

# The LOG

## The Polar Bear Necessities





WNYBOATSHOW.COM

WESTERN NEW YORK  
**BOAT SHOW**  
2019

ADPRO  
SPORTS  
TRAINING  
CENTER

ONE BILLS DRIVE  
ORCHARD PARK, NY

**\$8** TICKETS  
FREE ADMISSION  
WEDNESDAY & THURSDAY

WED FEB 20  
TO SUN FEB 24

MARINE  
TRADES ASSOCIATION OF WNY, INC.

M&T Bank

KMS  
Keller Marins & RV

5

# CONTENTS

The Polar Bear Necessities ..... 4

“On Thin Ice” An Ice Safety Reminder ..... 8

A Grand Old Adventure ..... 10

118 Days ‘til Summer Beach Party ..... 16

Ten Chili Years ..... 18

A Coastie Quiz ..... 20

If These Docks Could Talk ..... 24

What’s the Good Word ..... 28

## *From the Bridge*

by Commodore Bill Gloekler



Best Wishes for Safe and Prosperous New Year!

This year marks the 124th year for EYC and planning is now underway for our 125th anniversary celebration. Several committees have been formed with an event planned for each quarter of the 2020 calendar year. Volunteers are still needed so contact GM Mike Lynch if you wish to help on one of the planning committees.

The long term success of our Club is, in large measure, due to your active participation and strong desire to have fun! So while the winter weather may “get us down” shake off those blues and join in the many festivities happening here at your Club...

January 9 kicks off our Fellowship Dinner series...

Every Thursday we host Trivia, so form a team and join the 100+ members and guests who brave the snow and cold. As you plan your summer parties; maybe a family reunion, class reunion or a wedding, etc. please consider your Club to host these events. Our team is very flexible and our food service is excellent!

In closing, please feel free to approach me with any comment, expectation or concern you may have. The goal of your Bridge and Board is to continuously improve our Club and your feedback is important. ...124 years and counting!!!

### 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 Volunteer: Tom Madura			

Created, Designed and Published by Ashby Creative, Inc.  
2741 West Eighth Street, Suite 6, Erie, PA. 16505 (814) 455-2757

## On the Cover...

A polar bear poses for Tom Madura on the tundra near Churchill Manitoba during a photo safari in October 2018.



## Officers

Com. Bill Gloekler.....	882-1722
bgloekler@sepc-pa.com	
V/C Dr. Peter Lund .....	840-4392
House Committee	
svua@aol.com	
R/C Vincent Cifelli .....	450-2448
Dock Committee	
vcifelli@roadrunner.com	
F/C David Sanner .....	450-0667
Grounds Committee	
dsanner@outlook.com	

## Directors

P/C Greg Gorny.....	323-1743
grg817@gmail.com	
Mike Squeglia .....	392-8491
msqueglia@bffields.com	
David Davis .....	397-6662
dld2@velocity.net	
Gary Borowy .....	882-6718
gborowy@historicsquare.com	
Alex Nagle .....	397-9389
alex.nagle@gmail.com	
Russ Thompson .....	434-0485
russ@dbconsultants.com	
Christopher Grychowski .....	450-9663
reyburnsailing@erieyachtclub.org	

## Contributors to this Issue

Ashby Creative, Publisher .....	455-2757
info@ashby-adv.com	
Tom Madura	
Cindy Madura	
Harvey Downey	
Richard Klaber	
Dan Dundon	
Gene Polaski	
P/C Gib Loesel	



Scan to learn about the Erie Yacht Club



# The Polar Bear Necessities!

by Tom Madura

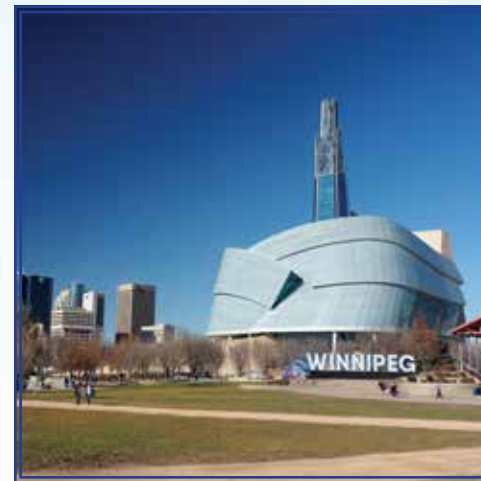
I MEAN THE BARE NECESSITIES  
THAT'S WHY A BEAR CAN REST WITH EASE  
WITH JUST THE BARE NECESSITIES OF LIFE

- WALT DISNEY'S "THE JUNGLE BOOK"



This is what 1,000 pounds of bear looks like.

In pop culture polar bears are often portrayed as cute, cuddly, lovable creatures (think Coca-Cola ads). While their physical appearance supports this image, in reality they are extremely dangerous, relentless killers - the largest land carnivores in the world; and they are the apex predators in their harsh Arctic environment.



Downtown Winnipeg as seen from The Forks area.

So, when Cindy and I found an opportunity to photograph polar bears in the wild last October, we couldn't pass up the adventure!

Our destination was Churchill, Manitoba, on the western shore of Hudson Bay in the Canadian Sub-Arctic. It is roughly a thousand miles north of Minneapolis, or about 700 miles north of Winnipeg, Manitoba, which was the starting point for our trip.



Warning Sign on the edge of town... Cindy made it out safe!



Grand Beach on Lake Winnipeg.

We arrived in Winnipeg on Sunday morning and spent several days exploring the city and its surroundings, including a visit to two beaches on Lake Winnipeg, the third largest lake in Canada. Though deserted in October, the beaches are apparently popular destinations in the short Canadian Summer. We also spent time in the downtown area of Winnipeg known as The Forks. This is a park-like setting at the confluence of the Red River and the Assiniboine River. The area includes walking trails, historic sites, picnic areas and an old train station converted into shops and a food court. It's a very vibrant place - popular with locals and visitors alike.

But our real adventure began at 6:30 AM on Wednesday when we boarded our charter flight to Churchill, which is accessible only by air - there are no roads within 200 miles, and the railroad that once served the town was washed out by floods in the Spring of 2017 and has not yet been rebuilt.

Nicknamed "The Polar Bear Capital of the World", Churchill has a full-time human population of about 800. However, polar bears are fre-

quent visitors in the town itself, and the residents go to great lengths to keep both residents and tourists safe. Conservation officers and volunteers maintain a constant vigilance, "sweeping" the town streets several times a day watching for bears, and there is a Bear Alert hotline number to call and report bear sightings in town.



Polar Bear Jail - Do Not Enter!

(continued on next page)



# Polar Bear Necessities

(continued from previous page)

When a bear is spotted, they are “hazed” out of town with loud noises (usually firing blank shotgun shells), or rubber bullets. If these measures aren’t successful, the bears are trapped and placed in the Polar Bear Holding Facility (sometimes referred to as the Polar Bear Jail). After being held for several days they are tagged and released back into the wild. Repeat offenders are tranquilized and transported by helicopter farther away from town. The day we arrived in Churchill there were 11 bears in the holding facility!

After a brief bus tour of the area and check-in at our hotel - The Tundra Inn - we spent the rest of the day walking around town, visiting the various gift shops, and patronizing 2 of Churchill’s three restaurants for lunch and dinner. We also stopped at the local Post Office, where we got our passports stamped with the (unofficial) Churchill entry stamp, which has an image of a polar bear on it. After dinner, despite warnings to not walk after dark due to the ever-present threat of polar bears, (it was recommended that we take a cab to go the three blocks from the restaurant to our hotel), we made it safely back to our room for a good night’s sleep. The next day we would see bears for sure!

Thursday morning, after a hearty breakfast at our hotel, we were bussed several miles out of town to where we boarded our “tundra buggy”. A tundra buggy is essentially a bus-sized vehicle riding on four large tires each 5-1/2 feet in diameter. Once our group was settled on-board, Marc, our driver and guide, headed us out across the tundra. Our first wildlife encounter was with a flock of Willow Ptarmigans (Marc called them “arctic chickens”). These grouse-sized birds are well-adapted to Arctic life, with all white feathers and large feet to support them on the snow.



A Ptarmigan - aka “Arctic Chicken”

But we were here to see bears, and we were not disappointed! The shore area around Churchill is the first place that Hudson Bay begins to freeze in October and is therefore a magnet for polar bears waiting for the ice, which is their natural hunting ground. Seals make up more than 90 percent of a polar bear’s diet, and the bears need to hunt them from the pack ice - they cannot catch seals in open water.



Don’t try to break up this fight!

Polar bears can go up to eight months without eating - most of the bears we encountered probably had not eaten anything substantial since the pack ice melted in July, so they are anxious to get back on the ice. This all means that there are a lot of bears and they are not hard to find!



A Red Fox on the hunt!

Our tundra buggy ride lasted until late afternoon, and throughout the day we photographed close to a dozen different bears, including a large female who relaxed in the snow for over an hour not 20 yards from our parked buggy while we enjoyed hot soup and sandwiches - lunch with a polar bear! We also saw another female with two cubs. The cubs are typically born in late December, so these were less than a year old, but still probably over 150 lbs. each. Momma bear was estimated at about 500 lbs. - average for a female adult.

