

# The LOG

## EYC's Charity Regatta Turns 30!



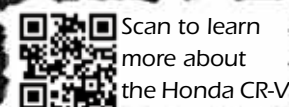


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## From the Bridge

by Rear Commodore John Orlando

I hope everyone is enjoying the Club as we make our way through this summer season. One thing you will not experience at our Club is a lack of activities and events. From the traditional like our Opening Day Ceremonies, Reyburn Sailing School, Interclub Regatta, and Annual Charity Regatta to the Sunset Happy Hours, Dock Parties, Fish Fries and numerous themed parties, there is something for everyone here at the Club. I could go on and on but the point of this article was not to list the Club's social calendar. Check the website out for that.

I wanted to take this opportunity to thank the small army of people that make all this happen. I have always been and continue to be impressed by the members that step forward to help make all these events happen. You may have heard the quote "Many hands make light work" and that is definitely a true statement here at our Club. We are lucky to have so many generous members

willing to get involved on the many planning committees. Hundreds of hours are spent at planning meetings for these events during the course of the year. We are also very fortunate to have such a great staff and management team on board to help make these events successful.

We have a wonderful facility but it is our membership that makes our Club great. Take time to enjoy these events that your fellow members have helped plan this summer. To those of you who donate your time and efforts to make the Erie Yacht Club what it is I say - Thank You!

Enjoy the rest of the summer!



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## On the Cover...

A beautiful photo of the Silver Wheel II taken by Mark Bownes at last year's Charity Regatta. Be sure and sign up for this year's 30th anniversary race on August 24th, 2014.



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Scan to learn  
about the Erie  
Yacht Club



# EYC's Charity Regatta Turns 30!

SUNDAY, AUGUST 24th, 2014



by Pam Masi

Photos Courtesy of Mark Bowen

Join us in celebrating the 30th Annual EYC Charity Regatta and help us to make this one the biggest and the best one yet!

Supporting: American Red Cross-Local Disaster Relief

For the 30th year, sail boats, power boats, sponsors and spectators all gather to enjoy this premier boating party of the year with music, food and the friendly competition and fun festivities this event has developed! Each year we all look forward to the enthusiasm and camaraderie this end-of-summer bash will deliver!

A great time for a great cause - all of your support, hard work and financial contributions will benefit the Greater Erie County Chapter of the American Red Cross and

their efforts to support the Erie community. The premise of the Regatta is, and always has been, to raise funds that would remain local; funds that will support our community and neighbors right here in Erie County.

Disasters and emergencies are unpredictable but with your support the Erie Red Cross can maintain its promise to be there to provide assistance to victims in times of need.

The Erie Chapter of the American Red Cross has served the Erie community for over 97 years and is solely funded by the generosity of our local donors. Many of the services provided by the Red Cross are federally mandated; services that must be provided in each of

our communities but are not federally funded, nor duplicated by any other social service agency. The Red Cross is also one of the top-rated charities in spending, with ninety-one cents of every dollar raised going to programs and services.

Locally the Red Cross responds to disasters and emergencies 24 hours a day, seven days a week. Immediate help is provided to bring victims back to self-sufficiency by aiding with temporary housing, food and clothing, emotional well-being, medical necessities and other immediate needs. Fires and flooding are the most prevalent here in Erie but other emergency services include: weather-related shelters, response to gas leaks and long term power outages, emergency

communications and services to our deployed military personnel and response to many other unexpected events.

Being prepared saves lives! The Red Cross is the number one provider of disaster prevention, preparedness and response education. Our local chapter trains people in our community to do extraordinary things by being prepared in the event of an emergency and empowered to take action. Health and safety classes offered through the Chapter include: CPR/AED, First Aid, Learn to Swim, lifeguard training, safe babysitting and many more. Red Cross instructors also provide an array of disaster curriculum, that meet the standards of education for our schools at no charge to train our local youth in life-saving skills.

So please join the Erie Yacht Club in support of this year's Charity Regatta on August 24th! The five-mile bay race begins at 1:00 pm, skippers' meeting precedes at 11:00am and post-race is the celebration party with live entertainment, barbecue picnic festivities and trophy presentation, rubber ducky race, prizes and all the fun and camaraderie you've come to expect from this boating race!

Log on to the Erie Yacht Club's website and click on the 30th Annual Red Cross boat logo to enter your sailboat or power spectator boat. Mail or fax to the local chapter or drop it off in the Red Cross Regatta box in the office at the EYC. Sponsor a boat, donate prizes and supplies, make a financial contribution, or volunteer for the event

by calling the Greater Erie County Chapter of the American Red Cross at (814) 833-0942 ext. 226 or 225. You may also learn more about the Red Cross Chapter at: [www.redcross.org/Erie/PA](http://www.redcross.org/Erie/PA)

Many thanks to the Erie Yacht Club membership for their outstanding support and partnership to ensure that this event is not only the largest local charity Regatta, but the most fun!

Join the festivities of this 30th annual event & sign up for the EYC Charity Regatta today! Help us to be there for our community in an emergency with vital Red Cross disaster relief services.



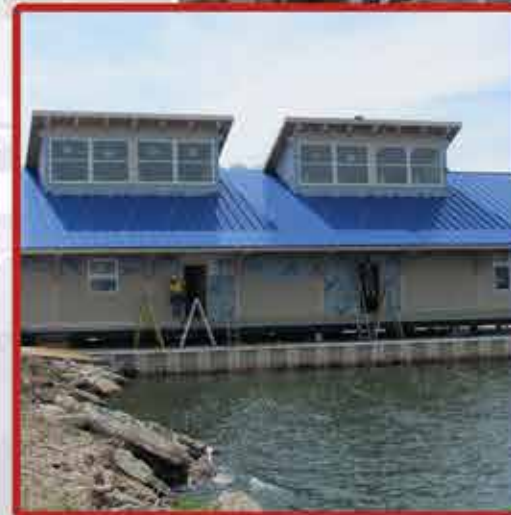
Details and Registration Form on Page 18



# Rickloff Community Boathouse

EYC Foundation proudly announces construction complete

by P/C Dave Heitzenrater



The Erie Yacht Club Foundation, Inc. in its childhood, founded in just 2009 is extremely pleased to announce the completion of its major capital project, the new community education building. The building named after its major contributor, will be dedicated on the weekend of July 26th, 2014 with a ceremonial reception and open house. The Rickloff Community Boathouse will provide Erie citizens with an on the water classroom and meeting facility to nurture and develop aquatic educational and safety programs of all categories. The beautiful facility will open the doors to Erie community educational groups hosting maritime educational programs such as the traditional Reyburn Sailing School in its 64th year as well as the newly formed Gannon University Sailing Team. These are only the initial tenants since the intension of the Foundation is to attract additional educational groups and events plus hosting regional and national boating events with this new Erie facility.

The Reyburn Sailing School will now be able to expand and offer a wider range of learn to sail programs for everyone. The Foundation looks forward to the expansion of the intercollegiate and possible scholastic sailing programs which Gannon University has spearheaded. The Rickloff Community Boathouse will provide a wonderful venue for these aquatic related activities. These marine undertakings will at the same time serve indirectly as a recruiting tool to showcase our Club to help insure its continued viability long into the future.

Ground breaking for the building was just last October when EYC Foundation Chair Jim McBrier, decreed "We are here today because we understand and love our Lake and Presque Isle and retain the desire to be on the water... It means something different to each of us but to keep these traditions going forward we have a mission that includes a facility to educate, encourage and promote safe boating and yachting skills. This boathouse and expanded nautical programs are our legacy to the Community. At completion it will be the envy of many a city on the Great Lakes."

The Structure. Jim couldn't have been more correct, it is a beautiful state of the art education building designed by EYC member and architect Ross Rectenwald of the Bostwick Partnership. The robust oak timber framed structure with six foot overhangs was over built not only to withstand the torturous local winters but to reflect a traditional style building yet remain light and airy incorporating just a touch of contemporary attitude. The exterior is sealed with appropriate no-maintenance shake like siding with high quality Anderson windows and is capped with a durable long lasting metal roof. The interior walls and ceilings are faced with a purposeful hardwood maple planking. Ipe, a beautiful, high end, hard wearing imported flooring covers the interior areas and in its unfinished rough form, the exterior decks. Ipe; pronounced ee-pay is a tree from South and Central American. This lumber is often referred to as Brazilian Walnut and is one of the densest hardwoods available, it is difficult to burn and is so dense that it doesn't float. It will last for a long... long time.

Our innovative 3,300 square foot structure contains a spacious 75 student classroom and adequate training facilities with storage areas suitable for any boating program available into the distant future. Every effort was made to construct a facility that is very durable with little maintenance required yet can serve the needs of many groups of varied activities beyond our lifetimes.

