-feel-good interaction with the Erie Yacht Club crowd.

Of course, we will have the dance floor set-up in the grill room. The partying will continue to the music of Erie's own Key West Express, the best Jimmy Buffet tribute band around. It will be like being in the tropics as you dance the night away with one of the most popular bands to play at Erie Yacht Club.

For sure you will find some cold beer, margaritas and daiquiris in the shade of the palm trees, as well!

Don't let your summer partying skills get "rusty". Stay in top-condition-for-summer fun at Erie Yacht Club. We will have the heat cranked-up to summer-time high temperatures as we always do! Leave your sweaters at home and wear your favorite flowery tropical shirts and sun dresses. If you are too warm, you wore too much! Take something off and leave the thermostats alone!

By early March, we will already see the day-light hours increasing!

Be sure to make your reservations early! You don't want to miss the limbo contest, great summer outfits, dancing, laughing, cool refreshing tropical drinks, and ice-cold brew and your chance to LIVE SUMMER, with West Side Steve, Key West Express and all your Erie Yacht Club friends on March 01!



After Wawa, Came The Badger

by Gene Polaski



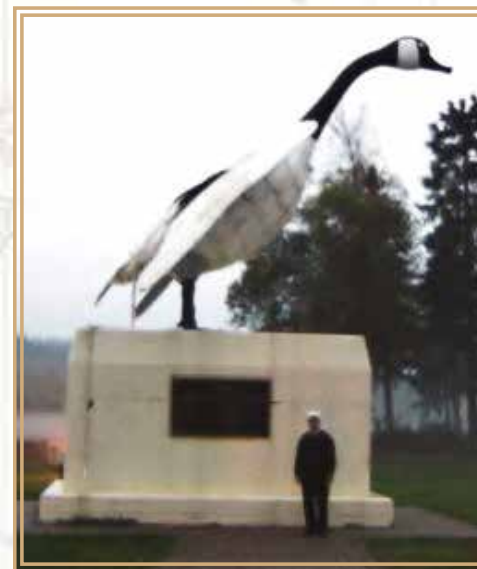
Over the past several years, my wife and I have been road touring the Great Lakes. One of the remaining shores that we had to do was the north shore of Lake Superior. So this fall, we drove to Mackinaw City where we had dinner with friends that we

met there on our previous two visits and the next day we stopped at the Soo Locks at Sault Ste. Marie, USA, where we watched the Kaministiquia lock thru. We had been here before but it was just as fascinating as the first time.

For lunch, Clyde's at Mission Point is a must and only 6 minutes from the lock viewing station. Also it is where the Sugar Island Ferry takes people/vehicles from the mainland to Sugar Island across the St. Marys river which is about a 5 minute trip!



After crossing the Mackinaw Bridge into Ontario, Canada, our first stop on the trans Canada highway (Rt 17) was in Wawa where one of the local activities described on the internet was to go to the town dump and watch the black bears!



The original motel I tried to book had been washed away last year when a local river flooded. We chose a mom and pop motel up on a hillside. Wawa is an Ojibway Indian name for wild goose and there are several huge statues of geese in the town. I wonder if they would like some of our geese?

As we made our way to the next stop on Route 17, we encountered spectacular scenery with Lake Superior on our left side and huge rock outcroppings on the right. There were plenty of "Beware of Moose" signs along the highway but we never saw any. Our stop was the town of Terrace Bay where we had a choice of two motels, the Red Dog and the White Fang. We flipped a coin and Red Dog it was.

We found a spectacular water falls called Aquasabon Falls and later found a beach where the river from the falls entered into Lake Superior. We tried flying our kites there but a thunder storm was moving in fast and so we moved fast also.

The next day we stayed at Thunder Bay, Ontario and hoped to get some photos of Great Lakes freighters but could not get near the dock area and there were no good viewing areas.

Continuing along the shoreline of Superior, we drove to Duluth after a border crossing back into the USA and stopped at several small towns. One very scenic stop was at Split Rock Lighthouse. It is best viewed from a highway scenic stop as the lighthouse itself was over run by tourists and rather expensive to tour.

We continued to stop at various towns where freighters stop for loading taconite such at Grand Marais, Silver Bay and Two Harbors. Taconite is a pellet containing iron ore and used in the steel manufacturing industry. A wooden tug, the Edna G, is on display at Two Harbors that was made in Cleveland in 1896 and is designated as a National Historic Landmark.

Finally, we stayed several days in Duluth where each day, 5-10 Great Lake freighters and "salties" (ocean bound ships) pass thru a channel, much like our own channel and under the Duluth lift bridge. There is a very nice museum run by the US Army Corp of Engineers at the channel en-

trance that has free admission. This was our third visit to Duluth.

We had covered the south shore of Lake Superior in prior years so next we made a direct route to Marquette MI where we took a walk in Presque Isle city park which overlooks Lake Superior.

We drove thru Escanaba into Menominee and visited Sturgeon Bay where I encountered the old Palmer Johnson boat builders which built the Kahili, a sailing yacht out of the Erie Yacht Club some years ago. They also built other well known yachts such as Scaramouche and Tenacious. I found it interesting that the town has free WiFi hotspots in different blocks in the down town area. Just stand under a designated light pole and turn on your iPod!

continued on page 28



• BODY ART • TATTOOS OF THE EYC by Tom Madura

Tattoos are anything but a recent fad. Humans have decorated their bodies for thousands of years - the 5,200 year old frozen mummy known as the Ice Man had designs tattooed on his skin, and tattoos have been found on a number of Egyptian mummies.

Tattoos were introduced to Western society by Captain James Cook's famous 18th century exploratory voyage to the South Pacific, where the Polynesian natives practiced the art extensively. The word tattoo is in fact derived from the Polynesian word "tatau". Many of Captain Cook's crew returned to England with tattoos of their own - an occurrence which indelibly linked tattoos and sailors!

Since the 1970s, tattoos have become a mainstream part of Western fashion. Surveys have indicated that in the United States approximately 14% of all adults, and 40% of those ages 26-40, have at least one tattoo. The reasons for getting a tattoo are as numerous as people themselves, but they are usually deeply personal: commitment to a loved one; commemorating a major event in one's life; expressing religious or political beliefs; club affiliation; etc.

The fascination with this art form and its widespread appeal has not escaped the Erie Yacht Club. Presented here is a collection of just a few of the tattoos belonging to EYC members, family and friends. This Spring when skin starts to appear again after the long Winter, keep your eyes open and you just might spot some of these works of body art around the club!



In 1989, John Willow and I volunteered to build the Reyburn Sailing School Storage and sails building. As I recall many people helped including P/C Hanks, P/C John Ashby (I think it was his idea) and others who I now apologize for leaving out. The Structure shown here was modest and sturdy and served the Sailing school well. Even though Any Hanks was concerned that it would blow away it never did because his donation of fasteners held it down effectively for all these years. Jim McBrier furnished the door, frame, and hardware. Willow's crew did much of the roofing and siding while the rest of us did the framing.