Adult male bears are much larger, averaging around 1,000 lbs. A typical adult male measures about 7 feet from nose to tail. Polar bears have no fear of humans, and in fact most were quite curious and came very close to the buggies to investigate, which made for great photo opportunities.

On Friday we were back out on the tundra, and we were joined by a representative from Polar Bears International - a non-profit polar bear conservation organization. She was very knowledgeable and was able to answer a lot of our questions about the bears. But our first encounter of the day was with a large red fox - a beautiful animal, and he was quite cooperative, photographically speaking. The highlight of the day, however, was getting to see two young adult male bears sparring with each other. Our guide described this behavior as “practice fighting”, or perhaps even just playing - they don’t injure each other but it is a way for them to hone their fighting skills for mating season. It is extremely impressive to see two 1,000-pound animals wrestling with each other! Needless to say, we were glad to be in the safety of the tundra buggy!



Mama and her cubs checking out some humans!

Several bears and hundreds of photos later, it was time to wrap up our sub-arctic visit and head back to the airport for our flight south to Winnipeg and, ultimately, home. The adventure was over, but the thrill of seeing and photographing polar bears in their natural habitat would not fade for a long, long time!



She kept us company for lunch!





# On Thin Ice...

## An Ice Safety Reminder

By Harvey Downey



There is a lot of hype about the forecast of an El Niño this year. An El Niño occurs when the waters in the central Pacific Ocean become warmer than normal. You may be wondering, “why does that matter to us in Erie?” El Niños influence weather patterns across the globe. Remember the winter of 2015-2016? Per EcoWatch, the El Nino event that winter was one of the most powerful El Niños on record. There were a lot of disheartened hard water enthusiasts that winter.

El Niño's occur every 2 - 6 years, and The National Weather Service's Weather Prediction Center has for-casted one for this year. However, it is expected to be a milder one than that of the 2015-2016 El Niño. This may be good news for those who want to get out on the ice this season. Although it could mean less stable ice conditions than we typically enjoy during colder winters.

The EYC Safety Committee wants to remind you of some safety precautions that could help keep you safe when venturing out on the ice this winter season.

The most important rule to remember is *Ice Is Never Completely Safe*. According to the Pennsylvania Fish & Boat Commission, a good guideline for ice thickness is: 2” or less is unsafe, and you should stay off the ice. 4” thick ice can support 400 lbs. of weight; which is in the weight

range for most ice fishing, ice skating, or other foot activities. 5” of ice can support 800 lbs. of weight, such as snowmobiles and ATV's. I couldn't find any hard facts on safe ice thicknesses for ice boating, but most articles stated 4” - 5” of ice is a safe ice thickness for this thrilling winter activity. But please keep in mind, these stated ice thicknesses are only general guidelines.



There are other signs in addition to the ice thickness you need to look for when determining the integrity of the ice. The color and shade of the ice can tell you a lot. In general, ice that forms is either clear ice, (also known as black ice) or white ice. Clear ice is generally newer ice, and you can see through it. White ice has air pockets that have formed in it, which can compromise the strength. Snow, which is often part of our winterscape here, often mixes with the ice as it is forming, which will also create white ice.

Other conditions that effect the purity of the ice is an inconsistent freeze/thaw cycle. Clear ice is the best ice. Clear ice forms when there is a consistent period of subfreezing temperatures during a period of little or no snowfall. Clear ice is twice as strong as white ice. If you observe ice that is grey and opaque, this condition indicates the ice is in the process of thawing. Grey ice typically has a layer of slush on top, which makes the true thickness underneath difficult to determine.

Ice Safety	
Ice Color Meaning	
SAFE	transparent blue/black lake ice
WEAK	white opaque ice - use extreme caution
WEAKER	gray ice - stay off
WORST	white and grey mottled - stay off

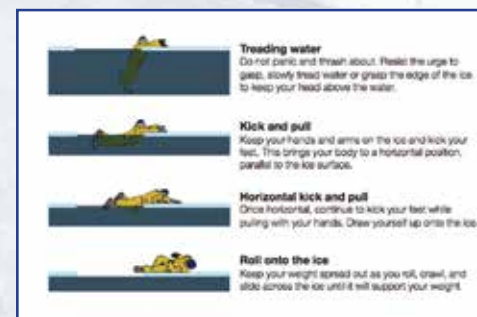
Lastly on the topic ice condition awareness, look for cracks and deformities. Cracks can indicate weakening ice in that area. Ice can lose 40 percent of its strength along a single crack. If you happen upon an area where two cracks intersect, you will be standing on ice that can be up to 70 percent weaker. Keep an eye open for pressure ridges and water on or near edges of cracks

and along the shoreline, all indicators that it may be time to get off the ice or stay off it all together.

Another condition that can jeopardize the ice consistency are the currents beneath. The currents can be caused from natural flow, springs, and runoffs from streams. You can't see them, so you need to rely on local experience and knowledge.

As I mentioned earlier in this article - Ice is Never Completely Safe, it's always possible to go through it. If you venture out on the ice this winter to partake in your favorite hard water activity, it's always good practice to wear a flotation vest and take a set of ice picks or screwdrivers along with you to help you climb out if you do break through.

If you do fall through, you have more time than you might think, per Professor Gordon Giesbrecht of the University of Manitoba. According to an article in the New York Times, Professor Geisbrecht studies the physiology of being cold. Geisbrecht has something he calls the 1-10-1 principle when someone falls through the ice: “One minute to get control of your breathing. Ten minutes of meaningful movement. One hour before you become unconscious.”



Once you enter the cold water, your body's reaction will make you want to gasp for a breath of air and hyperventilate. This is because your heart rate will accelerate rapidly. Don't thrash, and try to stay calm. The initial shock typically wears off in one to three minutes. Even though the shock has passed, you are still in danger of quickly developing hypothermia. You need to focus your energy on getting out as quickly as possible. DON'T WAIT for someone to rescue you.

Here are a few tips that could help you rescue yourself:

- If you are under water, look for the hole you fell through and look for contrasting colors. The hole will appear darker with snow covered ice and lighter when there is little or no snow on the ice surface.
- On the surface of the water, get your body horizontal and swim as quickly as you can towards the point of entry. Once at the edge, grab onto the ice and keep kicking your legs as you lift as much of your upper body as possible out of the water and onto the ice. Use your elbows and forearms to prop yourself up. Once you lifted your upper body onto the ice, wait a few seconds to allow some of the water to drain out of your clothing.

• Next, keeping your legs horizontal, kick them as hard as you possibly can to propel you out of the water. If you are carrying ice picks, use them to dig into the ice to help pull yourself out.

• Once you are out of the water, resist the temptation to stand up. Instead, stay lying flat and roll away a safe distance from the edge of the breakthrough.

Here is a link to a very good self-rescue video: [www.youtube.com/watch?v=QKpAzvXSIdA](http://www.youtube.com/watch?v=QKpAzvXSIdA)

The EYC Safety Committee wishes you an enjoyable and fun-filled winter season. Please use these safety precautions as guidelines. Use good judgment and never venture out onto the ice alone. Our Bay is special place, any season...

Have fun and stay safe!