The Foundation Trustees thank the many very generous donors who supported this capital campaign including the Erie Yacht Club who created the additional land and provided the infrastructure to support the building. The campaign has reached over 90% of its goal including funds and pledges. There remains the very essential call to all to obtain 100% of the objective to allow the Foundation vision to be fully completed with additional equipment and items such as floating docks. Any funds received beyond the facility requirements will be used to establish a permanent scholarship fund for the benefit of worthy students. Help us meet this very realistic goal by contributing to the future of the EYC Foundation, our club and community. Please donate today!

Any qualifying organization wishing to use the beautiful new facility may contact the EYC business office for details.



## ABOUT THE EYC FOUNDATION

The Purpose of the EYC Foundation is to permit legitimate tax free donations to be made supporting its mission to enable its contributors to collectively support maritime-related charitable and educational organizations in the Erie area. No gift is too small and when combined with others makes significant grants possible.

### Past EYC Foundation grant recipients include:

- Girl Scouts of America tuitions
- Regional Science Consortium
- Bayfront Maritime Center for Adaptive Sailing Program
- Bayfront Maritime Center
- Boy Scouts of America Sailing Badge Program
- Power Squadron - boating safety education classes
- EYC Frolic on the Bay
- J-35 North American Championship Regatta
- Lake Erie Interclub Cruise
- SONS of Lake Erie Youth Fishing Program
- EYC Reyburn Sailing School grant for sails
- Caring Place sailing school tuitions
- Reyburn Sailing Racing Team
- Reyburn Sailing School Community Scholarships
- Erie Adaptive Sailing Experience (EASE)
- Flagship Niagara League
- Reyburn Sailing School Scholarships for Perseus House



# Frolic on the Bay ..... 2014 .....

• by Dan Dundon •



This July, on Monday the 14th, the Erie Yacht Club will continue our annual tradition of taking special-needs children for boat rides on Presque Isle Bay and Lake Erie as we host The 24th Annual Frolic-on-the-Bay. Through the generosity of the members and officers of the Erie Yacht Club, these kids with difficult lives and maybe life-threatening conditions will be given the opportunity to enjoy a day on the water.

In addition to a boat ride the children are given a bag lunch of a sandwich, fruit, chips, and soda. A lunch is also given to every sibling, parent, friend and care-giver who accompanies the child. Additionally special Frolic-on-the-Bay ball-caps are distributed as a memento of the day.

Shore-side volunteers assist with preparing lunches and coordinating families with skippers as well as helping the skippers with docking, boarding and unloading guests. Boats depart EYC mid-day

while skippers show the children and their families points-of-interest on the water along with a nautical good time. Boats return to EYC mid-afternoon where the good folks from the Erie Clowns treat the children with entertainment, balloon animals and face-painting. Also, the members of United States Coast Guard Station Erie are on-hand to conduct coast guard cutter tours for the children.

During my first several years as Frolic Chairman, we hosted up to 100 children, siblings, parents and care-givers annually. In 2012, kinda at the last minute, we accommodated 133 people seeking boat rides and our excellent EYC volunteer-skippers stepped-up and saved-the-day. In 2013, also at the eleventh hour, we got surprised with 232 people! Again, I appealed to our members and again the EYC skippers did not let me down. Last year over a dozen EYC skippers volunteered their boats for the first time.

Among these first-timers was the yacht Lucky Star skippered by Brad Carns and EYC Secretary Karen Imig who provided at terrific day on the water to the family of Jason Shea. Jason's mother Nancy writes us: "I can't thank you enough for the opportunity you shared with us today! My son Jason had a wonderful day. We had a fabulous day aboard Lucky Star. Brad and Karen went 'above and beyond' to make sure we had a great experience. Karen and Brad are a wealth of knowledge, too. We loved Lucky Star - she's a real gem. This was the first time we participated in Frolic on the Bay and we were VERY impressed. Thank you so much for giving Jason this opportunity." I know from talking with Brad and Karen everyone aboard (including them) really enjoyed the day.

Over the years, participation in Frolic-on-the-Bay has inspired many of us with heart-warming experiences. Frolic can also be a welcome relief in the lives of the care-givers, as well.

Frolic-on-the-Bay would not be possible without the support of our sponsors. Please say "thank you" when you see these folks and support their businesses: Ron Santos at Creative Imprint Systems, P.C. Pat Geary at Erie Beer Company, Sue Oldakowski at the Erie Water Department, Ray Kreger at H&K Do Nut Shop, Sharon Sisco at Mercyhurst College, Julie Resler at Parkhurst Food Services, Mike Seager at STERIS Good Neighbor Fund, Toni Murphy at Tops Markets, Mike Weber at Smith Provisions, Valerie Dixon at Stroehmann Bakery, P. C. Gerry Urbaniak at Urbaniak Brothers Quality Meats, Norm Schlosser with his Water Taxis and Doodles, Silly, and Jam of the Erie Clowns.

In addition to the sponsors, I thank the Erie Yacht Club Bridge Officers, as well as General Manager Mike Lynch, Dockmaster Bill Vogel and all the EYC staff who work so hard and diligently behind-the-scenes.

I also want to thank U.S.C.G. Chief Stephen Pickard and his crew for stopping by with their cutter and conducting boat-tours for the children.

Frolic on the Bay would also not be possible without the tireless dedication of many excellent volunteers who appear and serve year after year.

We will certainly be grateful for any monetary donations, as well! You can mail to the EYC Foundation PO Box 648 Erie PA 16512 and designate "Frolic on the Bay".

Why not come to the Frolic this year yourself and join all these other great volunteers? We can always use new land-based volunteers, as well, and would love to have you join us! Please consider bringing your boat and become a Frolic skipper!

Dan Dundon - Frolic Chairman:  
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# The Battle of Lake Erie 200th Anniversary Celebration

## From a Catalina Cruisers Vantage

by Leonard Zawistowski Jr.



September 10, 1813, Western Lake Erie. What a terrible day! Frontier sailors from neighboring nations are thrown together by their leaders to contest each other's control of the Great Lakes and all the territory that comes with the waterways. But contest is too tame a verb; that day there was mayhem. For six hours, 15 boats crewed by 972 men from all walks of life endeavor to maim and kill each other with the best military technology of their era. Carronades and long guns erupted with solid shot splintering bulwarks and spars, which sprayed the decks with crippling wooden missiles. On the American flagship, the Lawrence, the casualties were 70%. In the center of the action that day, the largest brigs battled within 300 yards of each other for two hours. It was reported that there was damage within every yard on these ships. The British cleared the decks of their brigs by casting the dead overboard. The American Relief Flagship, the Niagara, sealed the action for the United States by pouring double broadsides into several British ships, some of which had been disabled in the earlier fighting. The slaughter was astounding by the standards of the day, with over 250 dead and wounded. The American Commander, Master Commandant

Oliver Hazard Perry, insisted that the British board the Lawrence for the formal surrender in order witness the extent of the sacrifice made by the American sailors and marines.

But it is now September 2, 2013, Put-in-Bay, Ohio (scheduling dictating a different date). There is an impressive International Peace Memorial watching over the border and battle site. Canadian and U.S. tall ships and recreational boats mingle among the same islands where death ruled 200 years ago. And the Battle of Lake Erie is precisely reenacted for these thousands of witnesses. It is an overcast day with choppy waters. Despite the weather, estimates put the number of recreational escort vessels at around 2000. These boaters come



First Mate Pat Scutella on the ferry en route to Put-in-Bay from Middle Bass Island.



Author's be-flagged boat Zagloba slipped in Middle Bass Island.

from all over the Lakes. Some, like me, have been planning to participate in this ceremony for years. The wonderful weekend of celebration was orchestrated by the Perry Group, which endeavors every year to remind the world of the significance of this 200-year-old engagement. Throughout the western basin of Lake Erie there are fireworks, marching bands, Tall Ship tours and rides, speeches, dedications, and boats everywhere! What a wonderful way to consecrate the memory of the Heroes of both sides.

While Put-in-Bay is thronged with boats every summer weekend, this was different. There was more celebration to accompany the merry-making. Boats of every description and make filled the near-

by marinas and the mooring fields. I piloted my Catalina 310, Zagloba, from Erie, Pennsylvania, in two legs to the Ohio State Park Marina at Middle Bass Island. On Friday, with little wind, and that on the nose, my crewmember Pat Scutella and I motored to Mentor, Ohio. We enjoyed a delightful stay at the Mentor Yacht Club, before setting off on a course that took us almost directly to our marina, 70 miles to the west.