While the project was ongoing mainly on weekends we did toil away to get completed by opening day. May 27, 1989 turned out to be the day that I will always remember because as I was working hard to complete the School Building that Saturday morning I was forgetting that it was in fact my wife Ann's Birthday and she knew after a particularly awkward phone call that I did in fact forget.

Move forward to 2013 and we were called again to donate our building skills, this time by Jim McBrier. Of course the whole project was made possible by a number of people who you all know including our major donor Mark Rickloff and the many others who supported the project. The new building is a déjà vu experience for me. I am honored to be chosen to be the superintendent of the project on behalf of the Erie Yacht Club Foundation. My intention is to keep you the membership informed of the progress and the spirit of this lovely new building that we will all grow to cherish.

The foundation of this building, like the EYC Foundation itself is made to last a long time. The thirty two 8" pipes which hold our building from sinking into the Erie Bay as well as from blowing away in our 80 knot winds are driven into the shale at the bottom approximately 6'-0" or as in "engineeringese " driven till refusal.

These pipes are tied together with 1" steel rods and then the whole site is backfilled with earth and then a 4" cap of reinforced concrete poured. Thank you P/C John Murosky and friends for this fine start to this project.

We cut all the pipes at the proper elevation and then installed W12 X2 (12" high x 6" wide x 26 lb. per l.f. steel) beams in a criss-cross pattern to insure structural integrity and to accept the Timberframe posts, beams and bent frames which we will soon see.

Next, the floor framing has been installed using treated yellow pine joists, 12" on center with 3/4" T&G plywood. All of the above have been put together with a plethora of fasteners all of which are designed to hold and to last without corrosion. Special thanks to Mickey McMahon who painted the entire deck protecting it for the 1 month period it has endured with out construction activity.

We will keep you posted in future issues of the "LOG" or if you are ambitious and like to brave the Erie Bay Winter you can see the progress develop on the West side of EYC anytime. In any event, I most assuredly will not work on this project on May 27th because it will probably be complete by then. I will have a lot of explaining to do if it isn't.



A Rickloff Community Boathouse Update

(and a mistake I will never make again)

by David Haller



Driving the Pipes into Shale.



Another Moves Original Sailing School Bldg.



Another Steel Installing W12X26 Beams



Deck Finished & Painted.



It seems that most antique boat stories start with memories of long ago first boats. This might be because the old memories seem to be the sweetest.

My story goes back to when I was 14 years old and my Dad bought our family's first small fishing boat. It was a 14 foot Wolverine wooden strip plank hull, powered by a late 1930's, 10 horse Johnson Seahorse outboard. The old iron was very tired and hard to start but pushed the bulky woody vessel fairly well.

The outfit was financed by my Father and Brother jointly, so feeling a little left out I volunteered to do the maintenance and fix up work. Dad liked the idea but seemed doubtful that his younger son who balked at cleaning his room or taking out the garbage would actually do very much boat work.

Our little wooden craft was kept in the water at a small homemade pier in the Presque Isle State Park lagoons. That meant a 27 mile round trip on my bicycle if I was going to use the boat alone. I really didn't mind the two hour bike ride for the fun of cruising the bay in my own boat.

At the end of the boating season the old boat was kept under a tarp in the backyard and that made it very handy for scraping, painting, and removal of parts that could be refurbished in the basement. In the spring I had the deck hardware restored with a bright new coat of chrome that was paid for with my paper route earnings.

I also totally repainted the outside hull after scraping and calking every last inch. The old dull gray was covered by a fresh two-tone paint job of navy blue and ice blue with a racy red waterline stripe.

The sexy new paint job blew my Dad's mind when he first saw it. "Hey Kid, is this the same boat we had last year?" he said with a big grin. I had also sanded and varnished the inside hull from stem to stern and restored the front deck with several coats of spar varnish. The cedar planking of the inside hull also looked like new with it's honey yellow bent rib gunnels that gleamed with several coats of glossy spar varnish. The tasteful sweeping paint lines some how made the boxy skiff into an almost elegant little craft. The transformation of the old Wolverine was a very rewarding project but almost mine boggling to the rest of the family.

My Dad seemed puzzled at why I would spend so much time and money working on the old fishing boat. To me this was no longer just an old boat but a great little runabout with a special grace and character all it's own.

On my second season as the self appointed shipwright, I decided it was time to step things up a notch by building a new center deck with a classic brass ships wheel that with shiny oak handles.

On the day of the maiden voyage I invited my high school friend Fred to go along. After starting the outboard I headed away from the dock but when I turned right the boat went left. Something must have gone wrong with installation of the control cables. No big deal I thought, all I have to do is think of the wheel as a tiller and turn in the opposite direction for the way I wanted to go. Slowly I motored toward the lagoon bridge with a slightly zigzag course because of the unusual steering gear. Just as we started to pass under the bridge another boat came toward us. Keeping my cool, I gently steered left so our boat would stay away from the on coming craft but because we were moving so slowly our boat didn't answer the helm. My heart started to race and as my hands gripper the little wheel with white knuckle force. Finally we moved slowly away

from what could have been a head on collision, on to a course straight for the bridge abutment. I reached back quickly and shut off the motor. Luckily we were only moving a few miles per hour but we rammed the concrete bridge with a bone rattling crack.

After our jolting stop I checked the front and found that the only damage was a slightly crunched bow eye.

Fast forward from 1956 to 2012, to a time when I was in year 12 of retirement and had restored the same number of old boats, most of which were wood. I was looking for one more woodie that would fit in my small garage workshop. While talking to my wife Kathy about my boat search she said something that really got my attention. "Hey, what about the old wooden boat that my cousin Dave has in his barn?" "Wow!," I said, "he showed me that boat several years ago when we were at his place for a picnic."

I called Dave, and he still had the boat and was willing to sell it. I was at his house the next day, and when

Dave opened the barn door my heart skipped a beat. It was a 14 foot, 1958 Wolverine runabout that had a molded plywood hull. Not only was it molded out of beautiful mahogany but it also had a lapstrike exterior. I didn't even know that Wolverine made that model like that. It was called a Catalina, and was only offered for one year, and that made it very rare. The boat did have several rotten spots that needed to be repaired and it also needed a replacement motor and new windshield but the other repairs were minor.

Resurrecting antique wooden boats from backyards or barns where they where they were left to die a slow death is very rewarding. These boats were built by craftsmen fifty or sixty years ago and giving them new life is a real treat. Even though I have had the pleasure of saving many such small vessels, this one was extra special.

It was a trip back to my youth.

It's a Wolverine!



US Sailing Midwest Regional Sailing Program Symposium

By Caitlin Niemic

On November 16th the Erie Yacht Club hosted the US Sailing Midwest Regional Sailing Programs Symposium. There was a great turnout with 18 people in attendance representing at least 10 different Yacht Clubs and Community Sailing Centers.

It was a fun filled and productive day of networking and discussing topics such as STEM education in sailing, fundraising, volunteering, and safety. As the sport of sailing changes, learn to sail programs are adjusting their programming and curriculums to meet the new standards and needs of those who are participating in them.