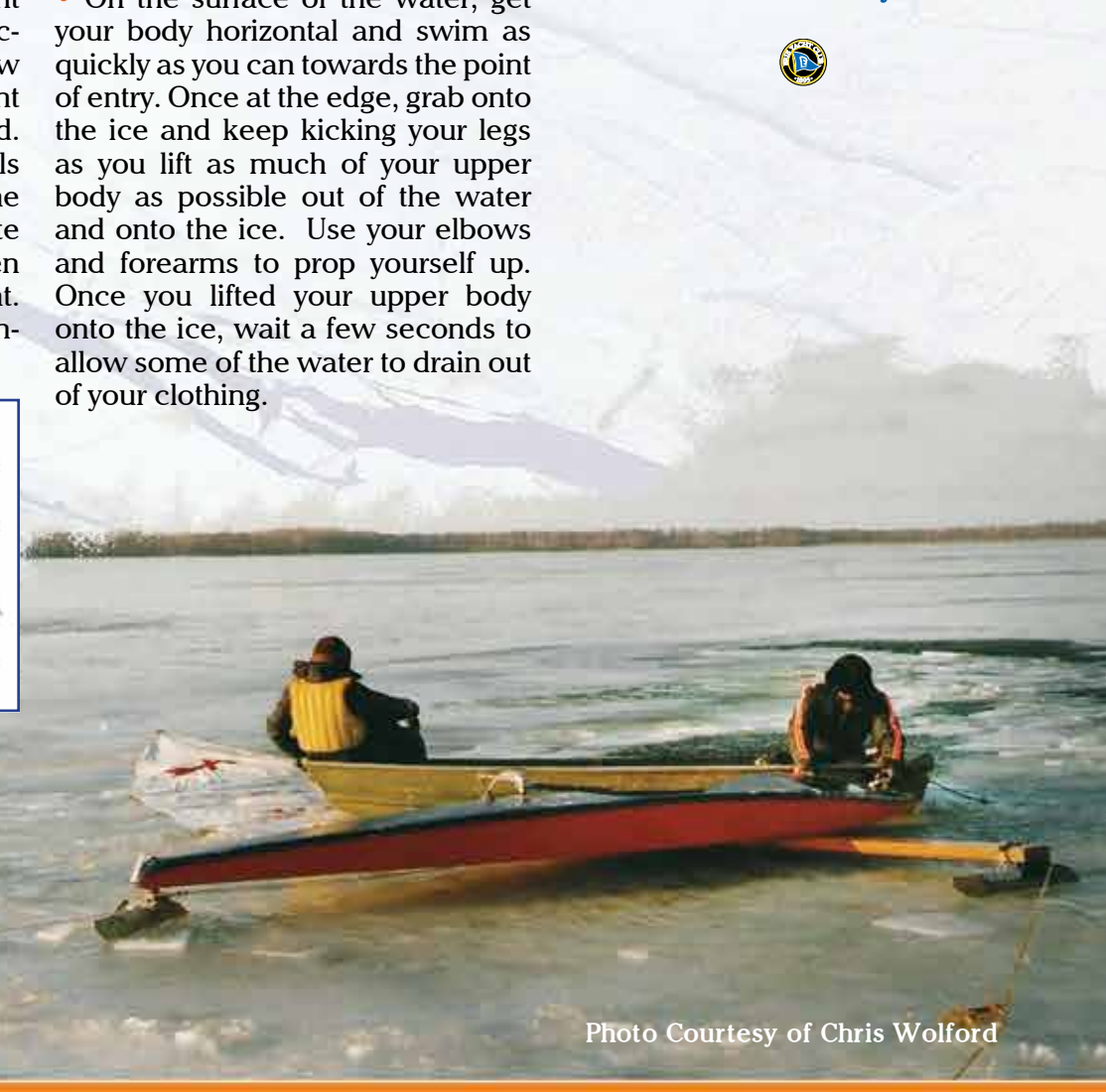


Photo Courtesy of Chris Wolford





# A Grand Old Adventure

... By Richard Klaber ...

*This story is so old, it probably should begin "Once Upon a Time." The events that compose this story occurred in the early 1970's.*

At that time, a young man, who grew up in the inland city of Pittsburgh with an interest in boats, specifically sailboats, not powerboats, responded to an ad in the Sunday paper, which was offering a sailboat for sale. He was married with four small children, the oldest being eight years old. After inspecting the boat and being impressed with its exceptionally good condition, he purchased the nineteen foot O'Day Mariner with trailer and a 9.5 h.p. outboard from Gordon and Laura Burleighs.

Gordon gave me a tutorial at Glendale Lake, including taking the Mariner off and on the trailer and raising the mast, operating the outboard and of course sailing. Ultimately we made Pymatuning Lake the Mariners home as it was closer to home, had a state marina, and a prevailing wind which was contrary to most inland lakes.

Many a happy weekend was spent there, sleeping on the boat overnight. I then realized how fortunate I was, as over the years I have seen more than a few "lonely sailors" whose families were not interested in sailing. By contrast, our family had embraced the sailing lifestyle whole-heartedly.



A family portrait with our 19' Mariner.

Eventually the spirit of adventure convinced us to trailer the Mariner to the eastern shore of Chesapeake Bay, where my wife Judy's father had his home on the Bohemia River. We arrived a day after a hurricane had went

through and the water on the Bay was still quite "active". In fact, when the Mariner reached the trough of a wave, we would look up and see nothing but water all around us. Fortunately the Mariner would "rise to the occasion," and when we reached the crest of the next wave, we would once again see the "Helen V," Judy's father's cabin cruiser, which acted as our mother ship. This experience made us realize we needed more boat. The fact that our four children were growing like weeds only underlined our conclusion.

We went on to Annapolis where you could find one, if not two of any type of boat you might want. It is here where we found a used 29' Bristol named "Nirvana". She was in good condition and quite reasonable in price (an estate sale). We thought she was huge, and were thrilled to have found her. We kept her at a marina on the Sassafas River, a stone's throw from the beautiful colonial inn, the Kitty Knight House, where Judy and I had our wedding reception.

Chesapeake Bay is a cruisers' paradise. One could spend a lifetime exploring tributaries with overnight anchorages, teeming with wildlife and no other people. Alternate that with visits to small picturesque towns with a colonial history, and a great waterfront restaurant.

We also began to realize that the Bay in the summer months was hot, humid and still. Ideal sailing weather was in the spring and lengthy fall season. Add to that an active weekend in the sun and it all too easy to nod off during the six-hour drive back to Pittsburgh. These factors led to the thinking and planning of what materialized into a wonderful family adventure. i.e. sailing Nirvana from Chesapeake Bay to Erie.

The planning and preparation took substantial time and effort, but ultimately we came up with the following route:

From our marina north on Chesapeake Bay to the Chesapeake and Delaware canal; through the canal to Delaware Bay, southeast on Delaware Bay to Cape May, New Jersey; north on the New Jersey coast (mostly the inland waterway) to Sandy Hook; north through New York Bay and continuing north up the Hudson River to Troy, New York; west on the Erie Canal to Buffalo, and west on Lake Erie to Erie, PA. The crew consisted of Judy and myself, Beth (14), Kate (10), Doug (9), Andy (7) and Gordon Burleigh for the segment of the trip along the Jersey Shore. Time allotted for the trip - approximately 30 days.

It may surprise you to learn that there were no electronic aids to mariners in the 1970's. All navigation (with the exception of the compass and sextant) was done manually on hard copy charts. The applicable chart was unrolled from its scroll-like tube, spread on the chart table and the course from A to B was drawn in pencil on the chart, with waypoints labeled in

longitude and latitude which was determined from the border of the chart. At each waypoint, the compass heading was also written and this was obtained from the compass rose printed on each chart. Charts were produced by, and purchased from the federal government. I would estimate their size at 3' X 3' or even 3' X 4'. For restricted waterways, like the Erie Canal and inland rivers, you could buy a book of smaller charts, which laid out the waterway from one end to other on successive pages.

Each day was truly a new adventure, for the children and for Judy and me. With a myriad of new things to see and events to experience. There was never a boring day. By way of illustration, just a few examples:

- We went roller skating in Ocean City, New Jersey, with friends from Pittsburgh. Judy wrapped paper around the children's feet, since they had not brought socks.

- Coming into inlets from the ocean when the wind and tide were opposing each other made for some exciting surfing.

- We decided to use the inland waterway because the chart indicated it was maintained to a 5' depth. We learned that this was not always the case, and we became adept at kedging Nirvana out of (fortunately) sand and mud. We would load her anchor into our dinghy and would row out in the direction that would put Nirvana back in the channel. After dropping the anchor, we would then use Nirvana's winches to drag her back to deep water.

I also learned that when navigating long, straight stretches of channel, it was necessary not only to look ahead to the next channel marker, but also to turn around and orient your position from the last marker you had just passed. The channel is narrow, and it is easy to wander off one side or the other in a long, straight stretch.





# A Grand Old Adventure

(continued from previous page)

• We anchored off Sandy Hook the night before we entered New York Harbor. Judy dubbed the beach as a “Seagulls Old Folks Home” because of the inordinate number of scuffy and one-legged gulls that had gathered there. The evenings entertainment consisted of sitting in the cabin, listening to VHF radio conversations. By far, the best was the crewman on a garbage scow who was having an argument with his wife. He pleadingly took the position that there was nothing he could do right then, since he was on the tug heading out to sea. His wife didn’t see it that way and was berating him unmercifully. Listening to this in a Brooklyn accent brought a few smiles, if not chuckles, to those in the cabin of Nirvana.

• Sailing into New York Harbor the next morning under the Verrazano Narrows Bridge, past the statue of Liberty and Ellis Island with their symbolism, and Manhattan with it’s skyscrapers ahead was awe-inspiring. One couldn’t help but try to imagine how those immigrants felt as they viewed the Statue of Liberty with the dreams they hoped would become real in a land where they were free and equal and protected by the rule of law.

• Moving into the Hudson River meant the cruise ship piers were on our right. Multiple throaty blasts on the horn meant that one was backing out of her pier. I did not waste a second deciding who had the right-of-way, and crowded the Jersey shore to give her plenty of room. Technically, I think I had the right-of-way, since I was in the thoroughfare and the cruise ship was entering the thoroughfare from her dock., But it didn’t seem healthy to insist on one’s right-of-way under the circumstances.

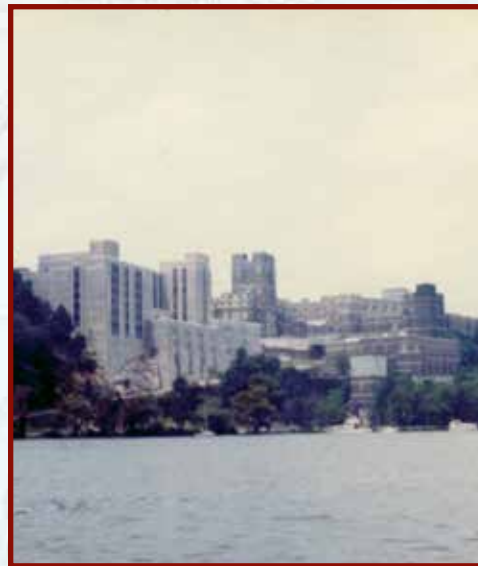
• We tied up at the 79th Street Marina for the night. After getting all dressed up (which felt strange, since we were in shorts, T-shirts and bathing suits most of the time), we took two cabs (six people are not permitted in one cab) to a restaurant called “Nirvana” where we enjoyed Indian cuisine. In the interest of full disclosure - to use the preferred phrase of the day - I was pleasantly surprised at how friendly and helpful the New Yorkers were that we came in contact with. I had been burdened with a picture of the Manhattanite who was decidedly unfriendly, uncaring and aloof.