The celebration packed the marinas all around Put-In-Bay.

We now started to realize that when attempting to sail with a schedule in mind, one should incorporate many reserve days into the plan. What prompted mention of this cornerstone sailing maxim? 3-5 knots out of the west; my course, 266 degrees! I should have probably planned on four days out, two at the events, and four days back in order allow for better wind or weather. Cringe (!x): we motored on to Middle Bass. Barely staying in American waters, we ducked under Pelee Island, skirted a few other outcroppings, and tried the cut to the east

of Middle Bass Ohio State Park Marina, successfully if I may add! The marina is a pleasant place, full to the topsail's for this special weekend, providing all of the standard requirements at a reasonable price. An early reservation system had been arranged, and as a member of the Perry Group's American Fleet, I had reserved a slip in March. Nearly every sailboat is festooned with flags, pennants, burgees, and streamers of all kinds, but mostly referencing something about "Don't Give Up The Ship". This was an American fleet, fitting-out for battle.

The major action on Sunday was at Put-in-Bay, so we boarded the first ferry for the 20-minute ride, passing many of the gathering Tall Ships on our way to the dock. We are here! We made it! We are in the center of the 200th celebration of the Battle of Lake Erie. The island is full of people swept up in the moment; many transported by their own

(continued on next page)



Tall Ship en route to the re-enactment site.



Niagara and another Tall Ship with the Peace Monument in the background.



## Battle of Lake Erie Celebration From a Catalina Cruisers Vantage

(continued from previous page)

personal watercraft. Every mooring is taken; the dock raft-off averaged a dozen. Most everyone is congregated around the central park on the waterfront for the various activities. Pat and I favor the musical performances, and see our good friends the Hardtackers whose music set the perfect nautical mood.

The highlight of the afternoon is the non-traditional and outrageous arrival of the Ohio State Marching Band. The band is conveyed on a special Miller Ferry, stuffed to the gun 'ales with tuba and drums and preceded ashore by the sounds of its instruments skimming across the water. What a spectacular sight! What a spectacular insight by the organizers. The predominantly Ohio crowd went wild with delight (well we were in Ohio). The band disembarked out of sight of the crowd and then proceeded to march to the park in full blare with the fans spelling OHIO with their arms. The band performed a concert later in the evening, followed by incredible fireworks. A great way to celebrate a naval victory and a lasting peace!



Put-in-Bay mooring field with "Don't Give Up the Ship" flags flying.

Now the solemn day of the commemoration is here. The Perry Group had arranged a special anchorage for viewing the Fleet as it proceeded to the battle site. We anchored there, a cove off the west side of Middle Bass, after accomplishing the impossible: pumpout and fueling up at the gas dock at

The American Fleet assembles for the reenactment.



Put-in-Bay on Labor Day. (Was it really necessary to put the rest rooms at the gas dock, where the lines were long and the waiting boats many?) It was not the weather for which the organizers had hoped. Blustery, 10 to 15 from the west; gray, some early showers, but the promise of partly sunny. Several of the Tall Ships make it out of the Bay in good order for the slog to the site where they would reenact the 200-year-old battle plan. Many do not.

Each Tall Ship carries a full complement of sponsors and assorted civilians, as well as a volunteer crew to represent each sailor and marine who manned that vessel in 1813. Of course, there is also a professional crew aboard. Before leaving the dock, certain ships awaited clearance by Customs and Border Protection, causing some delays. With all of these people aboard, several of the smaller ships looked to be swamped in the rolling waters, but no mishaps have been reported. The thousands of recreational boats are doing fine duty as escorts, and keep the required distance from their favorite vessel for the nine miles out to the reenactment site, just east of West Sister Island. But now it is noon, two hours after the scheduled start, and not all the ships are in position, the weather is not improving, and I am heading the wrong way. Holy Toledo, we'll be able to see it soon. My plan is to depart for Erie the moment the reenactment is

over, scripted for 2:00 PM. No way would they make that. If the weather held, Pat and I fantasized about steering a direct overnight course for Erie that was plotted to take 23 hours.

So I do not know exactly how the actual reenactment went. I was there. I saw them assemble. The Canadian fleet was organizing to the north, with the Americans to the south. But I did not see the battle lines close or hear the cannon. When the timing started to slide, Zagloba reversed course, skidded through the islands, and then headed for Erie, finding us on the Canadian side of the Lake. From all I read and heard, the reenactment was a complete success and the British/Canadian fleet was once again defeated. But the carnage was limited and the celebrations continued that evening at Put-in-Bay, where the captured British fleet was assembled 200 years ago. And Zagloba? Well, that west wind was whipping up the 3-5 foot chop just on the port quarter, completely confusing and overworking the Autohelm 4000 and making the both of us very queasy. 23 hours of this? We received a weather report that the wind was going to build overnight, so we aborted the direct route and headed to an unknown destination in the Cleveland area. That is a story for another day.



# Tips for Cooling Beer

by Dan Dundon



With our beautiful warm summer upon us as you read this, I am sitting here typing on January 07 with a dark view of ice as my thermometer reads -10. Now it is summer and we can appreciate the good things ice can do for us!

Ben Franklin said - "Beer is proof God wants us to be happy."

In that spirit, here are some useful tips on enjoying your brew during the boating season:

- Add cold water to the ice in your cooler. The water temperature will fall to just above freezing, and with the beer submerged completely in the water, it will cool faster.
- Add salt and more ice. The salt (cups not tablespoons) will lower the freezing temperature of the water, and the extra ice will help reduce the temperature to below zero.
- Spin your beer. The spinning motion allows the beer to circulate past the ice-cold glass or metal, cooling it even faster.



To help set-the-mood, here is a poem given to me by our good departed friend, Bill Burke, skipper of the EYC yacht Mary Lou:

## • Beer •

*I think that I shall never hear*

*A poem as lovely as a beer*

*A beer made from barley and hops*

*A beer whose good taste never stops*

*We lift our mugs up high and pray*

*For those who brew it every day*

*A healthy drink enjoyed by all*

*In winter, summer, spring and fall*

*Neo-prohibition I eschew*

*For Rolling rock and imports too*

*Joyce Kilmer holds the tree quite dear*

*But only man can brew a beer*

In closing, how about a series of Burma Shave Signs?  
I hope you are old enough to know what a  
Burma Shave sign is:

Empty beer cans  
Along the road  
Are ugly many say.  
But at night  
Reflecting light  
They safely guide the way!

Here's to an enjoyable, relaxing, safe and refreshing  
boating season.



# Fun with Tow Sports



For as much time and effort (not to mention money!) put into owning a boat, it only makes sense to use it as much as possible. Adventure seeking power boaters continue to come up with new ways to have fun while using their boats. This has resulted in the growth of a variety of tow sports activities. A whole industry now exists that promotes family-fun products that can be towed behind a boat. Today, tow sports is much more than waterskiing. Activities such as wakeboarding, knee boarding, tubing, and enjoying other inflated towable devices, are growing in popularity.

There are specific watersports gear and products that make tow sports safe and enjoyable. Having a great time doesn't necessarily require a fast boat, but it *does* require some common sense.

**Safety First** – It is very important



to always wear a properly fitted Coast Guard-approved life jacket for any tow sport activity. Select one that fits properly so it won't ride up over your head and one that provides adequate impact protection if you take a spill. Helmets, while not required, are a good idea particularly on those who feel the need for speed.



**Inspect Your Equipment** – Always check your equipment carefully to make sure it is in safe, serviceable condition. Replace and discard components that show signs of deterioration. Foot bindings should be secure and free of sharp or protruding surfaces. Waterskis made of wood should be free of splinters or cracks in the lamination. Check the towline (handles, lines, and connecting hooks) for serviceability before every use.

**Attach Towlines Properly** - Make sure towlines are only attached to proper fittings on the boat. Many people have been seriously injured in ac-

cidents resulting from the improper use of the tow boat or equipment. A towline in use can cut like a knife. For this reason, when towing more than one device the towlines should be of equal length.

**Follow the Instructions** - Don't forget to read the operator's manual before using any new piece of equipment. Not only are the safety messages important, but the manual may also provide tips on getting the most enjoyment from your new toy.

**Know the Area** – Check out the area where you'll be participating in any tow sport activities ahead of time. Do not operate in shallow water, near the shoreline, or near docks, pilings, swimmers, and other watercraft.

**Turn Off Your Engine** - Always turn off your engine when a rider is entering or exiting the water. Besides the danger of a moving propeller, a boat's exhaust can produce carbon monoxide, a colorless and odorless gas that can be deadly.