One of the main topics of discussion was STEM education in sailing through the US Sailing REACH program. This program is set up with 10 different modules combining science, technology, engineering, and math with the sport of sailing. This program has served as the liaison between sailing programs and schools districts and reinforces what the students are being taught during the school year.

The REACH program is easy to implement and the modules are adaptable to individual programs. Another topic of discussion was fundraising and volunteering. Many learn to sail

programs rely on the help of volunteers and donations through fundraising to keep their programs afloat. The representatives at the symposium exchanged their fundraising successes and how they maximize the use of volunteers.

As we all know, safety is a big concern with all watersports, especially sailing. Learn to sail programs are implementing new safety policies including concussion prevention and training, the use of helmets, emergency action plans, and capsized recovery.



New model training boats Hartley 10' & 12' varieties.

Zim Sailing was kind enough to sponsor lunch for the symposium and they brought two of their new boats to demo. Members of the Reyburn Junior Sailing School were the first to sail these new boats, which were designed as a training boat for beginners or recreational day sailors. The Hartley 10' and 12' dinghies are self-bailing rotomolded boats. For more information on these boats as well as the other boats that Zim manufactures, visit www.zimsailing.com.

The Spring Midwest Regional Sailing Programs Symposium is scheduled for March 22nd at Leatherlips Sailing Club. The agenda and registration will be posted after the first of the year at http://training.ussailing.org/Training_Events_Meetings/RSPS.htm.

Following the Midwest RSPS, the EYC hosted a One Day Race Management seminar which the EYC Racing Fleet Race Committee attended. This was a full day of Race Management 101



US Sailing Instructor Matt Bounds instructs

from starting sequences to reviewing the rules and setting proper courses, the EYC Race Committee will be well prepared for the 2014 season.

At the end of the seminar, participants were given the option to take the Club Race Officer Certification test which upon passing will get them one step closer to being a US Sailing Certification Club Race Officer. For more information on the Race Officer Training and Certification Program, visit: <http://raceadmin.ussailing.org/RaceOfficers/CertificationTraining.htm>.



EYC race committee in attendance front table: Jo Wilcko, Mike Squeglia, Aimee & Scott Gevirtz, rear table center, Rear Comm. John Orlando.

On behalf of US Sailing, I would like to thank everyone who attended these meetings and as a member of the Erie Yacht Club, I couldn't be happier with the excellent staff and service. Having been to various clubs around the country, the EYC is among the best.



Caitlin Niemic is the Training Coordinator for US Sailing and now lives in Portsmouth RI. She is a past EYC Yachtswoman of the year and a recent graduate of Slipper Rock University and the daughter of P/C Matt & Bridgett Niemic.



Caitlin, Mark A. Thornton, Thomas Hubbell M.D. US Sailing President.

The kneib dentistry Difference
Quality, Comprehensive, Convenient

Before
After

Scan for a Free Consult.

text TOOTH to 22828 to subscribe to our newsletter.

3325 West 26th St. | Erie, PA 16506
(814) 838-6354 | www.KneibDentistry.com kneib dentistry

RCR YACHTS

New Boat Dealers for:
Beneteau • C&C Yachts • J/Boats • Sabre • Back Cove

Power & Sail Brokerage Services: RCR Yachts sells over 130 used boats each year with a proven marketing program that gets results!

Buyer's Agent Services: If RCR doesn't have the right boat we can find virtually any type of boat for you. We'll negotiate for your best interests at no cost to you!

960 West Bayfront Parkway • 814.455.6800 • www.rcryachts.com
Brokers Tracy Buczak & Jamie Taylor

New Homes

Professional Remodeling

- Additions
- Finished Basements
- Garages
- Replacement Windows
- Siding & Roofing
- Commercial Buildings

PATERNITI HOMES

PA#036146

833.3493 • cell: 397.1015 • www.paternitihomes.com • paternitihomes@roadrunner.com

If These Docks Could Talk

by P/C Gib Loesel



Have you ever wondered why the circle inside of the gate is where it is? Seems like an odd place when you consider the yard crew and large trucks having to maneuver their large equipment around it. If you have wondered about this then you might also have wondered about the large pad of concrete just to the north of the circle. Trivia Lovers, the fact is, the old Clubhouse sat in between. The circle marked the front door entrance which was a covered drive through and the pillars rested on the circle. The concrete pad was the front porch which in the summer was covered with a large blue awning. It was a delightful place for outdoor parties and receptions.

The first floor of the old Clubhouse was the home of a large living room, a foyer, men's head and of course the bar. The kitchen, dining room and ladies head were located on the second floor. On the third floor there was an apartment for the cook and

his family. The apartment was part of the cook's financial package. The last resident, that I can remember, was George Rose and his family.

I am sure there are many great stories about the activities in the "Old Club House" some of which would make a few of the old timers shudder in mortal fear. One of my favorite sea tales was spun by my father. The story goes that they were having a Club picnic which included games and contests. One of the contests was rope climbing. According to Dad no one could get off the ground until the cook's wife appeared, latched onto the rope and in a sitting position went hand over hand to the top. Turned out she was a former circus performer. Of course, she won!

Like a lot of clubs we had "slots" that were located in the bar room. As I recall there were four of them. Three sat side by side in a small recessed area which opened in the back allowing them to be serviced

and emptied. They used to tell the little kids "if you can carry the bag up the hill you can have it". That was a good one because most of us couldn't lift the bag off the floor. In those days no children were allowed in the bar room, period!! However that did not prevent us from making a fast pass through to see if any of the slot players had left a few "jingles" lying around. From time to time we were lucky enough to make a score.

Over the years there were hundreds of grand parties, the Commodore's Ball, New Years Day Tom & Jerry, masquerade and even a Playboy Club Party with the Club's own bunnies. My favorite was the annual stag party Vegas Night. Keep in mind that the gambling laws in those days were very strict. Like magic the tables and wheels appeared; the windows on the first floor were sealed tight so no light came in or went out and the "joint" was open for busi-

ness. The front door was manned by none other than our faithful dock master I. Martin Pomorski dressed in his finest, if he didn't know you or you didn't have the password you didn't come in!! I think it is best unsaid how much money passed hands.

As time marched on the old building was getting tired. Brother Richard said "about 1964 the floor in the bar room began to sag (and if a floor was going to sag for sure you won't want it to be the bar!!!). The Way Brothers (Bob & Gordy) were called

to the rescue. There was no basement so we cut away the wall to crawl under and examine the "problem". Dry rot of course. Working in the mud and dark we wiggled the largest steel beam I had ever seen into place fixing the "problem". The fix lasted until the building was torn down.

As I said time was marching on. Plans for a new Club had taken shape and in August 1968 the old girl "slipped her anchor and was put to rest". If these Docks Could Talk, they would say "The Large White Building with the Beautiful Red Roof was the most splendid building on Presque Isle Bay!!!"



