

VOLUME XXI / ISSUE 4

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The LOG



A Dreamer's Resurrection





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As the EYC grows with the Clubhouse renovation The LOG would like to thank all the advertisers who continue with their support in this exciting time to be an EYC member. As the Club continues to thrive through membership and renovation, rest assured that the LOG will be there to mark and record the Clubs historical growth.

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CONTENTS

A Dreamer's Resurrection	4
Clubhouse Renovation Update:	8
Tow Like a Pro	12
Commodore's Ball 2023	16
Jacket Required	18
What's the Good Word?	20
Cruisers Celebrate Seven Years	22
Frolic on the Bay 2023	24

From the Bridge

By Rear Commodore Russ Thompson

EYC opened today, Tuesday June 13, after completion of Phase I of the renovation. The ballroom is modern and beautiful. The kitchen is up and running and it is awesome. This is our time to contribute. It is our time to pave the way for future generations. Read through the history of EYC and notice that men and women sacrificed greatly, and they built great big audacious things, and they did it with very little.

From 1917 about our current locale: "The beach area was made marshy by a stream which ran down the ravine. Until the creek was controlled, no road could be built, and it was necessary to lower materials by "block and tackle."

Building EYC, renovating EYC, moving the clubhouse, all of these things took grit and determination. Let us also not forget about two world wars and the depression when we look for inspiration from our past.

It is our turn to forge the future for all EYC generations to come. Let's be proud of the result and let's be proud of how we came together, worked hard and made this happen together as a community.

Thank you EYC members... look what you have accomplished!

Directory

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Dockmaster	453-4931 ext. 215	Catering	453-4931 ext. 205

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On the Cover...

Brought back to life! The Dreamer was brought back to the beauty it is today by Bobby Arlet and Dave Bierig which is what can only be described as a labor of love. Photo by Bill Coleman.



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Scan to learn about the Erie Yacht Club



If These Docks Could Talk

by P/C Gib Loesel

Dreamer

Photo by
Amanda Loose

After the “Westerly” story in The LOG a few issues ago, I was asked how about the other wooden boats, what about them? Well by now you know, “that got me to thinking” (again) about the yacht “Dreamer”. All summer she can be seen out in the bay giving all that see her their “Dream” in action.

Back in 2006 Captain Dave Bierig announced a new boat (Dreamer) was being trucked to Erie and he asked P/C Doug Nagle and I to “pipe” her welcome to EYC. Let me say this, when the truck rolled through the gate, we played and our eyes popped, she looked like a very large monster and for sure she needed some help!! At that point, with the Dreamer pennant flying, the first line of Stephen Foster’s song “Beautiful Dreamer awake unto me!” popped into my head.

In September 2004 Dave had gone to Rich Marine in Buffalo to bend sails, Michigan Maritime’s new topsail sloop “Friend’s Goodwill” which he would eventually help bring to Erie. He went to examine the sail inventory and build a new topsail for her. The project he was to work on was not ready to go, so like all good sailors would do, he scouted out other tenants that were scattered about the yard. When he spotted what was to become the “Beautiful Dreamer”!

Dave later wrote in the LOG Volume IV/Issue 4 “As I worked on the rigging, I kept glancing shoreward at a beautiful big old wooden sailboat that stood on jack stands in the yard. Her bright work was peeling, and her topsides and bottom were bare wood and becoming grey and weathered. Even in this condition the boat commanded your attention... She simply dominated the scene!” Dave continued, “When I came to work on Tuesday morning that big, beautiful sailboat was on my mind. Something had to be done!



Craftsman at task, Bobby Arlet and Dave Bierig performing boardwork on “Dreamer”.

Dave called his friend John Kuder.” John was known for his passion for the “Salvation of Endangered Boats”. The thought of a wood boat that was fifty-five feet on deck had started visions of “sugar plums” dancing in his head. They discovered the boat was for sale but tangled up in a legal battle, so they started keeping track of her legal progress through the yacht broker.

In 2006 the legal battle crossed the finish line; the dreams became more intense! Somewhere along the line he mentioned his dream to first mate Susan who looked in the family “\$ail bag” telling him we could make it float.

Dave wrote in the LOG summer issue 2006; “The project seemed to be too much for just John and I until Bob Arlet joined the effort. With Bob in tow, the three of us went to Buffalo and looked the boat over”. They knew the outside needed work which would including replacing the rudder post and the wood keel, both major projects. On the plus side the interior was pristine. The teak and holly cabin sole, the mahogany and butternut finished bright work were all a product of the former owners love of the boat and wood working skills.

Well, you guessed it the inspection trip turned out to be a buying trip. By that time Doug Klaber and his father Rich had joined the group, using their legal skills they organized an LLC called “Erie Yacht Club Restoration” and the adventure began. Over time and according to plan Dave and Doug are now the remaining partners. Both Rich and John are now looking down with pride from the “Fiddlers Green” and Bob is enjoying his pride and joy Westerly.

On Thursday June 1st, 2006, she arrived at EYC an extensive rebuild began in the Southeast corner of the boat storage area. (See various pictures) The project was a team effort of the partners and of course Bob is a “master shipwright” and Dave is “almost” his equal which moved the project into high gear.

This unique project happening in the yard was a wonderful experience for all of the members to keep track, watch and learn it was also a chance for the Reyburn sailing school students to actually see what a real wooden boat looked like from the inside out. While the partners did 90 percent of the work a few of us leant a hand along the way, Pat Claxton and Biff Maasz who had worked on the Niagara rebuild, helped with their boat building skills.

(continued on next page)

A Dreamer's Resurrection

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When more hands were needed for the “grunt” work folks like me were recruited.