**Listen To Your Rider** - Remember that your riders have no control of the boat or its speed, so be sure to go over hand signals with them before they get in the water. This way, a rider can communicate with you if they wish to turn, slow down, or stop.

**Observe Capacity Ratings** – For inflatable tubes and similar devices that allow for multiple riders, be sure to follow the manufacturer's recommendations on weight limit and maximum towing speed.

Choose the tube that fits your adventure. Some models are built for speed, while others ensure a more leisurely ride during your day on the lake.



**Always Use A Spotter** – This is not a suggestion, this is the required by law. A spotter should have constant visual contact with the rider and relay information to the boat operator.

**Operate With Care** – It is the job of the spotter to always watch the rider, the driver should always look ahead and be mindful of other waterway users. Use extreme caution when crossing a wake or operating near other boats, docks, or the shore. Always respect the waterways, other waterway users.

**Know Your Limits** – Make sure that your riders are skiing or riding within their limits. Operate or partic-

ipate with control and at speeds appropriate for their ability.

They even have products to help teach new skiers the ropes. For example this catamaran style inflatable water ski/wakeboard trainer allows new skiers to learn a deep water start without getting in the water. Let the boat pull the skier while they sit on the Aqua Buddy to get used to the feeling of being pulled, and when they feel ready all they have to do is stand up!



This type of product also works great for recovering injured water skiers and wakeboarders, because it removes the strain on the body that incur with traditional deep water starts.

There are so many tow sports product out there today. Whether you're looking for speed and excitement or a relaxing ride, there is a towable for you.

So dive in. Make the most of your day on the lake. Water ski, wakeboard or ride wakes aboard a variety of secure and stable towable tubes, designed to be easily hooked up to your boat for hours of fun. Take on the water alone in a personal towable tube or get a group in on the action with tubes that seat multiple riders.

By simply using common sense and following these rules you can have safe "towable" family fun this summer. Enjoy!







# The Rescue

by Paul Jenkins

**T**he sky was heavy with billowing gray thunder clouds and a north-east wind pushed three to four-foot seas as we cleared the Erie channel. We were heading out for the last fishing trip of the year, one that we hoped would be memorable. Little did we know how memorable it would be.

For a week Bill and I had been trying to find time for this outing. We also realized that venturing far offshore in the unpredictable fall weather could be risky. We kept a close eye on the sky and tuned into the NOAA maritime weather forecast repeatedly.

As we crossed Thompson's Bay and headed our sturdy 21-foot cuddy cruiser toward open water, I thought about how well the boat had run that summer. It carried us out safely many times on deepwater trips, but I worried about the appendix to Murphy's Law. The law that states that if anything can go wrong it will go wrong. The appendix adds that it will go wrong at the worst possible time - if we had a problem this time of year there would be very few boats to help.

Once we cleared the point, the greenish-blue swells seemed to calm a bit and a light spot in the dark sky opened, giving way to a brilliant rainbow. Bill remarked that rainbows usually meant good luck, and added, "I'll settle for a pot of yellow pike at the end of it."

After running for about a half-hour we reached the area we wanted to fish, where the water was about 65 feet deep. To our pleasant surprise we also found that a small cruiser was fishing the area. We got on the VHF radio to say hello and ask about the fishing.

"This is Big Daddy calling the blue and white cruiser off our bow to the northeast," said Bill. The sweet sound of a woman's voice with a slight southern accent came in reply.

"This is the *Sugar Lee*," she said, "We see you Big Daddy - welcome aboard. We are doing some trolling for yellows and have a few in the box. Good luck to you fellows and give us a jingle if you have any luck."

We quickly got to the business of rigging our rods and lowering the downriggers, between taking turns at the wheel. The boat hobby horsed gently over the large swells, but generally handled the sea well. We fished for several hours and had fair success.

Each time we landed a nice pike, we called *Sugar Lee* to share fishing information. The more we talked to the pleasant voice and her hubby, the skipper the more we liked the congenial couple. As the evening progressed, the seas and wind decreased continually. After fishing for about 2-1/2 hours our motor started to run a little rough. Before I could put it in neutral and rev it up, a puff of black smoke went up, like a spirit leaving a body, and the motor died.

Bill flashed a questioning look at me as my heart thumped. He knew what I was thinking. This was a bad time and place for engine trouble. I quickly reached for the key to restart the motor. It reluctantly fired, but stalled again with another puff of exhaust.

Could this be the same boat that had run so well for the countless hours of trolling all summer? It could be indeed, but it was held fast in the snares of Murphy's Appendix.

I pulled back the engine cover to look for the problem. I found that only hand-choking would keep the thing running. the problem must be the fuel flow, I told Bill, and I went to work checking the gas filters.

When I found a dirty filter in the gas line, my hopes raised. That had to be the problem. I cleaned it and started to re-tighten the copper fitting. By then the light in the cockpit was so dim, it made the job difficult.

When everything seemed tight I asked Bill to hit the starter. The motor instantly fired up and kept running, but as it did a trickle of gas came from the gas line and dripped into the bilge. Just as my spirits hit rock bottom and my ideas for repairing the motor had run out, this sweet little voice came over the radio.

"This is *Sugar Lee*, What are you doing there, Big Daddy? can we give you some help?"

Bill grabbed the mike as if it were a long-lost friend and explained our situation.

"Don't worry Big Daddy," said the *Sugar Lee*, "We'll be right over to give you a hand."

As the *Sugar Lee* pulled up, a tall man wearing a baseball cap leaned out over the rail. I explained what we had done and the problem with the leaking gas connection. The skipper of the *Sugar Lee* asked me to check a few other things, which seemed to smooth the motor a bit.

He said to try running for a while and promised to stay alongside. I gently eased the motor into gear as Bill wrapped a rag around the leaking gas line and held it tightly for the long run home.

For a while everything seemed to be working. We couldn't go very fast, but at least we were moving and the pleasant sight of the *Sugar Lee* bobbing alongside was reassuring. After running the motor for about 15 minutes or so, Bill asked me to slow the motor. He said the rag had become completely soaked with gas and that he wanted a dry one. Even with the motor at idle a steady stream of gas flowed from the line. I related our concern to the *Sugar Lee* and asked for advise. The skipper recommended that we pour a few buckets of water into the bilge to dilute the fuel. My pulse started to climb. We were still miles from shore, the gas leak was worsening and I was supposed to bail water into our boat!

This wasn't exactly what I learned in the safe boating course I took a few years back. While I put several small buckets of water into the bilge, Bill wrapped a dry rag on the leaky fitting. We started the motor again and things went well for the next 15 minutes.

Just as I was beginning to relax a little, the engine started to act up again. At first it missed and sputtered. Then it coughed. Before I could get it out of gear, it popped and backfired, spitting a large yellow flame from the carburetor. "That's it!" I said to Bill. "We're shutting this thing down! Get on the radio to the *Sugar Lee*."

Bill didn't say a word, but the relieved look on his face told me he agreed. Bill explained our decision to the *Sugar Lee*. The friendly voice on the other end came back with no hesitation.

"Good idea, son, we'll come over and throw you a line." During our long, slow tow home, I pondered what I could do to show my deep gratitude to the good Samaritans who came to our rescue. When we finally pulled in several hours later, I offered to fill the *Sugar Lee*'s tank, or whatever else they would accept as a token of appreciation. The answer that came really didn't surprise me.

"Oh shucks," said the kindly skipper, "you would have done as much for us. Ain't that what boating is all about?"







# Erie Yacht Club Charity Regatta

**Sunday, August 24, 2014**

Partnering with the

**GREATER ERIE COUNTY CHAPTER OF THE AMERICAN RED CROSS**

to benefit

**LOCAL DISASTER RELIEF**

## The Race

- Both Spinnaker and Jib & Main Classes
- PHRF Ratings (if you don't have one we will get you one)
- Five Mile Bay Race
- Power boats welcome as spectator boats
- Skipper's meeting at the Erie Yacht Club at 11:00 a.m.
- Race starts at 1:00 p.m.

## After The Race

- Finish Line Festivities
- Barbecue Cuisine 4:30-6:30 p.m. (\$5 w/wrist band)
- Trophy Presentation
- Live Band
- Ducky Race, Chipping Contest & Much More!

1. \$10 per foot. Sponsor your own boat to race or find a corporate sponsor.
2. Enter your power boat as a spectator boat.
3. Don't own a boat, sponsor a boat!

The Greater Erie County Chapter of the American Red Cross encompasses Erie County. We provide local disaster relief, disaster prevention, preparedness, and response education to the community, emergency communication to our deployed military personnel, and health and safety skills training to the greater Erie community. All of the services provided are made possible through the generous support of volunteers and caring people in our community.