HPP
Harbaugh Power Products
 Heavy Duty Industrial and Marine Diesel Engines
 Rebuilding, Parts and Service
 Caterpillar, Cummins, Detroit, Isuzu, Volvo and More
 Free Pick-up and Delivery on All Rebuilds
 Serving Western PA and OH Since 1986

Tel: 724-925-8820
 Fax: 724-925-8742
 Email: info@harbaughpower.com
 Web: www.harbaughpower.com

Back to The Original...

Jensens Target Collision
 QUALITY COLLISION REPAIR GUARANTEED

2978 W 12th St.
833-6510

Unexpected Encounter?

SMITH COLLISION, INC.

For Complete Premium Collision Repairs on all Foreign & Domestic.

3844 West 20th Street • Erie, Pennsylvania 16505 • 814.835.1110

Why are boating emergencies always accidents?

by Dr. Peter Lund

One early morning while having a cup of java I recall thinking of my list of imponderables. These are classically a list of questions in your life that seemingly have no answers. I am sure you have that list such as, is there a God? What is the meaning of life? If I am alone in the woods without my wife am I wrong?

My questions on the other hand are much more esoteric. Questions like: what are the true forces behind Murphy's law? Are the legs on a good wine sexy? Is it true that anything that floats or is female can only lead to trouble?

That leads into the medical question for this issue of the Erie Yacht Club LOG. Why are boating emergencies always accidents?

Like many of you with boating experience I have had my fair share of minor and major mishaps. Perhaps as you are reading this article you may be recalling some of your own bonehead maneuvers.

Let me start that there is always one member of the crew that can not stay on the boat. On Taz it seems to be David Warner. He has been overboard twice and innumerable near misses. He admits no responsibility. In fact he claims he's just testing our man overboard capabilities. This is an excellent skill to have and be prepared for both the conscious and unconscious victim. Who knows, you may be lucky enough to have Dave Warner on your boat.



One day Peter Jr., with load of sails piled in his arms covering his line of site, walked right off the dock. Sails and Peter Jr. crashed into the water. My first thoughts were of the sails. When realizing they were floating fine I then directed Peter Jr. to a near by ladder. He arose from the Yacht Club basin wet with only an injured ego.

I have decided that forward hatches are specially design as human booby traps. They are consistent with the principles of Murphy's law. Forward hatches are just large enough to allow for a human to easily fall through partially only to be stopped by ones rib cage. If you question that theory ask Rett Walker.

I have also figured out why our brains are covered by bone. It is so we can hit our heads on booms, companion way covers, and spinnaker poles and still continue with the regatta. If you doubt this logic ask Mike Mashyna about the Rocky

River race.

I can recall those days coming back from an afternoon of racing with blood over the deck resembling a Civil War surgeon's table. The effected crew was patched up with a few bandages and riggers tape.

David Heitzenrater claims his worst emergency is running out of ice.

Finally I want to reassure the readers of the LOG that most days we return after a day on the water without a single injury and most of the original crew.



So back to the original question, why are boating emergencies always accidents? I would contend they are not, so be prepared! Here is a simple list to prepare for your boating emergencies.

First and most important is a functioning VHF radio and now a days a charged cell phone. Communication is essential. Be prepared and know how to transmit appropriate information like who you are, where you are, condition of the crew, and condition of the vessel. Early in my off shore sailing I laminated a card

which I keep near my radio with those questions to help prompt the speaker in emergencies.

Second is having the correct life jackets. If they are inflatable make sure the Co2 cartridges are filled and functional. Plus you need to wear them, otherwise they don't work.

Third, for our coastal day sailors it is still a good idea to know basic first aid. A simple online course can be found through the American Red Cross. www.redcross.org

Fourth, what are the basic supplies? You can make your life easy by going to your local drug store or go online and get a basic first aid kit for about \$40. Many of you may want more than the basic first aid kit, especially if one is traveling for more than a sail around Presque Isle Bay. Think of having items for common ailments, common injuries, and environment issues. The most Common ailments are sunburns, skin infections, and motion sickness. The common boating injuries are to the head, hands, lower extremities. The most common environmental issues on the Great Lakes are insect bites like the black flies off of Long Point.

For sun protection, waterproof sunscreen with at least SPF 25 that blocks both UVA and UVB. Do not forget your eyes they also need UV protection.

Anti-inflammatories and analgesics for the aches and pains of boating are important. (Ibuprofen, naproxen, aspirin, and acetaminophen). Be aware that the NSAIDs

non steroidal anti-inflammatories can increase sensitivity to the sun. Aspirin has the additional benefit for us old guys with chest pain pop an aspirin and head for home.

Seasick medications are useful (Bonine, Dramamine, ginger capsules, and prescription scopolamine patches).

Good insect repellant with DEET. With children, however, you want a preparation that is designed for minimal skin absorption.

Minor wound care including bandages of variable sizes, benzalkonium (BZK) antiseptic wipes, antibacterial soap, and antibiotic ointment. Other common additions helpful on the boat include: Visine eye drops and or eye wash, Blistex, Mylanta, an H2 blocker like Zantac (for that healthy boating diet) Milk of Magnesia, Imodium, Tinactin and Lamisil cream for our friendly fungus infections. Afrin nasal spray, Sudafed (pseudo-ephedrine) and Benedryl for allergies and insect bites

If any of you are planning a longer open ocean voyage there are several good references that can be found online. A quick simple reference is Nautical Medical Kits by Michael Jacobs M.D.

www.adventuremedicalkits.com/documents/marine

Wishing you a safe and healthy boating season in the new year.
Peter Lund M.D.



Oh No!... LAKE EFFECT SNOW



Front page of the November 24, 1956 Erie Times News. The storm ended up dumping 27". The snow was so deep that the National Guard was called in to deliver food and help clear the streets.

To those of us who have weathered winter in Erie County hearing that there is a chance of "lake effect snow" is as common as hearing that there is a chance of showers in the summer. However to the majority of people on this planet "lake effect snow" is an unfamiliar term.

So why are we the fortunate recipients of lake effect snow? Because we are also the fortunate beneficiaries of living near our beautiful lake, the one we so dearly love and enjoy. Lake effect snow, also called snow squalls, occur when a mass of sufficiently cold air moves over a body of warmer water, in

our case Lake Erie. This creates an unstable temperature profile in the atmosphere causing clouds to build over the lake and eventually develop into snow showers and squalls as they move downwind. The intensity of lake effect snow increases when higher elevations downwind of the lake force the cold, snow-producing air to rise even further.

The most likely scenario for this type of snowfall is when very cold Arctic air rushes over warmer water on the heels of a passing cold front, as often happens in the Great Lakes region during winter.

Winds accompanying Arctic air masses generally blow from a west or northwest direction, causing lake effect snow to fall on the east or southeast sides of the lakes.

How much snow an area receives from lake effect is dependent on the direction of the winds, the duration they blow from a particular direction, and the magnitude of the temperature difference between the water and air. Areas of relatively high elevation downwind of the Great Lakes generally receive heavier amounts of lake effect snow than do other locations in this region.

In Erie County, lake effect snow often occurs early in the season, before Lake Erie has a chance to freeze. During most



The map above shows Weather Channel coverage of a Jan. 23, 2013 lake effect snow storm.