• Winds on the lower reaches of the Hudson River encouraged sailing, though eventually motoring took over. Once past Manhattan and the New York suburbs, the scenery of the Hudson was magnificent. On the east side of the river, the estates of the rich and famous began to appear with an occasional mansion visible atop the hills. Further north, there is an island in the middle of the river with a castle built on it. On the west bank, a rocky promontory appears, signaling the location of West Point.



Staten Island Fairy and Lady Liberty 1972.

Eventually we arrived at Troy, New York, on the east side of the Hudson, across from the entrance to the Erie Canal. Unfortunately, I don’t remember how many days it took us from New York to Troy. In any event, this is where we made necessary preparation that allowed us to travel to the canal.



Westpoint Academy, Annapolis MD.

At Troy, New York, there was a facility to pull the mast, which was then placed horizontally on a wooden x-frame and tied securely in place. It was high enough that you could move about comfortably in the cockpit.

We crossed the Hudson to the west shore and entered the Erie Barge canal, as it is now called. It is my understanding that this is the third version of the canal. It is larger than the first two, obviously to handle larger, modern commercial traffic. Occasionally, we would encounter a Moran tug with a bow snuggled into a “V” in the stern of a barge. The Moran Company has many tugs operating in New York Harbor, but also some on the Erie Barge Canal. The ones on the canal have a pilot house that can be lowered to pass under bridges and other overheads, which provide only a 12’ or 15’ clearance. I forgot which areas had the low clearance but the chart will tell you.

In 1972, there was no charge for the use of the canal, so that we navigated the length of the canal courtesy of the New York state taxpayers. It is my understanding that there is now a service fee. It is also possible to charter a boat to tour the canal. These vessels are specifically designed for use on the canal.

In fact they look like a modern version of an old canal barge, except there is no hold for cargo. Instead, the area is used for comfortable accommodations for the occupants. Tourism has taken the place of commerce in the life of the canal.

We did not see much commercial traffic, but there were occasional tugs and barges. When one was approaching, it appeared to occupy the whole canal, but as it got closer, it was obvious that there was room to pass each other - adequate but not roomy.

Along the way, we encountered everything from bucolic lands to rocky outcroppings, to beautiful river valleys, to bridges that needed to be raised so that we could pass under, to locks, and to small towns that the canal would bisect.

There were many dairy farms with registered herds whose pastures came right to the edge of the canal - obviously without a fence, since we would see cows standing in the water. By way of confession, we were not above “mooing” at the cattle.

The speed limit must have been frustrating for the power boaters, but we had no problem, since our best was about 5 knots per hour. There was no sense in hurrying because then you would only have to wait at the next lock or bridge for the operator to arrive. Not infrequently, he would be responsible for several “obstacles” and would have to travel overland to get to the next one.

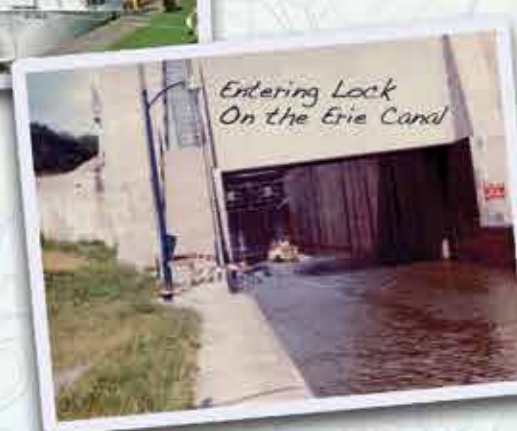
We found the employees of the canal to be friendly and most helpful when needed (not always the case with government employees). While motoring along one day, the engine stalled, a dire emergency in the middle of the canal. Looking over the transom, I could see propylene line (that yellow floating menace) steaming out from under the stern.

It was our lucky day though because shortly, a tiny boat, painted in the distinctive colors of all official canal craft, came by. We told the men we guessed the line was wrapped around the prop and shaft. In response, they said this little boat, called a buoy tender, would tow us several miles to where they knew a crane was working. After arriving at the crane, a plan was devised whereby a cable would be placed under Nirvana’s stern, forward of the prop and shaft, and then the cable would be attached to the hook of the crane. The crane would then lift the stern high enough that I could go under her and cut the line off the prop and shaft.

The crane was a huge, ancient, steam powered behemoth. I was uneasy because I figured with this crane, it was going to be a rough lift - not only tough on Nirvana, but I was the guy going under her. Was I ever wrong! That operator could have lifted a sleeping baby without waking her because he had such gentle and minute control over every movement of this puffing steam crane. The plan worked flawlessly, and he gently placed Nirvana back in the water after the propylene line was removed. And no charge either! This was despite our efforts to convince the crew that they should be reimbursed.

One hot day, we blocked the cockpit drains and filled up the cockpit with water so the kids would have a pool to play in. They thought it was great, and hence parents were happy too. Nirvana is probably the only 29’ cruise ship that can brag about having a swimming pool on her deck.

Coming from Pittsburgh, we were familiar with locks that go with each of the numerous dams on the three rivers. However, the lift on these dam locks is probably 15’ or so. On the canal, the lift of these locks is probably 25’ to 30’. Upon entering an empty one to be lifted, you feel like you are entering a narrow canyon. Add to this the several step locks where you enter the lower chamber, are raised, and then the gates open up to another chamber for a further lift before you see the canal again. This lock system is impressive. You have to learn the lockmaster’s method of handling lines to keep you close to the lock wall, which is constructed of rough stone blocks. Some people just use fenders, but more adequate protection comes from using 2 x 4 or 2 x 6 boards, 6 to 8 feet long, which are backed by fenders or other soft material against the hull. You don’t mind the planks taking a beating against the stone walls.





## A Grand Old Adventure

(continued from previous page)

There are numerous locks that lift you up and locks that lower you down, depending on the topography, so that your hull protection arrangement gets a work-out.

Being lowered is relatively easy because the water drains out of the lock and it remains tranquil, thus your boat does not move much from its position on the wall. On the other hand, when you are being lifted, water is being poured into the lock in great quantities from huge pipes near the bottom of the chamber. This creates turbulence, which in turn makes your boat a very nervous creature, jumping this way and that. Obviously, handling the lines from the lock master was more challenging on a lift.

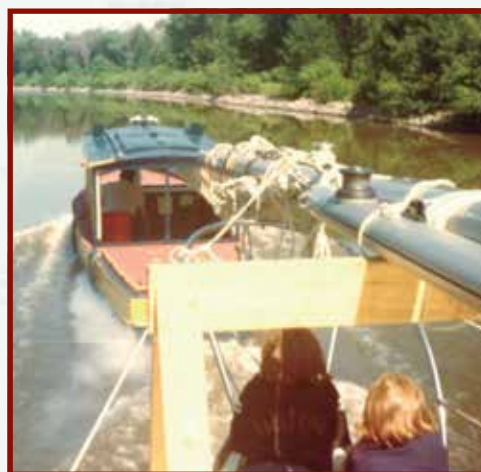
You can only travel on the canal during the day, so that as the afternoon lengthens, you check the chart for the appropriate town to stop in for the night. Invariably, there was a stone wall to tie up to, which placed you practically in the heart of town. A short walk got you to the main drag, where you found stores to buy supplies, restaurants, a laundromat, etc. Once in a while, you would also find a canal authority building with bath facilities available.

The children were never bored - nor were we - because each day throughout the day, events and experiences were happening, or would happen before too long. The list seemed never ending, e.g., approaching a lock, blowing for a bridge, going through a town known for a product made there or a piece of history that occurred there, sighting a gleaming white 100' yacht, eye-catching scenery, multiple parallel stretches with I-90 and/or the main line of the New York Central Railroad close by. This was the four-

track main line between Chicago and New York City, and it carried heavy train traffic (no doubt much more freight than we saw on the canal).

We arrived at the western terminus of the canal, which is down the Niagara River from Buffalo. I do not remember how many days we were on the canal. I regret not having kept a log or a journal.

After stepping the mast, we motored "up river" toward Buffalo. Actually, we were not in the river - the current is too strong as the river races toward Niagara Falls. We were traveling in the Black Rock Canal, which contains one lock. It is immediately adjacent to the river bank. The close-up view of that water moving massively, inexorably, and faster than any river current you have ever seen toward that huge falls immediately creates the reaction, "I don't want to go anywhere near the Niagara River!"



Being towed for repairs on the Erie Canal.