My meager contribution was to work a hydraulic boat jack, click by click at Bob's command to lift this 50,000-pound monster high enough to drop the iron keel so the wooden keel could be replaced. (See photo) Here is the amazing part, when I stopped by the next day to check the progress, the shoe which is Mahogany and weights approximately 300 lb. had been cut and fit into place, the boat lowered, and keel reattached!!

Only Poseidon, God of the Seas knows how many hours were spent scraping sanding, cutting, painting, varnishing and of course adding a new set of Bierig Sails. (Which were completed over the summer). The boat needed one more thing, WATER!! On October 29, 2006, (after 151 days of work) she was launched, and after minimal pumping she was floating on her own!

By building a unique framework over the boat she was tarped, and more work was completed over the winter. Dave also planned to add a bowsprit which in 'land lubber' talk would allow for a bigger forward (Genoa) sail.

Dropping the Dreamers keel.



The “Dreamer's” mast being split for a new centerpiece to be added for support at the Bayfront Maritime Center.

With this in mind they took the 67-foot mast to Bayfront Marine Center, lined it up in front of their band saw and cut it right down the middle splitting it in half. In this story tellers opinion, this took “guts” but all turned out well a new center piece was fit and glued thus stiffening the mast for the additional strength needed. This was also done to the mizzen mast. (see photo above)

For those of you who do not know, wooden boats start to dry out while on “the hard,” in the very early Spring of 2007 dockmaster Billy and crew fired up the lift and she was back in the water soaking up. Over the next few weeks Dreamer continued to draw a crowd, all were anxious to see her under sail. By the end of June, she was ready for her first race, Port Dover here she comes. Early in the morning as she was leaving the basin horns blew, flags “dipped” and waived, shouts of congratulation and bagpipes sent her off to the start.

Beautiful Dreamer was Awake!

Since that first race, she has competed regularly in the Lake Erie Interclub Regatta and has captured her share of the flags, she has also competed in the Falcon Cup Race (Cleveland to Mentor Harbor) the Race from Ashtabula to Port Stanley, multiple Bluff Bar Races, and the Koehler Cup Series. Many of us have enjoyed being a part of the crew, but her regular crew members are Dave's partner Doug Klaber, Alex Nagle, Noah Charles, Kyle Smith and Rick Hersey.

When you go aboard and start looking at the beautiful bright work, wonderful rope work done by David, the bell, the unique deck structure hundreds of questions are asked. If you are lucky Dave's first mate Susan is on board and will answer most of them. One of the questions always asked is: How fast will she go? Captain Bierig would answer something like this. With a sheepish grin, it depends on how hard the wind is blowing and what point of sail we are on”, followed by “these big old heavy boats sail well on all points of sail, but up wind they do not point as well as the modern light weight newly designed boat.” Down wind is our “meat and potatoes”.

On a recent Wednesday afternoon sail I asked the question and was actually surprised by his answer. “On a Bluff Bar Race, we were dead downwind with all of our sails flying registering a steady 15 mph (for about 30 seconds), the ambient waves were being pushed aside and we were producing a Quarter Wave (Rooster Tail) that was spectacular and almost unbelievable. Quite the thrill.” (See photo on page 4) Just listening to a normal quarter wave is like music from the sea, but this one was a “roar”. Dreamer continues to attract visitors making friends everywhere she goes.

When she enters the channel at Port Dover the word goes out, Dreamer is here, and all of her friends arrive to share time and tell stories.

She is now powered by a brand new 4 cylinder Betta diesel. To keep the bright work shiny and bright about 2 gallons of Captains Varnish are applied each year.

If these docks could talk: They would say, “How lucky we are that Dreamer was to be snatched from the jaws of rotting old boats by these Lovers of Wooden Boats!”



Dreamer's “vitals” are:

- Year Built 1929
- LOA: 54' 9"
- LWL 41'
- Beam: 12' 5"
- Draft 7' 5"
- Design: Keel Ketch
- Designer: John Alden
- Weight: 50,000 lbs.
- Sail Inventory: 17 Bags
- Sail Number: 365C



We have some great news regarding the Clubhouse renovation project!

At our EYC Special Meeting on May 18th, the Members voted in favor of removing the 2nd floor "Crow's Nest." Additionally, they decided to add a roofed patio on the North side near the Bliss Room. These actions are being taken under consideration by our design team to make certain that our use of space and resources are best spent to ensure the Membership Experience is nothing short of spectacular.

What does this mean to our members in the coming months? First of all, let's look at where we are and what needs to be completed in this first year of construction:

- As of Wednesday June 7th, we passed all of our inspections, including the Department of Health, City Building Code and City Fire Inspections. We have our kitchen back and by the time you see this article, you will have also been exposed to our new menus. A few items are still not installed due to the dreaded supply chain issues but we hope to have all in place very soon. Please be patient!

- We now have access to the Bliss and Ballrooms for dining and special events.

Here are some important target dates to wrap up this phase of our renovation project:

- The new Operable Doors for the Ballroom were installed the week of June 19th. This will hopefully allow us to use that room for more dining off of the Grill Room when completed and eliminate the current wall separating those rooms.

Exciting Update on Clubhouse Renovation!



By Dave Wagner



- The same is hoped for the installation of the permanent doors in the Ballroom, assuming they show up on time! We have a target of those being in place the week of June 26th. We say hopefully as supply chain issues continue to thwart our best laid plans so keep your fingers crossed!

- We hope to have most of the permanent HVAC rooftop units installed and operable before it gets too cold. Again, these items were ordered over eight months ago and some are still not on property and may not arrive for installation until September. We are currently using the old AC units to keep the building cool.