Ten greatest monthly snowfalls for each month recorded for Erie (from noaa.gov)

January		April		October	
1.) 62.4" - 1978	6.) 51.8" - 2003	1.) 19.3" - 1987	6.) 9.0" - 1966	1.) 14.7" - 1925	6.) 4.3" - 1910
2.) 59.9" - 2004	7.) 46.9" - 1994	2.) 17.2" - 1961	7.) 8.9" - 1985	2.) 9.7" - 1913	7.) 4.0" - 1954
3.) 59.2" - 2009	8.) 38.8" - 2005	3.) 14.8" - 2005	8.) 8.9" - 1962	3.) 8.2" - 1943	8.) 3.7" - 1934
4.) 57.9" - 1999	9.) 38.3" - 1945	4.) 10.4" - 1957	9.) 8.7" - 1974	4.) 4.6" - 1930	9.) 3.1" - 1976
5.) 57.2" - 1985	10.) 37.7" - 2007	5.) 10.2" - 1982	10.) 7.8" - 1956	5.) 4.4" - 1917	10.) 3.0" - 1962
February		May		November	
1.) 36.9" - 1947	6.) 31.7" - 1993	1.) 1.7" - 1923	A Trace Fell In:	1.) 46.9" - 1950	6.) 33.9" - 1976
2.) 35.7" - 2011	7.) 31.2" - 1988	2.) 1.2" - 1909	1900, 1901, 1908,	2.) 42.2" - 2000	7.) 29.4" - 1996
3.) 35.4" - 2007	8.) 30.3" - 2010	3.) 0.5" - 1907	1912, 1920, 1925,	3.) 36.3" - 1967	8.) 23.0" - 1992
4.) 32.6" - 2003	9.) 28.6" - 2008	4.) 0.4" - 1989	1926, 1929, 1940,	4.) 35.1" - 1947	9.) 22.2" - 1979
5.) 32.1" - 1972	10.) 27.8" - 1994	5.) 0.2" - 1911	1947, 1948, 1954,	5.) 34.8" - 1956	10.) 21.1" - 2008
	27.8" - 1979	6.) 0.1" - 1917	1956, 1957, 1959,	21.1" - 2002	
		7.) 0.1" - 1963	1960, 1961, 1966,		
			1967, 1973, 1974,		
			1976, 2005		
March		September		December	
1.) 33.9" - 2008	6.) 26.8" - 1971		A Trace Fell In: 1942, 1949, 1954,	1.) 66.9" - 1989	6.) 49.7" - 2000
2.) 31.8" - 1996	7.) 26.8" - 1965		1990, 1993, zero fell in remaining years.	2.) 59.9" - 1985	7.) 48.8" - 2008
3.) 31.1" - 2002	8.) 22.4" - 2004			3.) 56.0" - 1963	8.) 45.0" - 1958
4.) 28.9" - 2001	9.) 22.2" - 1995			4.) 53.6" - 1944	9.) 39.6" - 1995
5.) 27.3" - 1993	10.) 21.6" - 1984			5.) 51.0" - 1977	10.) 37.1" - 2001

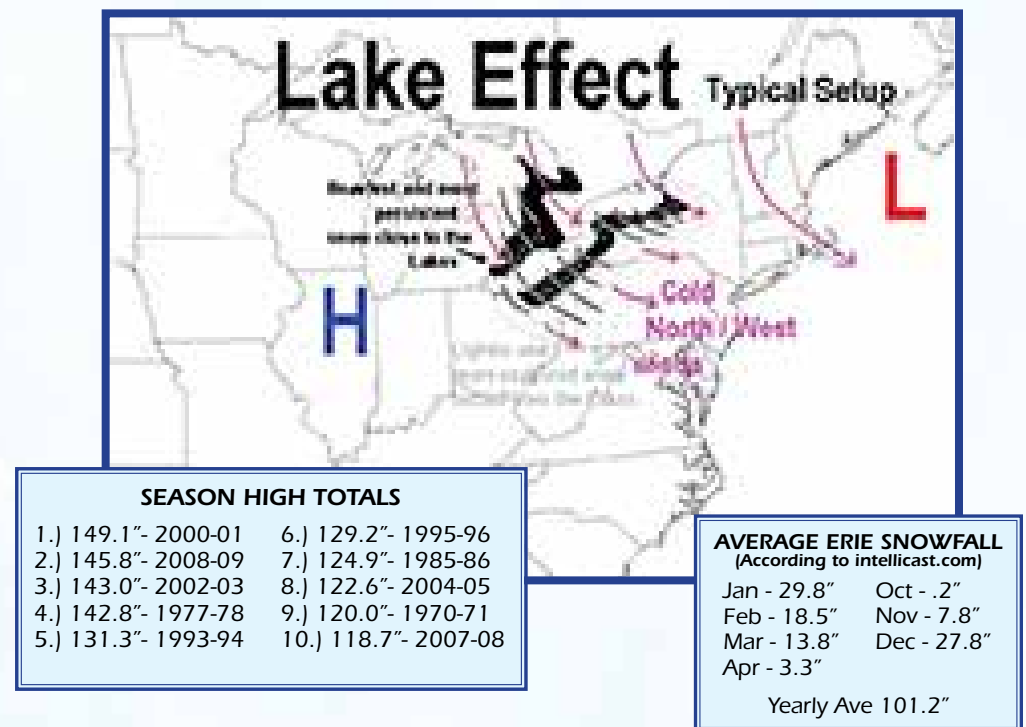
winters, Lake Erie, the most shallow of all of the Great Lakes freezes around mid-January. Once frozen, the cold air cannot pick up the moisture from the lake and lake effect ceases. Lake effect snow often occurs again in the late winter and early spring when the lake begins to thaw. If the lake doesn't freeze, which has happened frequently of late, the lake effect snow events can occur all winter. (Aren't we lucky!?)

Lake effect snow is a weather phenomenon unique to us here in the Great Lakes Region. The only other lake that produces significant lake effect snow in the United States is the Great Salt Lake in Utah. Of course we also receive snow that is not lake effect. So what is the difference between a regular snow storms and a lake effect storms? The main difference between a lake effect snow and a "standard" snow storm is that lake effect snow storms are not low pressure system storms. While a standard storm may last a few hours to a few days on and off, lake effect snow will often produce snow continuously for up to 48 hours in a particular area. Also, lake effect snow is lighter than snow that forms from frontal stratus or nimbostratus. Lake effect snows can precipitate as much as 76 inches of light-density snow in 24 hours with fall rates as high as 6 inches per hour.

So what does all this mean to us? We

get snow. Every winter. Sometimes a lot sometimes a little, but we are guaranteed to see the white stuff every year. There will be plowing and shoveling and salting and scraping. We will pull out the stocking caps and mittens and scarves. We will don our parkas and boots. But is it such a high price to pay to also be able to enjoy Erie's spring, summer and fall?

Next time your fingers are freezing as you try to clean off your windshield yet again, remember how wonderful it is to be able to live with a beautiful beach and lake in your backyard. How fortunate we are.