The Buffalo Yacht Club, not far from the end of the canal, has a beautiful clubhouse, but a rather small and cramped basin. (They also have a facility at Crystal Beach on the Canadian shore.) They could accommodate us for the night at Buffalo, but we were advised we had to be out first thing in the morning because boats from a race the length of Lake Erie were expected to be arriving early that morning.

Compared to the miles we had traveled from Chesapeake Bay, we now had only a "pinch" of miles to our destination at the Erie Yacht Club. As it turned out, we would first have to experience our initial really rough wind and waves, a sneaky smokestack, a near-mutinous crew and a season at the Dunkirk Yacht Club before entering Presque Isle Bay and the EYC basin.

As I realized at the end of the day, the trip from Buffalo to Dunkirk, New York was misleading in every possible way. The result of decisions that should not have been made. It was our most uncomfortable day on Lake Erie... EVER, but probably not as dangerous as it seemed at the time.

Because of an incoming Lake Erie race, we left the Buffalo Yacht Club basin early in the morning. Sure enough, on our way out, I could see Frank Zurn's dark blue hull sailing into the outer harbor.

The weather conditions were the first misleading factor. It was a sunny, very clear day - not a storm cloud in sight. But leaving the protection of the harbor, we found the wind and the waves were coming directly at us on our course line to Dunkirk. And they were coming with great gusto! First I tried reefing, but it was still too much sail. Then I lowered the jib, and finally I even furled the main on the boom.

This was a mistake because with the sail up, the pitching and rolling are inhibited. With all the sails down, we were rolling and pitching to the extreme. I decided we would motor our rhumb line, be uncomfortable for the shortest period and arrive in Dunkirk quickly. The alternative was to tack out into the lake and then tack back. But it was clear that the angle of each tack was such that the return to the rhumb line did not yield much forward progress.

Another misleading factor was the tall chimney at Dunkirk, I was aware there was a coal-burning power plant at Dunkirk, and in the clear weather it looked tantalizing close. It was not... either in time or distance. Frankly, I forgot what the chart said the distance was, but my guess would be 15 - 20 miles. Regarding time, Nirvana's "Atomic Four" gasoline engine was adequate for canals and protected harbors, but woefully under-powered for progress against waves that were large enough and steep enough to threaten exposure of the propeller as we rose up one side and then crashed down the back side as the bow went airborne. This meant our speed toward destination was little more than maintaining steerage.

We were a very unhappy and uncomfortable crew, with some seasickness thrown in. The first mate was thinking mutiny, but there was no place to go and no alternative. She did come up with what became an iconic quote in the annals of family storytelling. After being at the helm for hours I asked Judy if she would take the tiller so I could go to the bathroom. Her response was, "You can go in your pants!"

Eventually we made it to Dunkirk Harbor and tied up at the Dunkirk Yacht Club. Back then, to call it a harbor was to give it more credit than it deserved. If you have seen Dunkirk recently, you would not believe what it was in the 70's. There are now well-designed and adequate break walls that have made an area of the harbor that was "uninhabitable" the location of a hotel and extensive docks. In the 70's there was one small, primitive break wall that only protected the harbor if the wind was blowing from one direction. Weather coming from any other direction made boats at the Dunkirk Yacht Club very "excited". so that it was necessary to tie up your boat with double dock lines.

The crew immediately left Nirvana, after she was secured, for the "stationary" clubhouse. It was built on pilings out over the water and was small, but adequate. The Klaber crew all slept that night on the clubhouse floor, rather than go back to Nirvana. "Non-moving" won out over "comfort" after the experience of that day. It brings to mind an interesting phenomenon that occurs after days, or even one day of sailing. If you bend over, say to brush your teeth, you immediately have the sensation of moving as if you were still on the boat at sea.

My concern was that after this negative first impression of Lake Erie, the crew might want to return to the Bay. This concern was enhanced when I was recruited to be part of a salvage crew going out to recover a 19' O'Day Mariner which had capsized with the loss of one of its crew. Since I owned the same model O'Day and knew its rigging, the thought was I might help in keeping the salvage vessel from becoming entangled in the underwater rigging.

As it turned out, we spent the entire boating season at Dunkirk, awaiting approval of our application for membership in the Erie Yacht Club. It seemed to be taking an unduly long time. If there was, in fact a delay, the reasons were never discussed with me. My best guess is that during my interview, I was asked about a Pittsburgh lawyer, who was a member of the Erie Yacht Club and apparently was known for wild parties at the Club. I answered that I did know him. This could have raised concern that another Pittsburgh lawyer might also disturb the peace with even more wild parties. I like to think that four young children and my demeanor convinced the powers-that-be to take a chance and offer membership. What really transpired is long lost in faded history. But it matters not. What is important is that we have lived happily ever after at the Erie Yacht Club for over the past 4-1/2 decades.





**I**t sure seems to me (and maybe to you?) that summers are always gone-in-a-flash while winters drag on "forever"?

Albert Einstein explained: To a man talking with a beautiful woman, an hour will pass very quickly. To the same man, sitting on a hot stove, a minute will seem longer than any hour. That's relatively!

So maybe if Albert were here with us, he might say: To a man sailing Presque Isle Bay, an hour will pass very quickly. To the same man, sitting and waiting for the winter to pass (so he can again enjoy sailing on Presque Isle Bay), the winter will seem longer than a dozen summers?

Anyways, rather than shivering through those long winter nights, let's "live summer" still another time! Let's stop dreaming and enjoy another Summer Beach Party at the Erie Yacht Club! Dig-out your tropical shirts! Find your favorite sun-dress or grass skirt! On February 23rd join your EYC friends at the first Erie Yacht Club 118 Days 'til Summer Party!!!

In case you missed the first 20 or so parties, here is a sample of what you can expect:

The terrific Jimmy Buffet sound of Erie's own, Key West Express! You might find yourself seeing palm trees swaying in a warm breeze.

Expect Key West Express to fill the air with the sounds of summer! There's nothing quite like an Erie Yacht Club limbo contest, either! Get ready for a rousing good time!

Direct from Put-in-Bay, the party capital of the Great Lakes will be West Side Steve, the Skipper of the Lake Erie Booze Patrol. Expect West Side Steve to treat us to songs of Lake Erie and conjure all kinds of nautical-magic as he performs popular summer-time songs as well as West Side Steve originals!

Walking among us and mystifying us expect to see world-class magician Cliff Hopkins and his lovely assistant Kelly. Who knows what terrific illusions Cliff and Kelly will conjure up to dazzle us this time?

At the Erie Yacht Club summer picnic buffet look for smoky, tangy, barbecued ribs, baked chicken, steamed broccoli, cauliflower and carrots, clams and mussels, corn bread, and baked potatoes and sweet potatoes (with all the fixin's). This wonderful buffet, prepared by Chef Michelle and her galley staff wraps-up cookies, apple pie, brownies and carrot cake.

Be sure to visit (and re-visit) the special beverage station where you will find Lauren and her bar staff will be serving-up draft beer specials (like hand-picked by Lauren Commodore Perry IPA and Dos Equis) as well as frozen drink specials... and re-re-visit.

Everywhere, Elizabeth and her wait-staff will have the Erie Yacht Club lookin'-like-summer. We can enjoy summer right when we need it the most. . during the cold, blustery days of winter.

As always, Office Manager Mark will fix us up with super door prizes. As always, there will be take-home mugs with special commemorative art-work.

Forget the frigid cold, too! We will have the heat cranked-right-up to mid-summer-July temperatures, so be sure you dress accordingly!

Come to Erie Yacht Club on February 23rd! Get yourself into summer-party-mode with West Side Steve, the Skipper of the Lake Erie Booze Patrol. Dance the night away to the tropical music of Key West Express.

Don't miss the Erie Yacht Club's '118 Days 'til Summer Party! Great food, great drinks, great music and great friends.







The EYC Chili Cup race has become a great traditional end to the EYC racing season, and this past year's - the tenth annual! - Was one of the largest yet.

When I started the Chili Cup Race back in 2009, I would have been happy if six boats showed up. I think we had 11 that first year. I was thrilled! Never in my wildest dreams did I imagine that in 2018 we would not only still be holding this event, but that almost 2 dozen boats would participate!

There are no glamorous sponsors, and no big cash prizes - just the camaraderie of an event that includes a sailboat race and a chili cook-off. What's not to like?

The 2018 Chili Cup, as in previous years, took place on the first Sunday in October. Prizes were awarded for both sailing and cooking, and the much-coveted Chili Cup trophy was awarded to the boat with the combined highest score in both racing and chili making. To add to the "tenth annual" festivities, participation gifts and several door prizes were awarded as well.

October sailing in Erie is always a bit unpredictable, and we have had our share of cold, windy, and rainy races over the years, as well as some warm and sunny ones. Regardless of the weather, though, competitors are always eager to show off their sailing and cooking skills, and what could be better than a hot bowl of chili after a day of cold Fall sailing?

But as with all things controlled by Mother Nature, you never know what to expect, and the 2018 edition of the Chili Cup gave us something new to deal with - fog! Despite a fairly good breeze and moderate temperatures, the fog lent an eeriness (Erieness?) to the course, making the marks, and sometimes even the shoreline, hard to spot. But it didn't deter the intrepid sailors who came to race!

The race is run under the "Family JAM" rules, and the large fleet had everything from a Beneteau 36.7 to a Windmill, which made the starting line extremely interesting.