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Greater Erie County Chapter

The American Red Cross prevents and alleviates human suffering in the face of emergencies by mobilizing the power of volunteers and the generosity of donors.  
Your Erie chapter was established in November 1917 to carry on the Red Cross mission.  
To learn more about our Chapter and ways to support our mission, log on to [RedCross.org/PA/Erie](http://RedCross.org/PA/Erie).

Please enter my: ☐ AUXILIARY SAILBOAT TO RACE ☐ POWER BOAT AS A SPECTATOR

Sponsor Name \_\_\_\_\_

Sponsor Contact Person \_\_\_\_\_

Sponsor Address \_\_\_\_\_ Phone Number \_\_\_\_\_

E-mail \_\_\_\_\_

Sailboat/Yacht Name \_\_\_\_\_ Make/Length of Yacht \_\_\_\_\_

Official 2012 PHRF-LE Rating \_\_\_\_\_

Spinnaker Class \_\_\_\_\_ Jib & Main Class \_\_\_\_\_

Sail No \_\_\_\_\_

**Note:** If you do not have an official PHRF-LE Rating, check all of the following that apply to your boat

- |  |  |                                     |                                      |
|--|--|-------------------------------------|--------------------------------------|
| <input type="checkbox"/> Roller Furling Jib  | <input type="checkbox"/> Inboard with Folding or Feathering Prop | <input type="checkbox"/> Fin Keel   | <input type="checkbox"/> Centerboard |
| <input type="checkbox"/> Roller Furling Main | <input type="checkbox"/> Inboard with Solid 2-Blade Prop         | <input type="checkbox"/> Wing Keel  |                                      |
| <input type="checkbox"/> Outboard Engine     | <input type="checkbox"/> Inboard with Solid 3-Blade Prop         | <input type="checkbox"/> Shoal Keel |                                      |

Total number of crew: Please, only normal number of crew for the size and type of yacht \_\_\_\_\_

The committee reserves the right to review and limit crew size.

NUMBER OF THOSE OVER 21 YEARS OF AGE: \_\_\_\_\_

THOSE UNDER 21 YEARS OF AGE: \_\_\_\_\_

## Skipper Information Must Be Completed:

One ID pass for each crew member (normal number of crew for the size and type of boat) plus a total of two ID passes per boat for its sponsor(s) will be issued at the Skipper's Meeting. One additional ID pass for a participant's guest may be purchased for a \$10 donation.

**WAIVER:** In consideration of my entry. I, my executors and assigns, hereby waive all claims as may arise against the Erie Yacht Club Charity Regatta, the Erie Yacht Club, the Greater Erie County Chapter of the American Red Cross, their officers, directors, members, employees, and agents arising out of the participation of my yacht and crew in the Erie Yacht Club Charity Regatta or arising from any related activities.

Skipper's Signature \_\_\_\_\_ Date \_\_\_\_\_

Name \_\_\_\_\_

Phone \_\_\_\_\_ Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

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Greater Erie County Chapter of the American Red Cross 4961 Pittsburgh Avenue Erie, PA 16509  
**TO CHARGE YOUR SPONSORSHIP ON YOUR CREDIT CARD, PLEASE CALL (814) 833-0942**



# Up The Hill Kid!

by Aimee Nicolia



If you've ever attended the Erie Yacht Club's Opening Day Ceremonies on Memorial Day, you've seen the Club's past commodores lined up in uniform and looking sharp alongside the water's edge. Half of the past commodores stand to the right (or east) side of the flagpole, in order of when they served the Club, with the newest of them standing farthest from the flagpole. Each year, as they move westward and closer to the flagpole in the lineup, their years as past commodore have grown.

On the left (or west) side of the flagpole stand the past commodores whose service terms were the longest ago. On this side, the movement from year to year is eastward, or again toward the flagpole.

You'll notice that the past commodore who has for several years held the spot closest to the west side of the flagpole is William E. Walker, making him the EYC's "longest tenured" (though not necessarily "oldest") living past commodore.

It's a rather interesting distinction for Bill Walker to hold this post, since to the best of his knowledge he was also at one time the youngest member of the Erie Yacht Club... and likely holds that title to this day!

I got a chance to talk with Bill (who incidentally happens to be my dear "Uncle Bill") about how it was that he came to be the youngest EYC member.

"It was October 1937, and I became a regular member of the EYC, at the age of 11," says Bill. "I held the membership for 2 weeks!" he added. (This was a Regular membership and not what is now known as a Junior Family Membership.)

"How did they let you join?" I wondered, thinking of the applications, the interview process, and required sponsors by today's standards. Things back then certainly were different!

Bill explained that as a young boy neither his parents nor he were members of the EYC, and yet he would spend his summer days riding his bicycle from his West 9th Street home to the Erie Yacht Club. He was intrigued and drawn to it, having heard stories from his mother about her own father, James Foster, who had been the Club's 4th commodore but later moved to Chicago.

So Bill would ride his bike down the old tar and chip road and arrive at the Club, which at that time was not fenced in. Then he'd stand in the southeast corner of the Club waiting for one of the boat owners his family knew to come down and offer him a boat ride – usually Dr. Ben Goldman, or Dr. Frank Bowser. Often he was lucky enough to catch a ride on one of their powerboats. But sometimes he wasn't so lucky.

The daytime watchman, a man they called Cap' Harrity, would often make it to Bill first and say to him in a loud, stern voice, "Are you or your parents a member of the Erie Yacht Club?"

"No," Bill would answer with his head hanging low.

Then with a harsh look, Cap' would yell, "Up the hill kid!"

Dejectedly, Bill would head up the hill on his bike each time.

One day, his father took pity on him and went down to the Yacht Club Office and paid the fee and got a membership card for Bill in Bill's own name.

"You have to remember that this was during the depression," says Bill. "Clubs were happy to take your money and ask questions later."

After that, Bill couldn't wait to go back down to the Yacht Club with his new membership card tucked proudly into his pocket. He stood at his favorite spot looking for the

family friends to arrive at their boats. It wasn't long until the watchman approached.

The Cap' shouted his familiar line, "Are you or you parents a member of the Erie Yacht Club?"

"I Am!" said Bill with his chest puffed out, as he took out his membership card to show the Cap'.

As Bill recalls, Cap's eyes nearly popped out of his head, as he asked to see the card. "Cap' took the card and stared and stared at it," said Bill. "Then he left me alone for the rest of the day." Bill was elated!

But a few weeks later a letter arrived at the Walker household addressed to Bill's parents. The EYC directors realized their error in accepting the membership of a boy so young. Further, the letter stated that Bill's father Everett should join the Club in his own name, so that his son could continue to be on Club grounds.

Everett Walker did in fact join the Yacht Club immediately. And so Bill was back to "Smooth Sailing."

Bill continued to enjoy the use of the Erie Yacht Club, and several years later in 1958 he became one of the Club's youngest commodores at the age of 32 years old.

He's seen a great deal of changes in the Club over the years, but it will always hold a special place for him; like a second home where he'll never again have to hear the words, "Up the hill kid!"



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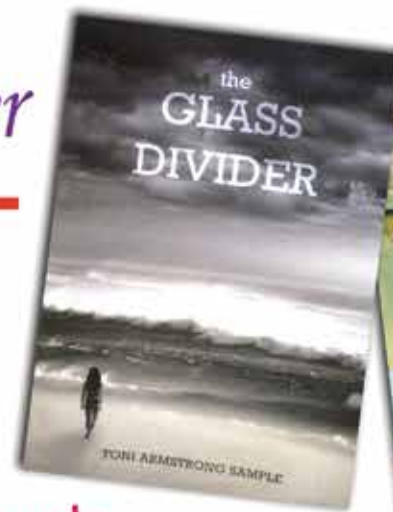
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## The Author's Corner



### NEW NOVELIST TONI ARMSTRONG SAMPLE



Toni Armstrong Sample, a long time contributing writer to our Erie Yacht Club, The Log, is pleased to share that her first contemporary fiction novel, *The Glass Divider*, is now available on Amazon.com, Barnes and Noble.com, and through the publisher, Tate Publishing.com. During the first six months of sales *The Glass Divider* has been a remarkable success.

The story is centered in St. Famille, a fictitious small town on the Gulf of Mexico, forty miles south of Baton Rouge, Louisiana. The protagonist, Paige Delacroix, is a composite of her adventurous and beautiful Acadian mother and her strong and handsome Attakapas Indian father. Paige moved in with her spunky Cajun grandmother when she was nine and began learning the cooking and customs of her heritage. The story is one of healing past hurts, smart new beginnings, some intrigue and a little romance, but, isn't all of life a little of those components!