After Wawa, Came The Badger continued from page 11

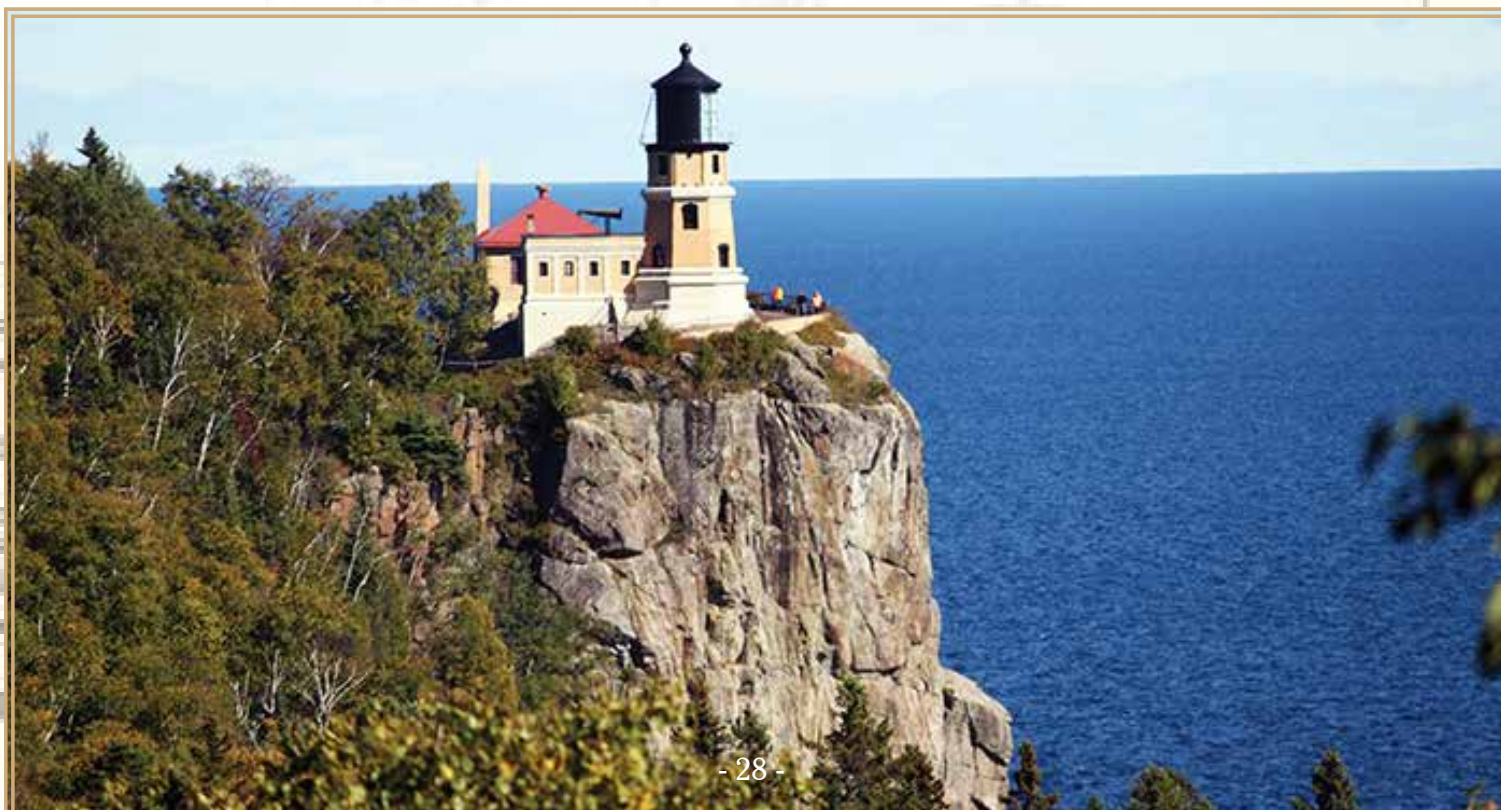
After an overnight in Manitowoc WI, we visited a fantastic maritime museum (Wisconsin Maritime Museum) next to the hotel. We then boarded the coal fired steamship ferry, the SS Badger. The infamous vessel took us across Lake Michigan to Ludington, a 4 hour crossing. I got to meet one of the ship's engineers as well as the captain who backs the ship into the dock using two "telegraphs" located in an enclosed area at the stern. Oh, by the way, don't sit outside near the

stern or you will get covered by coal soot! We had made arrangements to stay aboard that night however they suddenly discontinued the program because there was so much shipping of turbine parts out of Ludington, that the ship makes a night crossing back to Manitowoc.

The Badger is 410 feet long and powered by 2 steam engines (Unaflo's) made by Skinner Engine here in Erie. They develop 3500HP each. The ship carries 600 passengers and 180 vehicles at 15 knots. Not bad for being 60 years old!

Environmentalists have been after the Badger because the coal ash is dumped into the lake. Starting next year the ship will contain the ash and will dispose of it when they reach shore.

After a night in Ludington we made our way home leaving only a short length of the southern shore of Lake Ontario to complete our "circumnavigation" of the Great Lakes.



Yachtswoman of the Year



This year's 2013 Yachtswoman is a very deserving woman sailor, Krista Krugger. She makes everyone smile at the mere mention of her name and her laugh is infectious! Krista has never met a stranger and welcomes everyone into her "sailing world"!

Krista's sailing career started late in her life. She didn't start sailing until her mid 20's. In 1991, she learned to sail on a 14 foot pintail boat from Port Clinton Yacht Club. It was during that time that she was introduced to the Interclub Cruise, and the racing community at the Erie Yacht Club.

Our friend has been a member of the Venture crew for over 10 years, during that time she has helped the boat win class championship and has been a big part of the Interclub teams success over the years. During that time, Krista helped Venture place 1st in class 3 times, 2nd in class, 3 times, third in class 2 times and was an integral part of Venture placing 3rd Overall in 2008. She primarily handles all duties with one particular sail that takes a lot of dedication and concentration to "trim it just right".

This is a woman that just loves being on the water sailing and participating in any way she can. If Venture can not compete in a particular race then she's off on another boat to compete with whoever, wherever. Krista has crewed on many EYC boats, including Magic, Shocktop, Powderhound and Glory. She has competed at Put-In-Bay and the Cleveland Deep Water many times and placed in the top 3.



Recently in the J-35 North Americans she joined an out of town boat. Without her help and willingness this boat would not have been able to compete. And with her help, this J35 took a 4th overall.

Krista was a member of the crew on Shocktop when they won the LYRA Freeman Cup. She has been the helmswoman in the LeFemme regatta on 3 different EYC boats and in a number of those regattas drove those boats to 1st, 2nd and 3rd place finishes. She was also a race committee volunteer for the Snipe Nationals and other regattas that took place in Erie. For all of her accomplishments on the water, everyone who knows Krista is truly amazed that this lady has never lost her enthusiasm for sailing. Especially, due to the fact that she was a crew member on Tiburon during one of the most tragic accidents that have ever taken place on the water in the Night Light House Race many years ago. Despite being there, Krista was able to get back on a boat and has never lost any of her enthusiasm for the sport of sailing.