- The Clerestory (the new tower with windows over the main lobby) is scheduled to be completed in the early to mid-July. Can't wait to have you see that space when it's done, topped by a custom burgee from Gene Davis Sales.

- Most of the siding, if not all of it, has been installed on the north side of the Club. The South side is next, can't wait to see that finishing touch.

- The new Restrooms are complete and operable, other than the permanent doors being installed as soon as they arrive.



The new EYC burgee supplied by Gene Davis Sales will adorn the Clerestory at the main entrance.

- The office is getting the finishing touches, and staff will be relocating there in the near future so we can all find them again. Same goes with the Ship's Store.

What's next?

First and foremost, we hope that in the next couple of months we will be able to have a final plan for the new water source routing. Based on our most recent meeting with the City of Erie, the Port authority and Erie Water Works, it looks like this will not be ready for construction until the Spring of 2024. It is critical this be completed so that we can charge our new sprinkler system and get our final occupancy permit at the end of next year's construction.

Hoping that this will be able to be accomplished with minimum inconvenience for all of our members.

The Board, Clubhouse Renovation Committee (CRC) and Design Team have established some target dates for the upcoming season. Although none of these can be etched in stone as we are always at risk for unknown glitches, weather and that dreaded supply chain, here is what we hope you can expect to see over the next twelve months.

- The Clubhouse Renovation Committee, (CRC) and Board have met with the Design Team to review the final architectural concepts for approval. Our Architect is now preparing the final plans for review.

- Our Architect is now working on any additional engineering necessities with a target date of June 26th for the Board's comments.

- When that stage is completed, we can then go to our existing subcontractors to reprice the additions and deletions from the original design. We are targeting a date of July 17th for those bids to be reviewed.

- By July 24th, the Board will have reviewed these bids and issued "Letters of Intent" to proceed.

- As early as September 2023, weather and events permitting, the second year of Construction will begin.

- Hopefully, by Opening Day 2024, we will be fully completed with all but punch list items, and can look back at a long trying process that gives us a Clubhouse we will all be proud of.

As always, the CRC and Board thank our membership for their support and patience. We thank all of the volunteers, past, present and future who have added to this project hours and hours of selfless service.

We know we will all be thrilled to see the end product.



“Yachtsie” The Alligator

by Jay Shimek

The first time I saw the smiley face painted on the trunk of a fallen tree along Ravine Drive, I was impressed by the ingenuity of the person who thought to create what I consider to be an iconic part of the Erie Yacht Club experience. My second thought was “Why didn’t I think of that?”

About a year ago, another tree fell, but at the top of Ravine Drive, just past the stop sign, and split when the falling timber crashed into the concrete retaining wall. One of the yard crew (I presume) cut the top off the tree, leaving about three feet protruding above the concrete. The first time I saw it, I thought “That’s an alligator.” Inspired by the smiley face, I resolved that at some point I would make the time to turn the log into an alligator. For months and months I drove by the fallen tree. Each time I would remind myself about my quest. As always, work, family, kids – life – would get in the way, and I would promise myself that I would get to it.

Finally, on June 29, 2022, I decided that the time had come. I took photographs and made measurements. I had pictured in my mind what I wanted to create, so the first challenge was to determine the kind of material would I use to create teeth and eyes. My primary concern was durability. If my creation was going to have an enduring presence, the materials would have to withstand wind, rain, snow, and sunlight. I also needed material that could be cut into the shape of the teeth and eyes without too much effort. I had some aluminum coil stock in the garage, and thought it would be perfect. I could bend it into an “L” shape, and cut the teeth with tin snips. Likewise, I could cut an “L” for each eye. It seemed like the perfect solution, until I cut out the eye. As soon as I had cut the right shape for the eye, I was reminded just how sharp cut aluminum is, and that it would be a hazard for any person, especially a child, who inspected the alligator up close.



I rejected the aluminum and abandoned the project for a few weeks out of frustration. It wasn’t until I was rooting around in the garage that I stumbled on the perfect solution.

For some reason, somewhere along the way of the many renovation projects on my home or my parents’ rental properties, I had saved a “header expander” from a vinyl replacement window. A header expander fills the gap between the top of the window and the window opening. My father had a saying about all the various building materials he would keep after a job was finished, even though the clutter would become overwhelming – “It’s not asking for anything to eat.” Wisdom borne of the Great Depression. When the opportunity to use the header expander to create Yachtsie the Alligator (as I had begun calling him) arose, it became clear why I had stood that piece of vinyl in the corner so many years ago, and my father’s words rang true (again). The “U”-shaped header expander was made of UV-resistant sturdy white vinyl. It was four feet long and three and a half inches wide, with the “legs” of the “U” measuring one and a quarter inches – the perfect length for teeth, given the size and scale of the split log.

Using the measurements I had taken, I embarked upon laying out the teeth for the jaws. In an attempt at verisimilitude, I looked at many photographs of alligator teeth on the internet. What had always seemed to me a haphazard arrangement of different-sized teeth in the alligator jaw turned out in reality to be a sophisticated undulating pattern of smaller and larger teeth, the upper and lower jaws matching perfectly. Anyone who has seen a nature show about alligators knows that they feed by clamping down hard on their prey, then going into what is called the “death roll.” The arrangement of the teeth, as well as the alligator’s 2,000 pounds per square inch bite force, allow the alligator to target very large prey, and hold on until the very end.