Alex Miller's Pagan took first place overall in the race, with Lanada in second place and Schock Top coming in 3rd. They all received a prize ribbon and a bottle of wine for their efforts on the race course. The fact that it was a hotly contested race was obvious from the fact that there was a three way tie for fourth place!

For the chili cookoff, the Race Committee (Mike Squeglia, Barb Weibel, and Aimee Gevirtz) once again took on the daunting task of tasting and judging two dozen different chili recipes, but they were up to the task. They eventually reached a consensus and awarded first place

to the entry from Dragonfly. Second place in the chili cook-off went to Bazinga, while third place went to Morningstar. In keeping with the tradition, the prizes for the chili recipes were cooking related - the three winners received nice wood cutting boards that they can put to use to try and repeat their success.

But it was Fred Sickert and his crew whose combined sailing and chili-making skills combined to make Schock Top the overall Chili Cup winner for 2018! This was their third overall win in ten years... congratulations!

By the end of the day, everyone seemed to have had their fill of chili, cheese, cornbread, and other treats that racers showed up with.

So, the racing was exciting, the beer was cold, and the chili was hot - and once again, lots of folks came together at the Erie Yacht Club and a great time was had by all. October will be here before you know it, so start trying out those new chili recipes and hopefully we'll see you at the 2019 Chili Cup!





# A COASTIE QUIZ



BY GENE POLASKI



So you think you might have what it takes to be a “Coastie”? These are some of the questions that have appeared on the U.S. Coast Guards examinations for a captain’s (Masters) license. How many can you answer correctly? They are multiple choice so that even the landlubbers have a chance at getting them right.

So break out that #2 pencil and give it your best shot.

## Question 1.

BOTH INTERNATIONAL & INLAND Which signal, other than a distress signal, can be used by a vessel to attract attention?

- a. Searchlight beam
- b. Continuous sounding of a fog signal apparatus
- c. Burning barrel
- d. Orange smoke signal

## Question 2.

On a small boat, which knot is best suited for attaching a line to the ring of an anchor?

- a. Clove hitch
- b. Figure-eight knot
- c. Fisherman’s bend
- d. Overhand knot

## Question 3.

You are operating 10 miles offshore with three people aboard. What kind of survival craft must you carry?

- a. An inflatable life raft with a coastal pack
- b. A life float
- c. An inflatable buoyant apparatus
- d. No survival craft is required.

## Question 4.

When slanted letters are used to spell the name of a charted object, you know the:

- a. object is only a hazard to vessels drawing in excess of 20’
- b. position is approximate or doubtful
- c. object is always visible
- d. object may cover and uncover with the tide

## Question 5.

When operated over a muddy bottom, a fathometer may indicate:

- a. a shallow depth reading
- b. a zero depth reading
- c. no depth reading
- d. two depth readings

## Question 6.

INLAND ONLY What is the required whistle signal for a power-driven vessel leaving a dock or berth?

- a. One short blast
- b. One prolonged blast
- c. Two short blasts
- d. Two prolonged blasts

## Question 7.

INLAND ONLY A vessel displaying a flashing blue light is:

- a. Transferring dangerous cargo
- b. A law enforcement vessel
- c. A work boat
- d. Engaged in a race

## Question 8.

Which line would NOT be used in handling a mainsail?

- a. Halyard
- b. Downhaul
- c. Uphaul
- d. Sheet

## Question 9.

According to Buys Ballot’s law, when an observer in the Northern Hemisphere experiences a north-west wind, the center of low pressure is located to the:

- a. Northeast
- b. West-southwest
- c. Northwest
- d. South-southeast

## Question 10.

With rudders amidships and negligible wind, a twin-screw vessel moving forward with one engine ahead and the other backing will:

- a. Move in a straight line
- b. Turn in a direction away from the engine moving ahead
- c. Turn in a direction toward the engine moving ahead
- d. Move sideways through the water

Answers On Next Page



Source: <http://www.boatsafe.com/uscgboat/>

## MEDIA | Transformed.

AUDIO & VIDEO PRODUCTION  
WEB & HOSTING SERVICES  
AERIAL DRONE PHOTOGRAPHY

**MEGA MEDIA**   
FACTORY

**Jamey Stewart**

814.314.8887

Jamey@MegaMediaFactory.com

Audio | Video | Web | Aerials 



## KNEPPER KNOWS NO BOUNDS

Knepper Press Ad  
for position Only  
Please replace with  
High Rez version

PRINTING



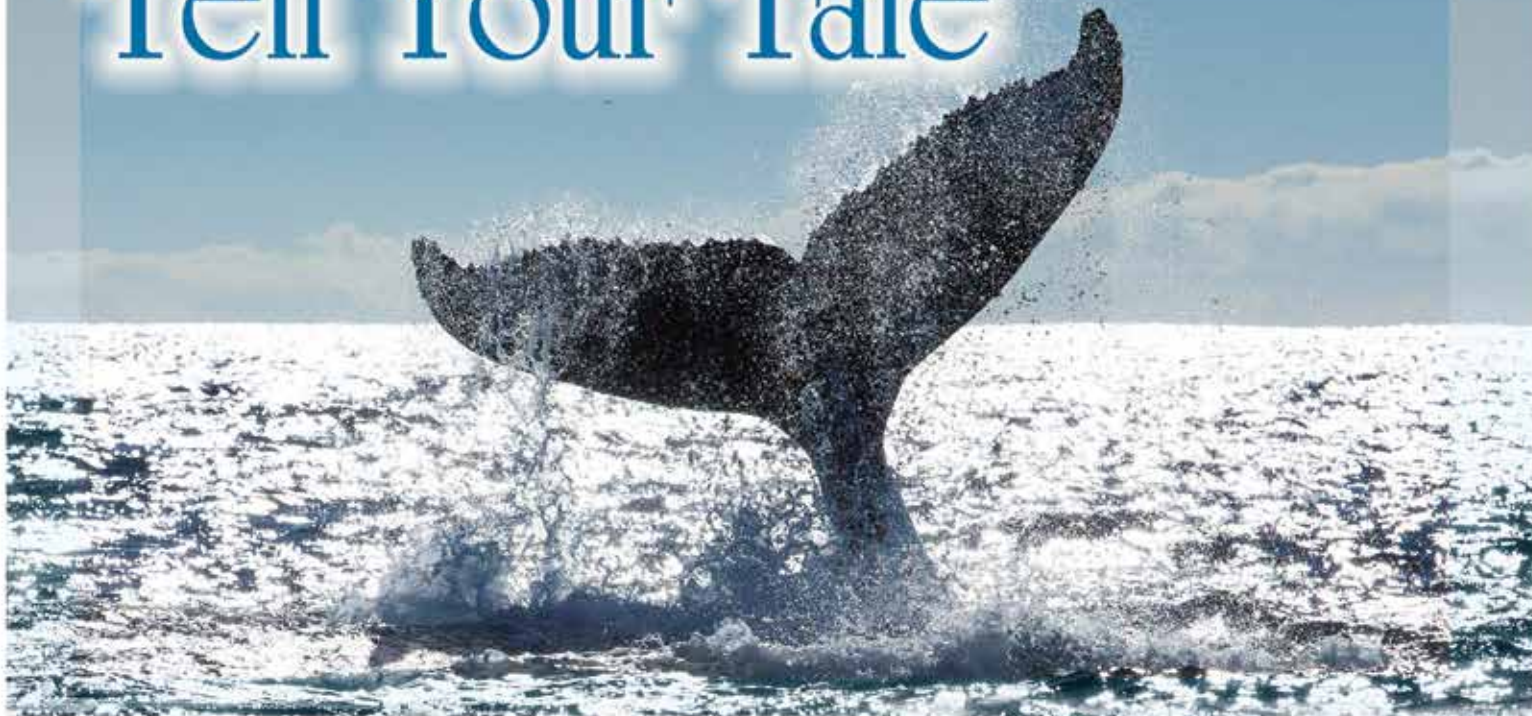
## With Your Help!

We can provide additional  
needs-based scholarships to  
the Reyburn Sailing School.

[www.erieycfoundation.org](http://www.erieycfoundation.org)



# Tell Your Tale



You don't have to be a professional writer to contribute to the Erie Yacht Club's LOG magazine. You don't even have to be a sailor, just someone with a tale to tell.

A tidbit from the history of the Club, an unusual vacation destination, or an epic boat race are all good story topics for your LOG magazine. Interesting stories come in all shapes and sizes.

LOG stories can be informational, like how to patch a hull, inspirational, as in the Lake Erie Solo challenge, or perhaps you'd like to call some well deserved attention to another member's generosity to the Club or community. Stories can also be just plain entertaining like surviving that cruising vacation with your in-laws.

Although a picture is worth a thousand words they are not a necessity when submitting an article to the LOG. (Although if they help tell the story they are still worth at least a couple hundred words!). Pictures are greatly appreciated however, when at all possible, especially when dealing with specifics or a difficult explanation.

There are also no word count requirements, all article lengths are needed. Heck, you don't even need to use proper grammar! The Log staff reviews and will correct any grammatical mishaps. Writers also have the opportunity to review the finished article before it goes to press if they choose. You don't have to be a great author like Mark Twain or William Shakespeare to submit a LOG article, but you may feel like one after seeing your story in print.