Krista truly treats everyone she knows and meets as her personal best friend. This EYC racing fleet would not have been as fun as it has been if not for the antics of this lady. She is a great sailor and an invaluable crew member. The Erie Yacht Club Racing Fleet is honored to present the 2013 Yachtswoman Award to Krista Krugger.




Coleman & Co., P.C.
 Certified Public Accountants

2415 West Grandview Blvd. • Erie, PA 16506 • 814.866.3000
 Fax 814.866.0171 • E Mail edc@colemancpa.com

**Support Your Club...
 Support "Your LOG"**


CIFELLI
 AUTO
 SALES + SERVICE
 ERIE, PA


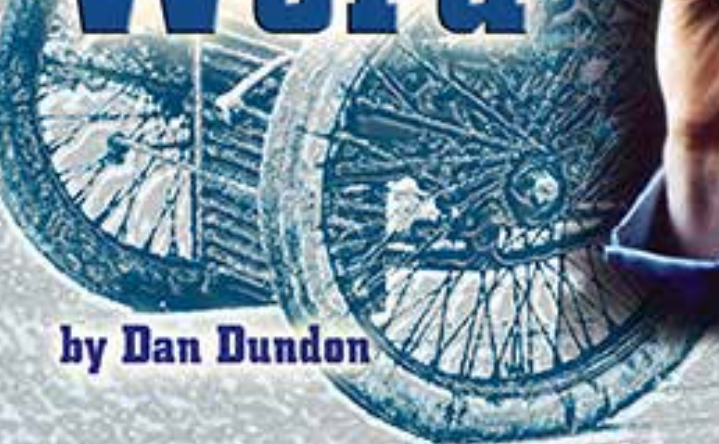

 Your Ship Has Come In!
 THE ALL NEW!

2014
Cadillac
 CTS


ROTH Cadillac
 The World's Oldest Cadillac Dealer
 www.RothCadillacGM.com
 Email: mwellis@rothcad.com

**What's the
 Good
 Word**

by Dan Dundon

Thanks to all the Erie Yacht Club members who sent me quotations!

These are the words of John Smith reflecting on life after retiring as a professor at Otterbein College in 1950.

Every age in life has its own compensations. I am still looking ahead. I do not want to die because there is too much fun in this world and a lot of good folks. A lot of them. And good books to be read and fish to catch and pretty women to admire and good men to know. Why, life is a joy!

These are certainly encouraging words, eh?

Here are two more quotes submitted by Tom Madura:

If I knew for a certainty that a man was coming to my house with the conscious design of doing me good, I should run for my life.

- Henry David Thoreau

If I had eight hours to chop down a tree, I'd spend six hours sharpening my ax.

- Abraham Lincoln

Since the words of these three gentlemen offer us various thoughts, let's continue with a few more random quotations:

Nothing is particularly hard if you divide it into small jobs.

- Henry Ford

Have no fear of perfection - you will never reach it.

- Salvador Dali

Why try to explain miracles to your kids when you can just have them plant a garden?

- Robert Brault

I hope you are enjoying this series of articles. I also hope you will send me some of your favorite quotes or such words-of-wisdom at:

dandundon@gmail.com.

The EYC Log is your magazine and I'd sure like you hear from you.

Since the 113 Days 'til summer party is fast approaching, how about this for our closing quote?

Now don't say you can't swear off drinking. It is easy! I have done it a thousand times!

- W.C. Fields



**You've Made Us the Biggest
 & Best in Northwestern PA
 ...Thank You All.**

1216 West Sixth St.
 Toll Free: 1.800.700.7809
 Ph: 452.2347
 fax: 459.0237


frontier pharmacy
 Keeping Health Care Affordable

- Increased Parking
- Modernized Facility
- Large Customer Lounge
- Better Customer Service
- Improved Phone System
- Increased Computer Capability

24 Emergency Service: 814.459.5736 Cell 814.392.4465

Keep Your Options Open!
 New Home/Office Pickup & Delivery
 We'll spend 14 hours a day, 7 days a week making you look good!
 parisclean.com


 Since 1926
Paris Cleaners

6 locations including 4 Giant Eagle locations
 Open 7am to 10pm 7 days a week
 4114 Peach Street and 4025 Pine Avenue
 Plus 4 Giant Eagle locations: Yorktown, Girard, Harborcreek & Edinboro


Anchor Marine Ltd

- Complete engine & drive service
- Fiberglass repair & restoration
- Interlux yacht paint center
- Raymarine certified installer
- Ship's store
- Brokerage boat sales
- Inside storage


merCruiser


Raymarine


VOLVO PENTA


Interlux

Five State St. • Erie, PA 16507 • 452-1717 • Fax: 452-1804
 e-mail: anchormarine@anchormarinelt.com • www.anchormarinelt.com

BAYFRONT MARITIME CENTER
TO HOST

Ales for Sails

FUNDRAISER

by Alex Nagle

bayfront maritime center

Looking for a chance to warm up this winter? Come down to the Bayfront Maritime Center on February 7, 2014 for the second annual Ales for Sails fundraiser! Taste the finest locally created products from 8 regional microbreweries as you learn about the center and the great work that the students are doing.

Breweries include:

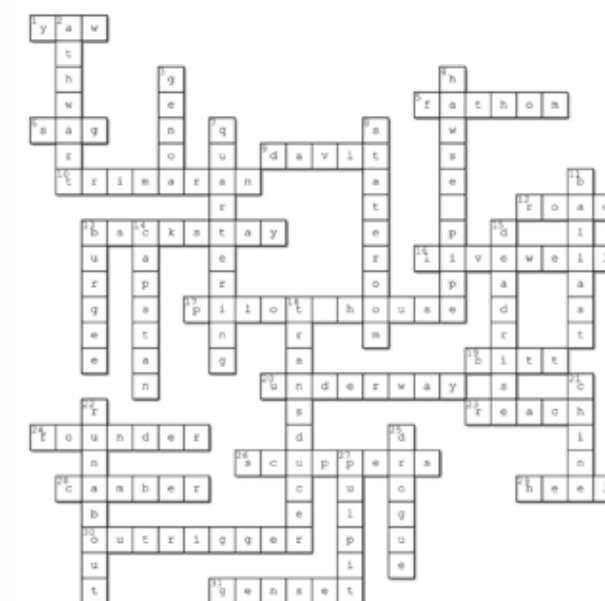
- The Blue Canoe Brewery
- The Brewerrie At Union Station
- Ellicottville Brewing Company
- Erie Brewing Co.
- Lavery Brewing Company
- Southern Tier Brewing Company
- Timber Creek Tap & Table
- Voodoo Brewery

Sample and vote for your favorites, and know that the evening's proceeds support the many programs at BMC that are transforming lives everyday.