I approximated the design and arrangement of the teeth as best as I could for Yachtsie, matching the natural pattern of larger and smaller teeth. Using tin snips, I fashioned the upper and lower teeth for each side of the jaw, then the front. I used a file to remove any sharp barbs of vinyl. I was gratified to find that the teeth did not create a cutting hazard. I looked up many photographs of alligator eyes on the internet. I realized that the eyes I was going to create would by necessity look a little cartoonish, because I wanted to make sure that when someone looked at Yachtsie, they would immediately identify him as an alligator. By proportion, alligator eyes are much smaller and have a lower profile than those I fashioned for Yachtsie, but I wanted to be sure they were recognizable by people, and especially children, in a passing car. Once I had the size of the eyes figured out, I had to decide the design. Alligator eyes, like all reptilian eyes, have “vertical” pupils that are pointed at the top and the bottom. The irises are green. To have these features be recognizable from a distance, they had to be exaggerated. I sketched a few samples, and settled on the final design.

I thought about painting the eyes, but realized that the vinyl would probably not hold the paint well. If that were to be the case, maintaining the eyes would be difficult, especially in cold or wet weather. Considering our drawerful of colored Sharpie markers, I wondered how well they would show up on the vinyl. They worked perfectly, and could be “touched up” if they faded over time. I colored in the eyes, and the components were complete. On July 23, I gathered up the alligator parts, my battery drill, and some all-weather screws and headed over to Crescent Drive. As I “dry fit” each component, I was pleased to see that Yachtsie would turn out just as I had planned. I drilled some holes into the teeth and screwed them into the jaws. I tried a couple different locations for the eyes, and settled on the final placement. Satisfied with my creation, I took a selfie with my head in Yachtsie’s maw, and left him there for people to enjoy.

Sadly, on October 22, I discovered that the lower jaw was missing. I was crestfallen. Angry that some miscreant had destroyed what I thought was a whimsical, and welcome, addition to the EYC experience, I thought I might try to push the whole tree off the retaining wall and into the ravine.

When I viewed the damage up close, I was relieved to see that the trouble-maker had tossed Yachtsie’s lower jaw into the ravine. I went home, got some boots, and scaled down into the slippery ravine and retrieved the lower jaw. Some of the teeth had gotten bent, but it was for the most part undamaged. To repair the damage and recreate the original look, I had to mount a small wedge under the lower jaw, so that it would not be hanging open too far. On November 12, using more all-weather screws and some metal strapping, I reattached Yachtsie’s lower jaw.



He has survived his first winter, and is doing well. I don’t know how long he will stand guard over Ravine Drive, but I am hopeful that for as long as he is there, he will add something to each person’s visit to the Club.



Jay Shimek is a partner at the law firm of Sterrett Mott Breski & Shimek. In his 12 years between college and law school, he worked in his parents’ rental business, and worked construction for three years.

RAVINE DRIVE UPDATE:

Ravine Drive will be in need of resurfacing for the time-being. The Erie Western PA Port Authority owns the road, and it deferred a resurfacing project last year due to the Kahkwa Drive bridge demolition work. The City of Erie plans to replace the bridge and is currently in the design stage, which includes straightening out a portion of the road. In addition, EYC will be installing a replacement water line within the road right-of-way to meet Erie Water Works’ fire suppression requirements for the renovation project. It makes no sense to resurface the road under these circumstances, as it will require resurfacing again when the work is completed. For now, the Grounds Crew will continue patching the road to make travel as smooth as reasonably possible.



Tow Like a Pro...

By Michael Vatalaro
Michael Vatalaro is former executive editor of BoatU.S. Magazine

An enjoyable day of water-sports starts with the driver. If you've never towed anyone behind your boat, or if you do it all the time, these three techniques will help make your day on the water more fun – and safe

1. Towing A Tuber Safely

When it comes to fun on the water, few activities are more inclusive than towing a tuber behind your boat. It's fun for all ages, can be done behind just about any style powerboat, and is straightforward to hook up. While much of this may seem like commonsense to those of us who grew up with watersports, a litany of high-profile accidents last summer has thrust watersports safety into the spotlight. One state, Illinois, passed a new law requiring skier-down flags aboard boats, while others have proposed increasing criminal penalties for negligent operators. But towing safely isn't hard. Just keep these three things in mind.



Keep Your Distance: The most important thing to remember when towing anyone behind the boat, whether on skis, a wakeboard, or on a tube, is to keep a safe distance from both fixed objects like docks, channel markers, bulkheads, or shorelines - and from shallow water on BOTH sides of the boat. While ropes made for towing tubers are sometimes shorter, a full-length ski rope measures 75-feet long – add another few feet to account for any yoke, or tow bridle, plus the length of the tube itself, and it's best to consider 100 feet as a bare minimum safe distance. A tumbling tuber ejected from his or her ride will often travel an impressive distance above or on top the water, so more room is safer. If you imagine a swath of water 300 feet wide (the length of a football field) with the boat at the center as your “safe zone” and steer to prevent anything from entering that zone, you'll be off to a good start. Keep in mind that tubers, more than skiers or wakeboarders, are at the mercy of the driver, because they can't steer the tube, or release the line.

Speed Is Relative: If you've ever experienced the exhilaration of being whipped through a tight turn at the end of a ski rope, you know firsthand that the tube absolutely hums along, skipping lightly across the water. But it may surprise you to know just how much faster the tube is traveling than the boat. The key to this is the length of the ski rope, which puts the tube through a much greater length arc than the boat itself. In a full turn, particularly a tight one, the tube may travel twice the distance of the boat, which means it's traveling twice as fast as well. So while you, the skipper, may be experiencing that turn at a sedate 20 mph, your rider feels the water rushing by at 40 mph or more - making it doubly important to avoid those aforementioned solid objects.