So c'mon all the cool kids are doin' it!



1. a. Searchlight beam
2. c. Fisherman's bend
3. d. No survival craft is needed
4. d. Object may cover or uncover with the tide
5. d. Two depth readings
6. b. One prolonged blast
7. b. A law enforcement vessel
8. c. Uphaul
9. a. Northeast
10. b. Turn in a direction away from the engine moving ahead

TREAT YOUR SWEETHEART


To Valentines Day  
at the Erie Yacht Club

Thursday, February 14th  
Traditional & Special  
Valentines Day Menu

Music by DH Jazz Express  
• Reservations Required •

There's no wrong age for adventure! Whether you're 15 or 55+, there's a U.S. Brig *Niagara* or *Lettie G. Howard* day sail or voyaging program for you. Call or email us for details  
(814) 452-2744 ext. 212 [sail@flagshipniagara.org](mailto:sail@flagshipniagara.org)  
[www.flagshipniagara.org](http://www.flagshipniagara.org)

The Flagship Niagara League is a 501 (C) 3, non-profit educational associate organization of the Pennsylvania Historical and Museum Commission (PHMC), chartered to facilitate citizen participation and operation of the U.S. Brig Niagara and its homeport, Erie Maritime Museum.  
Lettie G. Howard is owned by the South Street Seaport Museum and operated as a programmatic collaboration between the South Street Seaport Museum and the Flagship Niagara League.

**Let's Go Places** 

**SUPERIOR TOYOTA**  
5615 Peach St. • Erie, Pa 16509

**Bill Crotty**  
[www.superiortoyotapa.com](http://www.superiortoyotapa.com)

 **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](mailto:edc@colemancpa.com)



# If These Docks Could Talk

## "The Clock"

by P/C Gib Loesel

A few weeks back when I was gazing around at the various items that ordain (now that's a word) our "watering hole" a/k/a the lounge. I was inspired to write about the Model of the Enigma (last issue of the LOG) but at the same time I was looking at the beautiful Chelsea Bell clock that lives on a shelf at the North End of the bar. Which got me to thinking (again) two things (1) in my life time how many times had I looked at it and (2) how many of our members know anything about our rare antique Chelsea Spoked Bell Clock!

First off Chelsea Clocks are perhaps the most well-known time instruments in the nautical world, they have been built in this country since 1896, most are brass however you can now buy some models that are Nickel.

They come in several sizes ranging from 4' to 10', they can be found on all U.S. Navy ships and thousands of pleasure boats around the world.

My good friend and member Bill Beyer (well-known Erie Jeweler, retired) looked after our clock for several years and told me it was a "delight" to clean, that it "was always a pleasure because of its fine workmanship. Another interesting fact Bill added was "American made Chelsea clocks use actual jeweled watch-movements whereas most clocks are not jeweled"

OK now that I know what Bill had to offer what about Google, here I learned several new and very interesting facts; every U.S. President since FDR has had a Chelsea Clock in the White House, the company was recently purchased by Mr. JK Nicholas who has always been fascinated with these clocks and wanted to preserve the integrity of the company and keep it in the U.S.. Additionally, Chelsea also offers other marine instruments, barometers and tide clocks.

So why the bells you ask??? On board ships the "Ship's Bell" is used for many things but in this example, to keep track of the hours on "watch". A standard "watch" in the U.S. Navy (and most ships) is stood for four hours thus there are three watches every 12 hours.

The watch bell sequence starts at 0030 with 1 bell; 0100 2 bells, concluding at the end of the four-hour watch with 8 bells. (Where the expression "8 Bells and All Is Well" came from) The watch changes and the bell sequence starts over at 0430 with (you guessed it) with 1 bell. Listen carefully and you will hear our Clock chiming every half hour.

Now that all of the above is taken care of what about Our Spoked Wheel Chelsea Bell Clock? It was a gift from the Interlake Yachting Association (F.W. Wakefield Commodore) for hosting the ILYA regatta in 1920.

The inscription reads:

PRESENTED TO THE  
ERIE YACHT CLUB  
By The Visiting Yachtsmen  
Of the  
Interlake Yachting Association  
In Grateful Remembrance of the  
Most Hospitable Regatta  
July 11 - 17, 1920  
May the Happy Hours You Gave Us  
Be Returned  
One Thousand-Fold and Counted  
Here In Passing

The clock originally was kept in the living room of the old club house on the mantel above the fire place and as stated earlier now has its anchor down in our lounge. I do not know what today's antique value is but several years ago it was \$8,000.

The clock is under the loving care of faithful long-time employee Lisa Wheeler who keeps it polished and winds both the bells and clock every Monday.

Answering my own question, I guess I really don't know how many times I have looked at the clock over the years, let's just settle for "a lot"...

If These Docks Could Talk they would say, "over the course of the last 98 years our clock has signaled to the members "Eight Bells and All Is Well" 214,770 times. That is what I would call "a gift that keeps on giving".

Additional Thought: I have researched but have not been able to find out why EYC was honored to host this regatta, to the best of my knowledge the ILYA regatta has always been held at Put-In-Bay. If anyone has other information I would be delighted to have it for our history files.



**Back to The Original...**

**Jensens Target Collision**  
Since 1948  
QUALITY COLLISION REPAIRS GUARANTEED

2978 W 12th St.  
**833-6510**

**Serving the Erie Area Since 1945.**

**CM Church & Murdock Electric, Inc.**  
COMMERCIAL • INDUSTRIAL • INSTITUTIONAL  
CONSTRUCTION AND DESIGN

**814/825-3456 • Fax: 814/825-4043**

**J. THOMAS TREE SERVICE**  
"Out on a limb for you!"  
Jacob Thomas, CTSP  
(814) 882-5111  
PO Box 9367 | Erie, PA 16505

**TCIA ACCREDITED TREE CARE COMPANY**  
Free Estimates | Fully Insured  
Residential & Commercial

**Our Services:**

- Tree Removal
- Stump Removal
- Arborist Services
- Trimming
- Pruning
- Land Clearing
- Crane Service
- Tree Planting
- Snow Removal & Management
- Firewood

www.jthomastreeservice.com PA072401



**Ferrier's**  
True Value  
THE FIREPLACE & GRILL SHOPPE

For all your Fireplace, Grilling and Maritime Maintenance & Repair Needs:

**Fireplace & Grills:**

- FireMagic
- Napoleon Gourmet Grills
- Weber Grills
- Barbeque Grill Replacement Parts & Accessories

**Maritime Products & Repair**

- West Epoxy Systems
- Stainless Steel Marine Hardware
- Ropes & Lines
- Cleaning Products

2827 West 26th Street • Erie, PA 16506 • [www.FerriersHardware.com](http://www.FerriersHardware.com)

A Great Place for a Family Visit

**kneib dentistry PC**



3325 West 26th St. • Erie, PA 16506  
814.838.6354  
[www.kneibdentistry.com](http://www.kneibdentistry.com)



Unexpected Encounter?

**SMITH COLLISION, INC.**

For Complete Premium Collision Repairs on all Foreign & Domestic.

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

# Thompson Trophy Winner for 2018... Monica Bloomstine



The LOG would like to offer its heartfelt congratulations to Monica Bloomstine as this year's recipient of the EYC Thompson Trophy.

Monica has been an avid supporter of the Erie Yacht Club and Junior Bay week since becoming part of the Club 26 years ago. Her many accomplishments include being the driving force behind the Junior Race Team fund-raising efforts since 2008 raising approximately \$54,000. Even though her children had already completed the Reyburn Sailing School.

Monica has remained a guiding light. She has been EYC's IYLA voting representative for 10 years, attending semiannual meetings at her own expense. She was also Chairperson of IYLA Junior Bay Week in 2014.

In addition, Monica makes all arrangements for the parents who attend Junior Bay Week. She has been awarded the Jeffrey Potter Award for outstanding service to the Reyburn Sailing School and recently, in 2017, helped initiate and organize the Memorial Day Alumni Regatta.

It is through these accomplishments, as well as her behind the scenes contributions, that this year's EYC's Thompson Trophy recipient was an obvious choice. Due to previous commitments, Monica's award presentation, made by P/C John Orlando and P/C Greg Gorny, was pre-recorded and shown at the annual meeting on November 16th.

Once again thank you Monica for all you have done for the EYC!

Support Your Club...  
Support "Your LOG"

**CIFELLI AUTO**  
SALES + SERVICE  
ERIE, PA

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

**RCR YACHTS**

New Boat Dealers for:

Alerion • 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](http://www.rcryachts.com)  
Broker Tracy Buczak



# What's the Good Word

by Dan Dundon



Here we are again, in the dead of winter, dreaming of another delightful boating season on Presque Isle Bay and Lake Erie. We will take the opportunity to share some Good Words about life on the water from the book of nautical quotations our friends Brooksie (Dave Brooks) and P/C Gib Loesel presented me a few years ago. I hope you enjoy these Good Words and join me in thanking Gib and Brooksie for their interest and encouragement.