Of course there is a remarkable sailing adventure off the shore of Destin, Florida when the Captain is knocked overboard by a flailing boom. A state of rising panic ensues as Paige, during her first time on a sail boat, attempts to determine what to do first - drop the sails, throw the life ring, or turn the thirty-foot Catalina, Redentore, in an attempt to rescue Victor.

*Here is a brief excerpt from the book:*

I tensed again as he moved away, leaving me alone at the wheel. He put on the life vest and moved up to the mast. I saw him unwrap the lines and begin to pull up the mainsail. It was luffing in the wind, and I didn't know if I was supposed to do something or not. I assumed if I was required to do anything that he would tell me or ask me. He said nothing, but every few seconds, he would look in my direction to see if I was okay.

The boom was loose, which, even though he had explained everything to me, didn't feel right. The boom was moving back and forth slightly, which gave me a very uneasy feeling. I could hear and feel the lines flapping that would normally hold the boom snugly, so that the sail could fill and propel the boat. Victor had explained to me that the boom had to be loose so that the immense area of sail material could be hauled up the mast. Understanding it and being comfortable about it were entirely different things.

Seemingly out of nowhere, a power boat came zooming very close to us and stirred up waves that were hitting the side of our boat with tremendous force. I was totally unprepared, and as the waves hit, I lost my balance and the wheel moved in the direction that I moved as I almost fell. I felt the entire boat lunge and rock.

The boom was now loosely careening back and forth over the cockpit. I was so afraid that the boom would hit Victor and knock him overboard. What would I do alone on this boat, and how would I ever be able to save Victor? It would be my mother all over again. Oh my goodness, I thought, I'm going to throw up. I gulped in air as panic began to overtake me. I hadn't been watching the compass like Victor had shown me, and so now I tried to correct our course to get back to the ninety-degree heading.

And then it happened. The wind seemed to instantly accelerate in its intensity, and the boom swung rapidly to the left. I saw Victor as he took an immense hit on the right side of his head. He grabbed at the air as he lost his balance. It was as if he was made of metal, and there were a magnet pulling him straight back over the life lines. I screamed as I watched him topple into the water headfirst with his legs flailing in the air. I screamed again. I had no idea what to do.

It is Toni's hope that you will enjoy her first novel as you prepare to continue this journey with her in her second novel, "Transparent Web of Dreams" that is set in the Georgia outer banks and marsh area of Jekyll Island. Her principal character in the second book, Helena, is a horsewoman who explores the Atlantic low country and surf with her beautiful four legged girls, Blue and Gray. Much of Toni's imagery in this second novel is extracted from her experiences at Long Point, Ontario, Canada and the Millionaire Cottages. It was in this amazing world where she and her Captain Dave Sample, of Soiree fame, would join Dave Wamsley, Keeper of the Cottages, as they would wind there way in a high speed flat bottom boat through the sea oats and wild rice duck hunting areas from the inner bay to the south beach.

Toni's third novel takes us to the Rocky Mountains of Denver, Colorado and the glitz of Dallas, Texas in this amazing novel, *Distortion*. This story is filled with the twists of evil deceit and the final painful discovery that Liz's own ambition drove her toward the loss of everything she valued.

Let's celebrate one of the Erie Yacht Clubs very own as a new author rises to fame.



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# What's the Good Word

by Dan Dundon

Looking at quotations from some really deep thinkers, maybe I found myself at risk of moving too far into dark and cerebral areas?

So, in a effort to keep things light, inspirational and entertaining, I offer these Good Words an EYC member sends us from the Houston S.P.C.A.

Things we can learn from a dog:

1. Never pass up the opportunity to go for a joyride.
2. Allow the experience of fresh air and wind in your face to be pure ecstasy.
3. When loved ones come home, always run to greet them.
4. When it is in your best interest, practice obedience.
5. Let others know when they have invaded your territory.
6. Take naps and stretch before rising.
7. Run, romp and play daily.
8. Eat with gusto and enthusiasm.
9. Be loyal.
10. Never pretend to be something you're not.
11. If what you want lies buried, dig until you find it.
12. When someone is having a bad day, be silent, sit close by and nuzzle him or her gently.
13. Thrive on attention and love.
14. Avoid biting when a simple growl will do.

15. On hot days, drink lots of water and lie under a shady tree.
16. When you're happy, dance around and wag your entire body.
17. Delight in the simple joy of a long walk.
18. No matter how often you're scolded, don't buy into the guilt thing and pout, run right back and make friends.

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 (dandundon@gmail.com). The EYC Log is your magazine and I'd sure like you hear from you.

In closing, here are a few canine quotes:

You can say any fool thing to a dog, and the dog will give you this look that says, "My God, you're right! I never would've thought of that!" – Dave Barry

Outside of a dog, a book is man's best friend. Inside a dog it is too dark to read. – Groucho Marx

If there are no dogs in Heaven, then when I die I want to go where they went. – Will Rogers

My goal in life is to be as good a person as my dog already thinks I am. – Dave Barry



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*Memorial Day at the Erie Yacht Club has always been a special day for all of our members and their guests. Over the years opening day has produced many fond memories for each of our members and officers who preside over the event. It is the duty of each Commodore to deliver a short speech; the problem is that the words are only heard by those present, then they fade into the past.*

*This year Commodore Schuler delivered "words" that all of the members should enjoy, with his permission they are reproduced below. "If These Docks Could Talk" they would say "Congratulations Ed, your Father, Mother and Grandpa Ted would have been extremely proud of you!"*

*P/C Gib Loesel*

# The Commodore's Speech

We are gathered today to celebrate the official start of the boating season, and what we hope will be filled with many wonderful summer memories. Today is also a day to remember the men and women who have sacrificed for this country and for our freedoms and beliefs. For those that made the ultimate sacrifice we will not forget and for those that come home we welcome with open arms. Thank you for your service.

I have been a member of EYC since I was 16, and long before that, I roamed these docks as a kid. My first job was running the fuel dock when I was a teenager. I got to know the members, and have always felt like this was my second home. I have seen many changes to the Club, as the

membership has grown. As the need for more space grew and the needs of the membership have changed we undertook such projects as enclosing the front porch, and building the side deck, the "new" maintenance building, the lighthouse and all of its improvements, a new fuel dock building and the guard shack to name a few.

The two most impressive in recent years have been the new docks and now, the Rickloff Community Boat-house. What an impressive structure it is. Hats off to the Rickloff family, Jim McBrier and the EYC Foundation for their tireless efforts. I'm not sure my grandfather would recognize the place! He'd be impressed for sure. We have come a long way from the small club he joined.

Having spent my youth on these docks I take great pride in watching my two girls growing up here. It's a connection to the past and future. That is the reason we are here, to connect with others; whether it is racing sailboats, or with family on a boat-ride around the bay, or with friends over dinner and drinks in the Club-house. It doesn't matter what type of boat you own, power, sail or no boat at all! It makes no difference whether you are a new member or a seasoned veteran; the Club helps us to connect and to make memories. That is why we are here. The EYC is like an extended family for most of us.

We are all here to help one another when needed. Just like a real family. It is our job to make sure the Club is here for many more generations to enjoy. Our Club has been able to grow in that manner because of you, the membership. With your unwavering support and all of the many talents that our members have donated to the Club throughout the years, the Club has become the thriving jewel on Lake Erie and beyond. We have dedicated a vast amount of resources towards our docks recently and now we are looking elsewhere for major projects.

The Long Range Planning and Finance Committees are meeting regularly discuss ideas and to preserve our financial stability with any improvement we may tackle. The Long Range Planning Committee is currently exploring a major Clubhouse renovation. Some of the Clubhouse infrastructure dates back to 1968, when it was built. Two of the more pressing areas are the kitchen and the upper restrooms. We are in the infancy of these proposed projects; we will update the membership at the annual meeting.

It is a great credit to those many volunteers that we now have this amazing Club. Volunteers range from committee members, to the dedicated board members, and my fellow members of the Bridge. I am confident that this tradition will continue on, and I hope that many of you will continue to volunteer your many talents to the Club.

Let's continue to work together, because we are all dedicated to making this the best Club on the Great Lakes.

Enjoy today, enjoy the summer, and enjoy your Club.



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# If These Docks Could Talk

by P/C Gib Loesel



## The EYC Locker House

Where did it go?? When did they grow so tall?? It's funny for years and years when you came "over the hill" (the last hill) before the Club gate you could always see the big white building known as the Locker House, and now you have to slow way down and peak over the trees just to see the roof. The other day when I realized this, I got to thinking (again) "I wonder how many members actually know what is in the Locker House or better yet how many have never been inside?"