\$30 Admission includes: fabulous local micro-brews, delicious appetizers, a commemorative glass, an assortment of door prizes, silent auction items, a live DJ, Boatshop demonstrations, a 3D Maritime Simulator Experience, AND MORE!

Tickets will be available online at:
www.bayfrontcenter.org.

All tickets will be sold prior to the event, so get your tickets now! All attendees must be 21 years of age.



Just
for
Fun!

Answers from page 21



January Calendar of Club Events

- 1st Tom & Jerry • 11am
members only please
- 5th A la carte Breakfast • 10am - 2pm
- 8th EYC Fellowship Dinner
"Passenger Ships of the Great Lakes"
Presented by George Ryan retired
President of the Lake Carriers'
Association & Board member of the
Great Lakes Historical Society
Cocktails 6pm • Dinner 6:45
Reservations 453-4931
- 9th "Trivia Night" Fun & Prizes
7pm - 9pm • Form a Team of 3 - 8
Call 453-4931 to reserve a table or
visit the Club website for more
information
- 12th A la carte Breakfast • 10am - 2pm
- 15th Cabin Fever Brawl • 5pm - 9pm
Get-out before you go Crazy!
Entertainment with the Doggone
Good Band
- 16th "Trivia Night" Fun & Prizes
7pm - 9pm • Form a Team of 3 - 8
call 453-4931 to reserve a table.
- 19th A la carte Breakfast • 10am - 2pm
- 23rd "Trivia Night" Fun & Prizes
7pm - 9pm • Form a Team of 3 - 8
call 453-4931 to reserve a table.
- 26th A la carte Breakfast • 10am - 2pm
- 30th "Trivia Night" Fun & Prizes
7pm - 9pm • Form a Team of 3 - 8
call 453-4931 to reserve a table.

**Check Out the EYC's
New Updated Website
at:
erieyachtclub.org**



From the moment chocolate was discovered it was considered valuable, divine, and decadent, so what better gift to give?

- Historically chocolate has been believed to bring smiles to the broken-hearted and prompt amorous feelings. It is believed that Madame Du Barry served it to her suitors; Casanova used chocolate to induce romance; and the Aztec king, Montezuma, believed chocolate would make him virile.

- In 1861, in a genius marketing move, Richard Cadbury created the first ever heart-shaped box for Valentine's Day, spurring the commercialization of the holiday.

- Every year, Americans enjoy nearly 12 pounds of chocolate, buying more of the sugary treat on Valentine's Day than any other single day.

- Over \$1 billion worth of chocolate is purchased for Valentine's Day in the U.S.

- More than 36 million heart-shaped boxes of chocolate will be sold for Valentine's Day.

- During the week leading up to Valentine's Day, Americans will purchase more than 60 million pounds of chocolate - and more than 75 percent of it will be given by men to women.

- A survey conducted by the Chocolate Manufacturers Association revealed that 50 percent of women will likely give a gift of chocolate to a guy for Valentine's Day.

- Valentine's Day is the fourth biggest holiday of the year for confectionery purchases (after Halloween, Easter and Christmas).



February Calendar of Club Events

- 2nd A la carte Breakfast • 10am - 2pm
- 5th EYC Fellowship Dinner II
"Presque Isle Waterworks"
Presented by Gene Ware member
of the EYC, Friends of the Tom Ridge
Environmental Center, Presque Isle
Partnership and author.
Cocktails 6pm • Dinner 6:45
Reservations 453-4931
- 6th "Trivia Night" Fun & Prizes
7pm - 9pm • Form a Team of 3 - 8
call 453-4931 to reserve a table.
- 9th A la carte Breakfast • 10am - 2pm
- 13th "Trivia Night" Fun & Prizes
7pm - 9pm • Form a Team of 3 - 8
call 453-4931 to reserve a table.
- 14th Valentines Day at the EYC
Music with D.H. Express Jazz Band
5:30pm - 9pm
Reservation Required
- 16th A la carte Breakfast • 10am - 2pm
- 19th Jr Sailing Happy Hour to benefit the
Reyburn Jr. Sailing Racing Program
5pm - 8pm • Entertainment with
The Acoustic Gypsies
- 20th "Trivia Night" Fun & Prizes
7pm - 9pm • Form a Team of 3 - 8
call 453-4931 to reserve a table.
- 23rd A la carte Breakfast • 10am - 2pm
- 27th "Trivia Night" Fun & Prizes
7pm - 9pm • Form a Team of 3 - 8
call 453-4931 to reserve a table.

**Remember to
Support the Advertisers
That Support
The LOG!**



We're by your side so your
parents can stay at home.

Locally Owned by Members
Bob and Dianne Cunningham

Whether you are looking for someone to help an aging parent a few hours a week or need more comprehensive assistance, Home Instead can help.

- Meal Preparation
- Light Housekeeping
- Medication Reminders
- Shopping & Errands
- Companionship
- Incidental Transportation

Home Instead
SENIOR CARE®

To us, it's personal

Call for a free,
no-obligation assessment.

814-464-9200

homeinstead.com/eriepa

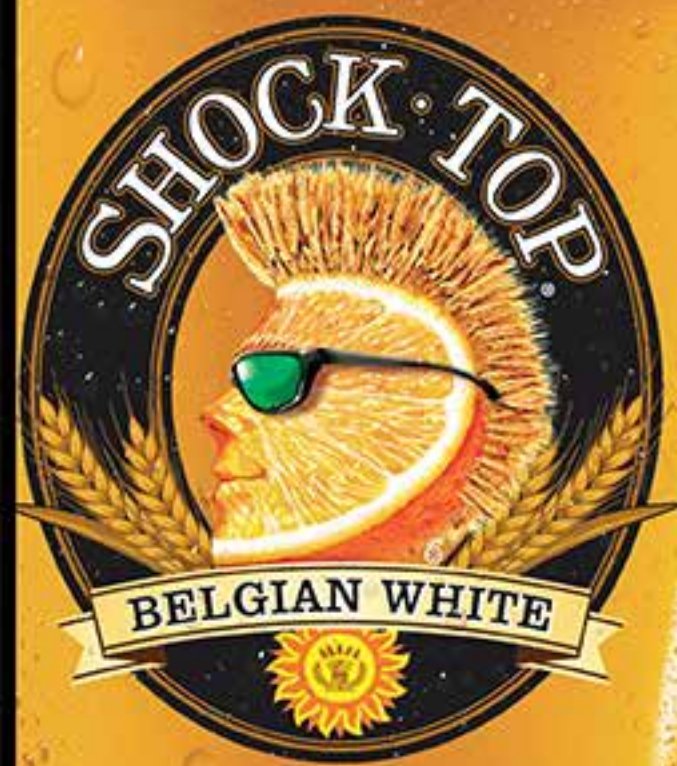
Each Home Instead Senior Care® franchise office is independently owned and operated.
© 2009 Home Instead, Inc.

LIVE LIFE
UNFILTERED.

SHOCK TOP
BELGIAN WHITE
BELGIAN-STYLE WHEAT ALE

NOW
ON TAP

TRY ONE
TODAY!



SHOCKTOP
ENJOY RESPONSIBLY