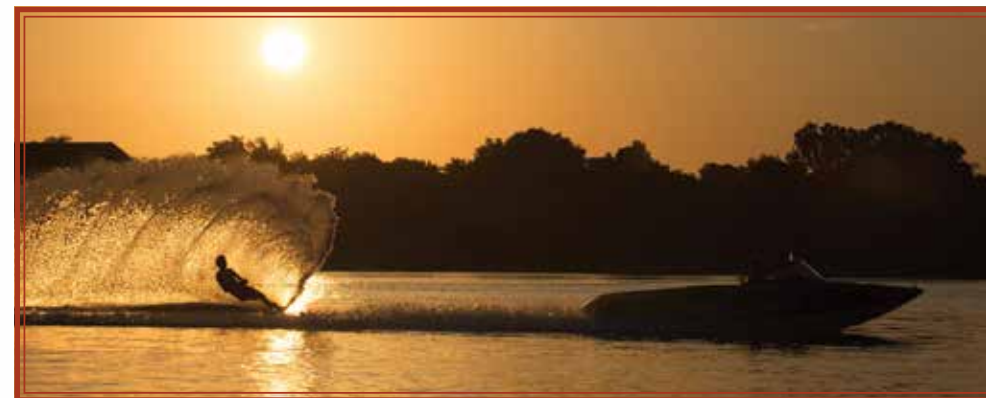
Be Aware Of Other Boats: Other than striking a dock or piling, perhaps the greatest danger to a tuber is other boats, particularly after a rider falls off the tube. Unlike skiing, tubing doesn't require flat water, so you often see tubers in more crowded waters. It can be difficult to see someone bobbing in the water waiting to be picked up, even if the tuber is wearing a brightly colored life jacket. Other boaters don't expect swimmers away from shore where you're likely to be towing, and they can easily fail to spot a head just above water. Skiers and wake-

boarders are taught to hold their ski or board up out of the water to increase visibility. Tubers don't have this option. For this reason, some states require boaters to display an orange flag on the boat when a rider is down in the water.

To increase the safety of your tubers, avoid towing in congested areas, busy channels and the like, and pay attention to other boats transiting the area. Their operators may not be watching you, or paying attention to the erratic movements you're making while trying to give your tuber a thrilling ride. Your spotter, a second adult in the boat responsible for keeping an eye on the rider, will allow you to focus on driving, and not the rider (see sidebar).

2. Retrieve A Skier Safely

The easiest way to keep everyone who goes over the side to ski, wakeboard, or tube safe is to establish a routine around how you approach and pick up a downed skier, and stick to it. You never want to expose your crew to a moving prop, so your routine should focus on bringing the boat close enough to board, but only after cutting off the engine. This means knowing a few things about your boat, including how it handles without power, where the boarding ladder is installed, or where a portable one works best aboard, what your close-in visibility is like from the helm, and how the boat settles into a drift in a light breeze. Alternatively, you can use the third method below, to bring the rope back to your skier, and then shut off the engine and pull them to the boat.



Some states require a “skier down” flag to be used by a spotter, some also require a spotter for each person being towed.

The Approach: Ideally, you want to return to a downed skier as quickly as possible, putting the boat between them and any passing boat traffic (Your spotter should maintain a clear view of the skier at all times, so you can watch other boats). But you also need to approach the person in the water in a controlled manner, being mindful of your wake and its effects if you circled tightly. You don't want to come in hot, cut the engine, and drift up on your skier only to have your wake push the boat on top of them. When possible, for best visibility, approach with the skier to the starboard side (or the same side as the helm), turn off the engine as you draw alongside, then turn to starboard, letting the boat's momentum carry you into a gentle turn that should slow the boat in front of the skier.

In a perfect world, you'd be on the upwind side (the wind on the opposite side of the boat from the skier), so any breeze would move the boat to the skier, and your boarding ladder would be on the same side as the skier. It's always preferable not to require the skier to cross the transom to board the boat. Even with the engine off, a prop or lower unit is no fun to kick or bang into as you swim by.

Off Means OFF: It doesn't mean neutral. Too many prop-strike stories start with the phrase, “I thought it was in neutral.” An inadvertent bump of the throttle, or just a sticky throttle with a linkage out of adjustment, can easily result in a motor that's in gear at precisely the wrong moment. If you've turned the motor off, there can be no mistakes.

After They Board: Similarly, you never want to start the engine until you, the captain, have visually confirmed your skier is aboard, the ladder has been stowed, and the ski rope is clear of the prop or outdrive. It's not enough to ask about these things; turn around and see for yourself. The few seconds it takes each time you retrieve a skier are well worth it if it prevents you from sucking the tow rope into the prop, or worse.

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Tow Like a Pro

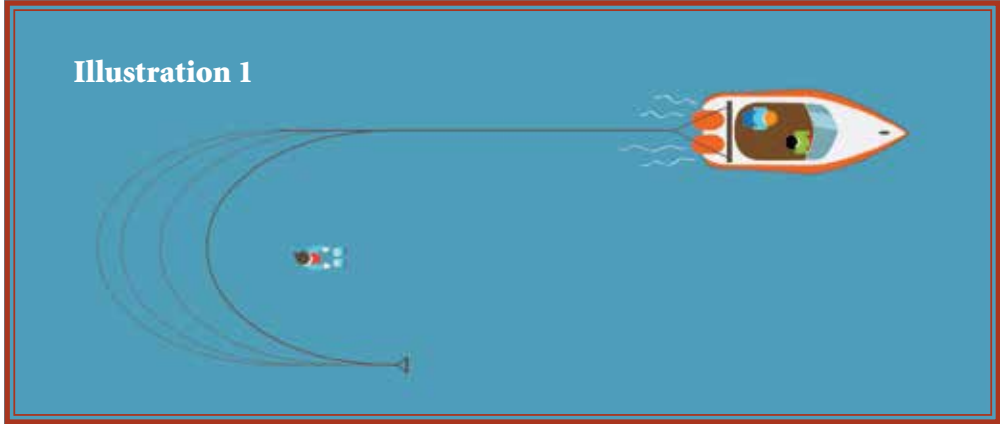
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3. How To Return The Tow Rope To A Downed Skier

“Wipeout! Skier down!” shouts your spotter. Those words cause you to spin the wheel, and start looking for your downed skier, bobbing in the water, waiting for another go. But what’s the best way to get the ski rope handle back in their hands?