A quick peek at our History Book reminded me that the 1919 annual meeting was held in our new Club location and the Club was successful in their bid to host the 1920 I.Y.L.A. regatta. "In preparation for the I.Y.L.A. festivities, the Club contracted with Hill Construction Company at Fourth and Cascade streets to build a dance floor, some 58' x 80' for \$950. In a letter the Hill Company offered to extend the use of the floor for a three week period... rental rate \$25 per week... "the floor had to be returned in as good a condi-

tion as received with reasonable wear of dancing"... it was also required that it be covered and a "ditch of sufficient depth to convey away the surface water".

Should the Club choose to purchase the floor the price was \$1,450 with the erection fee credited to the price. After the dedication the floor was moved to the south, leveled and became the start of the LOCKER HOUSE!!

When you enter the building you are greeted by a sign proclaiming "In 1945 a foundation was added and the building was painted white by Rip Sawdey and 36 other Distinguished Artists". Here is the real story from Brother Richard: "The building was actually divided into squares with lines drawn out lining each section. Each of the 'Distinguished Artists' (who was a volunteer Club member) was responsible for their square and each had to supply their own paint (white). Most of the "Distinguished Artists" hired kids like me to do their painting. I think it was \$10 a square and I painted quite a few of them.

The problem was when we were done the shades of white did not quite match so our efforts really turned out to be a primer coat and the job was finally completed by 'real painters'".

Now that we have the history out of the way, a tour of the building starts on the west side where you enter through double "old wooden framed" doors. To the right is a massive set of stairs leading to the second floor, dead ahead six or seven feet, there is a wall which is the start of the center row of lockers. There is also a row of lockers on the outside parameters (north and south walls). This layout is duplicated on the second floor. In total, there are 77 lockers, each locker is approximately 4' x 5.5' x 7'. Another touch of history can be found painted on the locker doors such as Enigma in large bold letters, the famous EYC yacht owned by Ken Eckerd.

To reach the third floor there is a sturdy wooden ladder leading through a hatch, this floor is used primarily for storage of such things as framing for winter boat covers and small sailboat spars. A block and tackle is located near the west door to accommodate the storage process. Also on the third floor there are two dormer type windows the one facing north used to house the top light of the navigation range leading into the Club basin.

When we were the "little kids" hanging out, one of our now senior members who would prefer to remain anonymous (his initials are R.W. his brother is a Past Commodore; his grandson Noah a wonderful sailor and his daughter is a LOG contributor and proofreader) use to take great delight in agitating the "older boys" until they would give chase. R.W. would run like hell for the Locker House and head for the third floor to escape. His famous escape was to duck out the third floor loading door (see picture) and scoot out on the roof from there he would leap into a tree on the south side (no longer there) and swing down to the ground where

he would again heckle his pursuers who were inside looking for him. His words were "NAW NAW YOU CAN'T CATCH ME!!"

If you have never had the "tour" the first time you enter it is cool, damp dimly light and spooky. Not too long ago I had my grandkids with me when visiting my locker and of course they were curious. They wanted to know what was in each locker and thought maybe there might even be a body or two hidden away. By the time we got to the ladder leading to the third floor they had themselves convinced it was a ghost house and would have nothing to do with climbing the ladder.

Well there you have it... "If These Docks Could Talk" they would say, "Enjoy Bob Sternberg's Punk Poem written after the 1945 clean up and published in the July 1945 issue of the LOG".

(Read to the tune "In the Shade of the Old Apple Tree")

*In the shade of the Locker House door,  
There's no hole in the floor anymore,  
The directors had met,  
There'll be concrete all over the floor.*

*In the year of our Lord, forty-five,  
Brother Cooley is glad he's alive,  
Cause his dreams all came true,  
There'll be lockers for yooooooooo  
In the shade of the Locker House door.*

*In the shade of the Locker House door,  
There is now a most elegant floor,  
The house is made right,  
And it's all painted white  
That shouldn't make anyone sore.*

*Nobody can give us the ras,  
It's as good as most any club has,  
Everything is just swell  
And all's going well,  
In the shade of the Locker House door.*



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# THE U.S FLAG

## RULES & REGULATIONS

**A**s we celebrate the founding of our country this July 4th, make sure to display our symbol of freedom with the respect that it so richly deserves.

Our stars and stripes have represented our great nation for over 200 years, so let's make Betsy Ross and all those that have made the ultimate sacrifice to our country proud by following these simple rules:



### Displaying the Flag

#### 1. Flag Hanging Over the Street

When the flag is displayed over the middle of the street, it should be suspended vertically with the union to the north in an east and west street or to the east in a north and south street.

#### 2. Crossed Staffs

The flag of the United States of America, when it is displayed with another flag against a wall from crossed staffs, should be on the right, the flag's own right [that means the viewer's left], and its staff should be in front of the staff of the other flag.

#### 3. Flag at Half Mast

The flag, when flown at half-staff, should be first hoisted to the peak for an instant and then lowered to the half-staff position. The flag should be again raised to the peak before it is lowered for the day. By "half-staff" is meant lowering the flag to one-half the distance between the top and bottom of the staff. Crepe streamers may be affixed to spear heads or flagstaves in a parade only by order of the President of the United States.

#### 4. Sharing the Staff with Other Flags

When flags of States, cities, or localities, or pennants of societies are flown on the same halyard with the flag of the United States, the latter should always be at the peak. When the flags are flown from adjacent staffs, the flag of the United States should be hoisted first and lowered last. No such flag or pennant may be placed above the flag of the United States or to the right of the flag of the United States (the viewer's left). When the flag is half-masted, both flags are half-masted, with the US flag at the mid-point and the other flag below.

#### 5. Flag Suspended Over a Sidewalk

When the flag is suspended over a sidewalk from a rope extending from a house to a pole at the edge of the sidewalk, the flag should be hoisted out, union first, from the building.

#### 6. Flag On a Staff.



When the flag of the United States is displayed from a staff projecting horizontally or at an angle from the window sill, balcony, or front of a building, the union of the flag should be placed at the peak of the staff unless the flag is at half-staff.

#### 7. Flag Draping Over a Casket

When the flag is used to cover a casket, it should be so placed that the union is at the head and over the left shoulder. The flag should not be lowered into the grave or allowed to touch the ground.

#### 8. Flag Other than Being Flown from a Staff

When the flag is displayed in a manner other than by being flown from a staff, it should be displayed flat, whether indoors or out. When displayed either horizontally or vertically against a wall, the union should be uppermost and to the flag's own right, that is, to the observer's left.



When displayed in a window it should be displayed in the same way, that is with the union or blue field to the left of the observer in the street. When festoons, rosettes or drapings are desired, bunting of blue, white and red should be used, but never the flag.

#### 9. Flag Carried in a Procession

That the flag, when carried in a procession with another flag, or flags, should be either on the marching right; that is, the flag's own right, or, if there is a line of other flags, in front of the center of that line.



1. To fold the flag correctly, bring the striped half up over the blue field.

2. Then fold it in half again.

3. Bring the lower striped corner to the upper edge, forming a triangle.

4. Then fold the upper point in to form another triangle. Continue until the entire length of the flag is folded.

5. When you get near the end - nothing but the blue field showing - tuck the last bit into the other folds to secure it.

6. The final folded flag resembles a cocked hat with only the white stars on a blue field showing.

#### 10. Flag Within a Group of Flags



The flag of the United States of America should be at the center and at the highest point of the group when a number of flags of States or localities or pennants of societies are grouped and displayed from staffs.

#### 11. US Flag with Foreign Flags

When flags of two or more nations are displayed, they are to be flown from separate staffs of the same height. The flags should be of approximately equal size. International usage forbids the display of the flag of one nation above that of another nation in time of peace. The order of precedence for flags generally is National flags (US first, then others in alphabetical order in English), State (host state first, then others in the order of admission) and territories (Washington DC, Puerto Rico, etc.), Military (Army, Marine Corps, Navy, Air Force, Coast Guard), then other.

#### 12. Flag in a Church or Auditorium

When displayed from a staff in a church or public auditorium on or off a podium, the flag of the United States of America should hold the position of superior prominence, in advance of the audience, and in the position of honor at the clergyman's or speaker's right as he faces the audience. Any other flag so displayed should be placed on the left of the clergyman or speaker (to the right of the audience). Please note that the old guidelines differed from this updated and simplified one.

#### 13. Flag on a Car

When the flag is displayed on a car, the staff shall be fixed firmly to the chassis or clamped to the right fender.

#### 14. Flag Hanging from a Window

When hung in a window, place the blue union in the upper left, as viewed from the street.