Overhead, the white sails stretched their arms to catch the night wind. They were my sails - my wings - and they had brought me to the sea of my boyhood dreams.

- William Robinson

To me, nothing made by man is more beautiful than a sailboat under way in fine weather, and to be on that sailboat is to be as close to heaven as I expect to get. It is unalloyed happiness.

- Robert Manry

Never a ship sails out of the bay, but carries my heart as a stowaway.

- Roselle Mercier Montgomery

Waves are not measured in feet and inches. They are measured in increments of fear.

- Buzzy Trent

Flatter not yourself that good luck is judgement and discretion, for all your eggs could have floundered if the spirit of the sea had said just one word.

- Herman Melville

Sailing is a good sport. You don't have to beat up the other guy like you do in boxing or football. You just try to outsmart him and outsail him and then you go out and have a beer with him.

- John Kolius

A tourist remains an outsider throughout his visit, but a sailor is part of the local scene from the moment he arrives.

- Ann Davidson

Sailors have made a good bargain with the world. We get to borrow it, play with it and be released from its deadening grip. We get to use it without owning it.

- Reese Palley

How serene to be alone on a well-loved boat on an easy beam reach in smooth water! William Robinson There is little man has made that approaches anything in nature, but a sailing ship does. There is not much man has made that calls to all the best in him, but a sailing ship does.

- Alan Villers

There are only two colors to paint a boat, black or white, and only a fool would paint a boat black.

- Nathanael G. Herreshoff

This one made me laugh and I apologize if you own a black boat.

We were sailing in warm conditions with clouds coming at us like balls in a bowling alley.

- Grant Spanhake

Learning how to make a boat go fast is easier ashore than it is afloat because there is not time to stop and think when you are racing.

- Paul Elvstrom

If a man does not know to which port he is steering, no wind is favorable to him.

- Seneca

I hope these include a few you never heard before? Be sure to send a favorite of yours to me (dandundon@gmail.com) for us to maybe include in future EYC log articles?

Since two of these (more-or-less) randomly selected quotations were from William Robinson, maybe we can learn more about him?

William Wheeler "Bill" Robinson (October 4, 1918 - April 3, 2007) was well known in the sailing community for his 27 nautical books and contributions to nautical publications. During WWII, he commanded a 110-foot wooden sub-chaser in the Pacific and was awarded the Bronze Star for his command's performance under air attack. He was a sportswriter and an editor Yachting Magazine and later Cruising World.

By way of contrast to some of this month's "good words", here is a closing thought:

A lot of sentimental rubbish has been written about sailing vessels. The bulk of this tripe is perpetuated by people who have never had to hang on by their navels to an upper topsail yard in a breeze of wind.

- Weston Martyr

Hmmmm. Maybe another?

No pessimist ever discovered the secret of the stars or sailed to an uncharted land or opened a new doorway for the human spirit.

- Helen Keller

## Steel Supply & Fabrication

*You Need It... We Got It!*

- Carbon
- Stainless
- Aluminum
- Copper
- Brass



**GENE DAVIS**  
Sales & Services

See us at: [GeneDavisSales.com](http://GeneDavisSales.com)

1119 Payne Avenue • Erie, PA • 814.454.0131



Remember those who have sailed on before us with a memorial gift in their name.

[www.erieycfoundation.org](http://www.erieycfoundation.org)



Let us customize a plan for you:

11 Pinchot Court, Suite 100, Amherst NY 14228  
716.688.8888 | [vannerinsurance.com](http://vannerinsurance.com)  
Contact Peter Stevens and Patsy Cunningham, CPCU

\*Credit is the marketing name used to refer to subsidiaries of Chubb Limited providing insurance and related services. For a list of these subsidiaries, please visit our website at [www.chubb.com](http://www.chubb.com). Insurance provided by U.S. based Chubb underwriting companies. All products may not be available in all states. Coverage is subject to the language of the policies as issued. Surplus lines insurance sold only through licensed surplus lines producers.

CHUBB

"Excellence from Design through Validation"

North America's Premiere Supplier of Tooling for the Injection Mold and Die Cast Industry

**Reddog**  
INDUSTRIES INC.

A Hilbert Company

2012 East 33rd St. • Erie, PA 16510  
814.898.4321 • [www.reddog-erie.com](http://www.reddog-erie.com)





## Thank You...

The Erie Yacht Club and the publishers of their LOG magazine would like to send out a heartfelt thank you to all the advertisers in the LOG magazine both past and present. It is through your advertising that we are able to put together this informative magazine and bring it to the members and guests of the EYC.

The LOG is a bi-monthly magazine that has nearly 2,000 copies distributed via mail to the members and in complimentary display racks at the Club. The magazine documents the activities at the Club, as well as the adventures of its individual members and boating groups. While doing so, it provides insight into the history of the Club and its evolution through the years.

Without your generous LOG advertisers none of this would be possible. Therefore we strongly urge you to support them in return. Whether you are looking for a new car, repairing your current ride, filling a prescription, doing some home improvements, or looking for a caretaker for an elderly relative, please consider all the LOG advertisers first when making your choices. Just as they have considered the EYC members when deciding to support the continuing publication of the Club's LOG through their advertising.



## January Calendar of Club Events

- 1st New Years Day - Tom & Jerry  
1100 to 1300 hours  
Members Only Please (No Guests)
- 3rd "Trivia Night" Fun & Prizes  
7pm - 9pm • Form a Team of 3-8  
Only 20 open spots open each week  
so call 453-4931 to reserve a table
- 6th A la carte Breakfast • 10am - 2pm
- 9th EYC Fellowship Dinner  
"Climate Change What it means  
for Erie" • Presented by John Vanco  
Cocktails 6pm • Dinner 6:30pm  
Reservations Required at 453-4931
- 10th "Trivia Night" Fun & Prizes  
7pm - 9pm  
Only 20 open spots open each week  
so call 453-4931 to reserve a table
- 13th A la carte Breakfast • 10am - 2pm
- 17th "Trivia Night" Fun & Prizes  
7pm - 9pm  
Only 20 open spots open each week  
so call 453-4931 to reserve a table
- 20th A la carte Breakfast • 10am - 2pm
- 24th "Trivia Night" Fun & Prizes  
7pm - 9pm  
Only 20 open spots open each week  
so call 453-4931 to reserve a table
- 27th A la carte Breakfast • 10am - 2pm
- 31st "Trivia Night" Fun & Prizes  
7pm - 9pm  
Only 20 open spots open each week  
so call 453-4931 to reserve a table

Respect the Road...

## Don't Text and Drive

## Sunset Happy Hour

### Benefitting the Reyburn Sailing School



### Wednesday, February 20th 5pm-8pm

**\$50 Cash Drawing  
every 15 minutes**

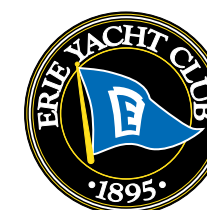
**\$1,000 Grand Prize  
Drawing**

**Chinese Auction**

The annual Reyburn Race Team Happy Hour is the primary vehicle for members of the Erie Yacht Club to join together, in a meaningful effort, to support our kids. All the proceeds from the evening will be used to directly benefit the Reyburn Race Team in its efforts to remain one of the top teams on Lake Erie.

Each year your kind donations and support have helped us to purchase team specific equipment and they have also helped to offset the race team's travel expenses throughout the summer.

Please come and enjoy a fun filled evening at this year's Reyburn Race Team Sunset Happy Hour.



## February Calendar of Club Events

- 3rd A la carte Breakfast • 10am - 2pm
- 6th EYC Fellowship Dinner  
"Settling of the Erie Triangle" •  
Presented by Melinda Meyer  
Cocktails 6pm • Dinner 6:30pm  
Reservations Required at 453-4931
- 7th "Trivia Night" Fun & Prizes  
7pm - 9pm  
Only 20 open spots open each week  
so call 453-4931 to reserve a table
- 10th A la carte Breakfast • 10am - 2pm
- 14th Valentines Day at the EYC  
Special Valentines Menu  
Live Music with DH Jazz Express  
Reservations Required
- 17th A la carte Breakfast • 10am - 2pm
- 20th Sunset Happy Hour to Benefit the  
Reyburn Racing Program • 5pm - 8pm  
\$50 cash prize every 15 minutes •  
\$100 Grand Prize • Chinese Auction  
Hors d'oeuvres & Live Entertainment  
with Sam Hyman Band
- 21st "Trivia Night" Fun & Prizes  
7pm - 9pm  
Only 20 open spots open each week  
so call 453-4931 to reserve a table
- 23rd 117 Days 'til Summer Party"  
6pm Cocktails  
6:30 Summer Dinner Buffet  
Continuous Entertainment with West  
Side Steve & Key West Express  
Reservations Required 453-4931
- 24th Club Shutdown • Reopen March 5th

**Keep Up On All  
Thats Going On  
at the EYC**

**[erieyachtclub.org](http://erieyachtclub.org)**



# When I grow up I want to



*\* Older adults can dream big after retirement, just like kids.*

Visit **HomeInstead.com/EriePa**  
to learn more about top jobs for  
those considering unretiring.

**814.464.9200**



Each Home Instead Senior Care® franchise office is independently owned and operated.  
©2018 Home Instead, Inc.