Not As Straight forward As It Looks:

You’ve got a couple of issues to overcome. First, you can’t just circle the skier and expect them to swim out to the rope. For one thing, it’s difficult to move at all with skis on in the water, and the more effort they spend swimming, the less energy they’ll have for fun. Secondly, you can’t turn too tightly or you’ll run over your own rope. What you need to execute is a tight U-turn, off-set with the skier at the bottom of the U (see illustration 1). To do this safely keep these tips in mind:



Make a U-turn around your skier at low speed. You don’t want to be right on top of them. As you continue past, the drag of the handle will make the bend in the line slip up toward the skier, making it easier to reach.

- Your spotter should keep their eye on the skier at all times as you turn around them in the water, keeping the boat a safe distance away. You should also do so, but with a lookout for other boats as well.
- Keep the throttle at idle, so you’re just making headway (dead slow).
- You can “pinch” the U at the end of your turn if need be, to bring the rope back more quickly. But make sure you don’t run over the handle.

- The rope’s handle is what makes this U-shape effective. It acts as an anchor of sorts, creating more drag in the water than the line to which it’s attached. When you make the turn at the bottom of the U, the handle’s drag makes the bottom of the U-shape slip through the water, almost like a noose tightening, coming closer to the skier than the boat originally passed. (See Figure 2). Done correctly, the line will end up passing behind their back. All they have to do is lay back and wrap an arm over it, then pass it over head. At that point, it’s best to have the boat in neutral, so you aren’t pulling them through the water before they’re ready.

TIP:

Be aware of your wake when circling back to retrieve a skier. Arriving at your skier as your wake comes crashing back on you could put your skier at risk of having the boat come down on top of them.

- This technique will also work with most tubes, though those riders are free to swim to the tube if you just drag it past them. It also should be noted that crew-overboard devices such as a Life Sling or life ring on a long line can be brought to a person’s hands in the same manner, so sailors should practice this maneuver as well.



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Spotters Required

When towing anyone behind your boat, whether on a tube, board, or skis, you must (should) have at least one spotter aboard to keep track of your skier and relay instructions to the driver, such as speed up, slow down, and so on. And it’s important for the driver, spotter, and skier to all know and go over the signals before starting. When everyone knows their role and what to expect, things go better.

In states that require a skier down flag, the spotter would be responsible for holding it aloft when the skier falls. Some states require a spotter for each person being towed, and there are often minimum ages (kids don’t usually count). To find out the laws in your state go to www.NASBLA.org and click on State Boating Laws under the Resources tab.



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In the ever-changing landscape of traditions, the Commodore's Ball at Erie Yacht Club has witnessed several transformations to become the esteemed event it is today. From its humble beginnings in 1900 to the grand celebrations of the present, the Commodore's Ball has evolved, reflecting the shifting times and desires of the Club's members.

The Early Years: Toasts and Celebrations:

Looking back to 1900, the Commodore's Ball, as we know it today, did not exist. Instead, Commodore Bliss chose to celebrate by inviting members to a party and dinner held at Station #1, located at the foot of Summerheim. These early gatherings were characterized by dinner, toasts, and commemorations of the club's officers and successes achieved throughout the year. Dancing was absent, but the camaraderie and appreciation for the club's achievements were ever-present.

War Years and Post-WWII Festivities:

During the war years, celebrations were understandably limited, with a focus on supporting the war effort. However, as the dark clouds of war dispersed, festivities at the Erie Yacht Club grew more vibrant. A Commodore's party took place on the first floor, adjacent to the bar, in the old Club House. A highlight of the evening was the spirited singing of "We Love Our Commodore." Notably, this event occurred shortly after the annual election of officers, emphasizing the honor bestowed upon the Commodore.

A Move to the Erie Club:

In 1967, a significant change occurred when a minor dispute arose between the club chef and Commodore Ginader. As a result, the Commodore's Ball was moved to the Erie Club. This relocation marked a shift in the event's ambiance and set the stage for future adaptations.

The New Clubhouse and Changing Dynamics:

With the opening of the new clubhouse, the Commodore's Ball underwent further transformations. Initially, it became a dinner for invited guests, followed by the inclusion of the entire membership. However, this approach faced challenges. Dinners grew longer, and the guest list remained stagnant.

The Birth of the Appreciation Cocktail Party:

In 1968, a pivotal change occurred as the dinner portion of the Commodore's Ball was eliminated. It was replaced by a private appreciation dinner held a week prior to the ball. The new format featured an earlier start time and offered light finger foods. Over the following years, this appreciation dinner transformed into the modern-day appreciation cocktail party. Today, the Commodore's Ball has expanded into a walk-around dinner, offering an array of delectable dishes, a band, and a night of dancing.

A Grand Celebration of Elegance and Unity:

Throughout its evolutionary journey, the Commodore's Ball at Erie Yacht Club has remained a cherished tradition. From humble toasts to lavish celebrations, it has adapted to meet the desires and preferences of its members. This prestigious event represents not only a celebration of the Commodore but also an occasion for the entire club to come together in a spirit of elegance, camaraderie, and appreciation for the accomplishments of the year.