Over the years many of these rules and regulations regarding proper flag etiquette have been violated, many times by people who obviously should have known better. Following is a short list of some of these flag violations:

- In March of 2012 in Lake county Florida, a US flag was used at the

(continued on next page)



## US FLAG RULES & REGULATIONS

(continued from previous page)

democratic headquarters depicting the presidents face instead of the field of stars, against the blue portion of the flag. The flag was quickly removed after complaints from local veterans.



Flag Code 8-g reads: The flag should never have placed upon it, nor on any part of it, nor attached to it any mark, insignia, letter, word, figure, design, picture, or drawing of any nature.

• February 15, 2012, Governor Christie of New Jersey had issued an Executive order to fly both the New Jersey state flag and the U.S. Flag at half staff at all state facilities in honor of the recently passed Whitney Houston. In response, the father of a fallen Michigan soldier burned the N.J. state flag in protest. Section 7m authorizes the President, the Governor, and the Mayor of the District of Columbia to half-staff the US flag under certain circumstances. Question being, can the governor order the US flag to half-mast? Or in this circumstance was it simply a matter of poor judgement?



• On October 25th, 2011 an Occupy Wall Street participant in San Diego, California, used a flag as a chew toy for a dog. No charges were brought against the dog. Flag Code, section 7n states "No disrespect should be shown to the flag of the United States of America." This code does need to be followed regardless of species.

• In memory of the late Steve Jobs, US flags were hung at half-staff at Apple headquarters and Disney World. These two displays are a clear violation of the US flag code, although at Microsoft headquarters the US flag was flown at full staff and the Microsoft corporate flag was flown at half-staff.



Section 7m authorizes the President, the Governor, and the Mayor of the District of Columbia to half-staff the US flag in certain circumstances. Can my company fly the US flag at half-mast for a former employee?

• On May 2011, MSNBC's Martain Bashir accused Sarah Palin of a possible breach of federal law, by saying the the flag painted on her bus should never be used for advertising purposes. Although not technically a "breach" as the "Flag Code" is simply an advisory. Martin Bashir is actually by the letter of the code, correct, it has been a long standing and unchallenged tradition amongst politicians to use the US flag in any number of ways and representations to promote their individual campaigns.



• In Washington, DC, on January 18, 2011 China's flag was placed side by side with the United States flag in honor of Chinese President Hu Jintao's visit. Despite the online uproar this is not a violation of the Flag Code. As section 7g reads, "When flags of two or more nations are displayed, they are to be flown from separate staffs of the same height. The flags should be of approximately equal size. International usage forbids the display of the flag of one nation above that of another nation in time of peace."



• In July of 2003, a photo circulated around the internet of then President Bush autographing a small flag. It was noted that this was a violation of the flag code as stated: The flag should never have placed upon it, nor on any part of it, nor attached to it any mark, insignia, letter, word, figure, design, picture, or drawing of any nature.

• Latino protesters in Costa Mesa California carried the US flag, union side down, in protest of pending federal legislation with harsher immigration policies. Section 8a of the flag code states: The flag should never be displayed with the union down, except as a signal of dire distress in instances of extreme danger to life or property.



• During the 2004 in which Janet Jackson's "costume malfunction" highlighted the news. Kid Rock's portion of the show featured the performer wearing an American flag as a cape. Later removing the "flag poncho" and hurling it over his head. Section 8d. reads, "The flag should never be used as wearing apparel."



Ultimately our US flag is a representative symbol of all that this great country stands for, and for all those who sacrificed to maintain the freedoms we all enjoy, so let us simply remember to show it the respect it deserves.





## Celebrate Erie Gives!

**On Tuesday, Aug. 12, 2014**  
from 8 a.m. to 8 p.m., consider accelerating your pledge to the Rickloff Community Boathouse or add funds to create a community needs-based scholarship fund.

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



## Hunger Knows No Season Food Drive

**Thursday June 26th & Thursday August 7th from 5pm -8pm at the Sunset Happy Hour**

Hunger knows no season, it affects families year round. Help those less fortunate families by bringing a non perishable food item (or monetary donation) to drop off at the Sunset Happy Hour. There will be a bin located at the West entrance of the Club.

**Some of the Most Needed Items Include:**  
Canned Meats, Canned Nuts, Peanut Butter, Cake Mix, Bisquick, Muffin Mix, Oatmeal, Pasta, Evaporated & Powdered Milk, Canned Fruits and Vegetables, Coffee, Canned Juice, Baby Diapers & Wipes, Laundry & Dish Soap, Toilet Paper & Paper Towels, Nutritious Snacks / Breakfast Bars

Please none of the following: Home-canned foods, glass containers, unsealed or open packages, baby food or formula, bulging or severely dented cans




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## July Calendar of Club Events

- 3rd Thursday Sunset Happy Hour  
Raintutter Regatta Night • 6 - 9pm  
Complimentary Fried Pretzels  
Music with Shally & the Riffiders
- 4th Firecracker 4th at the Lighthouse  
6 - 11pm • Prime Rib & Perch  
Specials • Live Entertainment by  
Jackson Station
- 6th A la carte Breakfast • 10am - 2pm  
EYC's Annual Family Picnic  
3pm - 6:30pm • Free Activities  
include: Pony, Train & Boat Rides,  
Clowns, Face Painting & Wall  
Climbing • Picnic Buffet at 4pm
- 10th Thursday Sunset Happy Hour  
Harley Owners Night • 6pm - 9pm  
Complimentary Egg Rolls  
Music with Doggone Good Band
- 11th Dock Party  
A, B, C, D, E, F, G, H & I
- 13th A la carte Breakfast • 10am - 2pm
- 14th Frolic On the Bay Charity Event  
11:30am - 5pm • 8 • Children arrive  
at 12:30 • Boat Rides • Clowns  
Lunch
- 17th Thursday Sunset Happy Hour  
Raintutter Regatta Night • 6 - 9pm  
Music with the Sam Hyman Band
- 20th A la carte Breakfast • 10am - 2pm
- 24th Thursday Sunset Happy Hour  
Michelob Ultra Night • 6pm - 9pm  
Complimentary French Fry Bar  
Live Music with Mambo
- 27th A la carte Breakfast • 10am - 2pm
- 31st Thursday Sunset Happy Hour  
Raintutter Regatta Night • 6 - 9pm  
Complimentary Fried Pickles  
Live Music with Ron Yarosz & the  
Vehicle

## North Wall Piggy-Back Parking Encouraged

The Club Grounds Committee is well aware of the parking issues along the north wall, particularly on race days. While the Club maintains a policy that all members are free to park anywhere they wish, non-members and non-member crew are still restricted to parking in the main Clubhouse parking lot. We ask all members to enforce this policy and police their own guests and crew for the convenience of our fellow north wall residents.



At the same time, the Committee is implementing a "piggy back" parking policy along the north wall. Piggy back parking is simply pulling forward on to the lawn or stones to allow for another family member or member crew vehicle to utilize the same parking space. If all members apply this piggy back parking method, we will gain an additional 53 parking spaces.

The Committee thanks you for your cooperation and now let's enjoy our well-earned summer.



## August Calendar of Club Events

- 2nd Dover Weekend Band • 8pm - 11pm  
Outside Clubhouse Deck  
music by Street Level
- 3rd A la carte Breakfast • 10am - 2pm
- 7th Thursday Sunset Happy Hour  
Presque Isle Corvette Club Night  
6pm - 9pm • Complimentary  
Pizza Logs  
Music with Acoustic Gypsies
- 10th A la carte Breakfast • 10am - 2pm
- 12th Junior Sailing Banquet  
6pm - 9pm
- 14th Thursday Sunset Happy Hour  
Raintutter Regatta Night • 6-9pm  
\$1 Grilled Hot Dogs  
Music with The Sam Hyman Band
- 15th Dock Party  
J, K, L, M, N & O
- 17th A la carte Breakfast • 10am - 2pm  
Fish Fry Party at the Lighthouse  
4pm Happy Hour • 5 pm Perch Fry  
(Strip Steak Alternative available)  
Reservations at 453-4931  
Entertainment by Smokin' Section
- 21st Thursday Sunset Happy Hour  
Margarita Night • 6 - 9pm  
Complimentary Jalapeno Poppers  
Music with the Breeze Band
- 24th A la carte Breakfast • 10am - 2pm  
EYC Charity Regatta  
Benefitting the Red Cross  
11am Skippers meeting  
Race starts at 1pm  
BBQ Buffet 4:30pm - 6:30pm
- 28th Thursday Sunset Happy Hour  
Presque Isle Antique Auto Club  
Raintutter Regatta Night • 6 - 9  
Complimentary Fried Raviolis  
Music with Encore 5:30 - 8:30
- 31st A la carte Breakfast • 10am - 2pm

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