Another Year of Change

The Commodore's Ball at Erie Yacht Club has evolved over the years, reflecting the club's adaptability and reverence for its rich history. From its humble beginnings to the grandiose celebrations of today, the Commodore's Ball serves as a testament to the spirit of the Erie Yacht Club. This year's Commodore's Ball continues this tradition, albeit with a twist. Departing from the past custom of hosting the Ball after the boating season concludes, I wanted to capture the spirit of summer by holding the event when our club is abuzz with activity and basking in the joys of the season. I invite you to join my wife, Louise, and me for a memorable "Midsummer Night" Commodore's Ball on the evening of July 29th.

The theme for this year's Ball is a simple celebration of our Club and its members during the summer season. As for attire, think of it as dressing for a fancy summer cocktail party. Choose an outfit that exudes elegance and captures the carefree spirit of summertime. Get ready to mark your calendars for a truly enchanting Midsummer Night. It will be an evening filled with elegance, celebration, laughter, and a night of dancing under the stars.



A Journey of Evolution & Celebration at the EYC

By Commodore
Harvey Downey &
Contributing Club Historian
P/C Gib Loesel

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Jacket Required

A message from your EYC safety committee

On May 26th, your EYC safety committee conducted its second annual "Life Jacket Happy Hour". Now being called "The Safety Soiree of the Year". EYC members got together for a happy hour to bring attention to the importance of wearing a life jacket, even when you don't think it may be needed. Many styles were on display as members modeled the latest trends and fashions in popular lifejackets without going overboard. Everyone had a good time which can continue on the water this summer... Providing everyone follows the following Boating Safety Tips.

As we begin the 2023 boating season, keep these safe boating tips in mind:

- **Take a boating safety course.**

Gain valuable knowledge and on-water experience in a boating safety course with many options for novice to experienced boaters.

- **Check equipment.**

Make sure all essential equipment is present, working and in good condition.

- **File a float plan.**

When planning an extended trip, always let the EYC Dockmaster know the trip itinerary, including operator and passenger information, boat type and registration, and communication equipment on board.

- **Wear a life jacket.**

Make sure everyone wears a life jacket – every time. A stowed life jacket is no use in an emergency.

- **Use an engine cut-off device – for personal watercraft - it's the law.**

An engine cut-off device, or engine cut-off switch, is a proven safety device to stop the boat's engine should the operator unexpectedly fall overboard.

- **Watch the weather.**

Always check the forecast before departing on the water and frequently during the excursion. Know what's going on around you at all times. Nearly a quarter of all reported boating accidents in 2021 were caused by operator inattention or improper lookout.

- **Know where you're going and travel at safe speeds.**

Be familiar with the area, local boating speed zones and always travel at a safe speed.

- **Never boat under the influence.**

A BUI is involved in one-third of all recreational boating fatalities. Always designate a sober skipper.

- **Keep in touch.**

Have more than one communication device that works when wet. VHF radios, emergency locator beacons, satellite phones, and cell phones can all be important devices in an emergency.



Happy Independence Day
Bring on the fireworks and freedom!



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WHAT'S THE GOOD WORD

by Kathy Dundon

Here we are, in the middle of another great summer. When I look out over the water I feel very lucky to live in Erie and belong to such a great Club. Let us take this time to be thankful for what we have and reflect on these good words...

No shred of evidence exists that life is serious.

Someone who thinks logically is a nice contrast to the real world.

A distraction is only a distraction when you pay attention to it.

Things are more like they are today than they have ever been before.

The other line always moves faster until you get in it.

Fools are more to be feared than the wicked.

Everything should be made as simple as possible but no simpler.

Friends may come and go but enemies accumulate.

Ignorance can be fixed but stupidity is forever.

I have seen the truth and it makes no sense.

If you can smile when things go wrong, you have someone in mind to blame.

A man sees in the world what he carries in his heart.

Nostalgia is not what it used to be.

By the time you make ends meet, somebody moves the ends.

There is absolutely no substitute for a genuine lack of preparation.

Always check your work.

This is as bad as it gets, but do not bet on it.

You can't tell which way the train went by looking at the tracks.

There is nothing more horrifying than stupidity in action.

If you ever find something you really like, buy a lifetime supply because they will stop making it.

Indecision is the key to flexibility.

A real friend is one who walks in when the rest of the world walks out.

Women are like teabags. We don't know our true strength until we are in hot water.

- Eleanor Roosevelt

Just be your authentic self because there's nothing sexier or more beautiful than that.

- Carol Leifer

If life gives you lemons throw it back and ask for chocolate.

The most wasted of all days is one without laughter.

Be someone you look up to.

How about you? Don't you have some favorite quotes or words-of-wisdom... maybe some little off-beat thoughts to get you through any crisis? or just a busy day?

Don't cry over spilled milk... Sometimes that's just the way the cookie crumbles.

Got some favorites? send them to me:
kvdundon@gmail.com to maybe include in future EYC log articles?

Here is one last thought...

Don't talk about it...
just be about it.



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This is our seventh year... and counting! The beautiful setting of the EYC Picnic Shelter is where we held our very first event in the summer of 2016 and this is where we kicked off our seventh season of fun, both on and off the water, on June 6, 2023.

The skies were a bit hazy because we still had smoke from the Canadian fires, but the Presque Isle Punch made up for the somewhat muted sunset. More than 40 Cruisers gathered to reconnect and to plan our adventures for the summer of 2023.

We renewed our old friendships, welcomed some new Cruising Fleet members, talked about our boats and where we want to go this summer and what we want to do. And oh, and we ate and drank...like we always do! For some reason this year, it was all about shrimp and potato salad! Ha! Ha!...Great minds think alike! Plus burgers and dogs grilled by Michael Wathan and Brad Carns. Delicious as ever and a great start to the new boating season.

When asked what the Cruisers want to do this year, many favorites popped up. Last year, we had such a great time at our "Solstice Dinner Cruise," all the way down to Oliver's Beer Garden, that everyone agreed we should repeat it this summer. Jim and Robin Thomas organized that trip and led the way on their 45' Sea Ray "My Girl." We rafted two and three deep off the breakwall in front of Oliver's for a little boat party, then migrated to the tables for a bite to eat and some tunes. A sunset cruise back down the Bay made for a perfect ending to a great outing... Can't wait to do it again and Jim and Robin have agreed to reprise their roles as trip leaders!

Another local "cruise," or maybe we'll call it a "BOAT-A-CADE," that is on everyone's mind is a "cruise" to the Port Authority courtesy dock in front of the Sheraton for another dockside happy hour, then outdoor casual rooftop dinner at Pier 6. Kathy Wagner has volunteered to try to set that one up and we have our "fingers crossed" that they will be able to accommodate our larger group... There's only one problem, and that is Kathy's weather record! She tried twice to plan a weekend cruise to Geneva, OH and both times, the Lake did not cooperate! Hopefully, third time's the charm.



We are so lucky to be able to be in Erie, PA in the summertime. Our Bayfront development has been phenomenal and we now have ten, yes TEN, waterfront restaurants to visit via boat. So we need to get busy and check some of them out. Let's go Cruisers!

A third request was for another "Day at the Beach". We've done this several times and Marilyn Russell is ready to pick a date for another fun Cruisers gathering. Who knows where she'll have us anchor or what activities she'll have planned. We'll follow her and Don and their beautiful 42' Sea Ray "No Excuses" anywhere!

We are looking forward to another great season of Cruising Fleet fun. And of course we'll do our Cruise Day Tuesday meet-ups...hopefully a few raft ups in Marina Lake and last year we had a request for an overnight-er... so why not! Who's cooking breakfast?

But, we are a CRUISING FLEET after all, so we are ready to Cruise! Even though gas prices are still high, everyone has decided it's the new normal so off we go. Dover is in our sights, and maybe points west such as Geneva, Vermilion and Put-it-Bay. By the time this article goes to print, we will be off on our first adventure. Can't wait to tell you all about it!

Why not join the fun?





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Jamie Taylor, owner
EYC member since 1979

Plans are well underway for the 32nd Frolic on the Bay that will be held on Monday, July 10 with a rain date of July 17. Individuals with physical and chronic conditions or those from disadvantaged situations have been invited to join us for boat tours of Presque Isle bay.

There will also be a picnic lunch and varied activities such as face painting and a visit from therapy dogs. We are anticipating a large turnout as over 100 individuals from the Barber Center, ECHA, EHCA-MOVE, Hope on Horseback, Mercy Center for Women, the Neighborhood Art House, and Shriners Hospitals for Children and their chaperones have registered to participate.

This EYC sponsored event would not be possible without your help. Various club members and other vendors have stepped up to the plate to donate food for the picnic including Bello's Market, Cur-tze Food Service, Erie Beer, Teresa's Lakeshore Deli, and Urbaniak Brothers Quality Meat, just to name a few.

We extend our thanks to those who have already volunteered their boats and to those who will help with greeting, registration, dockside assistance during departures and returns, the picnic lunch, and the party for all volunteers at the conclusion of the event.

We are in need of more boats (sail and power), skippers, and first mates to accommodate our guests. Log onto the Erie Yacht Club site and locate "Fleets." The drop down menu will take you to: www.erieyachtclub.org/frolic-on-the-bay-skippers

Where the skipper registration form is located. Kathy and Tom Dailey and Maureen and Ed Beck are coordinating the event again this year. Please contact them through the website: eycfrolic@gmail.com or by phone or text for more details.

Thank you for your support of this long-standing club activity!

Kathy (814) 450-2364
Maureen (814) 864-8446
Tom (814) 860-1599 (boats)
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FROLIC ON THE BAY 2023

by Maureen Beck & Kathleen Dailey



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Hello, from your newest Erie Yacht Club member!
I am looking forward to meeting everyone.
- Fr. Ross Miceli



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July
Calendar of
Club Events

- 2nd Ala Carte Brunch • 10am - 2pm
- 3rd Sunset Happy Hour and Fireworks at the EYC Lighthouse!
Drink Specials • Lighthouse Bar
Live acoustic music with Banta Bros.
Balloon artist Steve • Hot Dog Bar
City of Erie Fireworks after Sunset!
- 6th Thursday Sunset Happy Hour
"Rubber Duckey Nite"
Live Music with "Grand Larsony"
Drink Specials • Band starts at 6:00
Bar Starts at 5pm • Themed Buffet
Limited Seating • Picnic Tables are available on a first come first serve basis and can NOT be reserved
BYO Lawn Chairs
(Sunset Happy Hours are NOT open to the public
EYC and Invited Guests only
with all guests departing when member does)
- 9th Ala Carte Brunch • 10am - 2pm
- 10th Frolic on the Bay!
10 am - 2pm • Boat Rides provided by EYC members and volunteers free of charge to individuals with physical & chronic conditions and those from disadvantaged situations
Social Hour to follow with snacks and refreshments
(Rain Date: Mon. July 17th)
- 13th Thursday Sunset Happy Hour
"Burger & Brew Night"
Live Music with "The Riffriders"
Drink Specials • Band starts at 6:00
- 16th Ala Carte Brunch • 10am - 2pm
- 20th Thursday Sunset Happy Hour
"Christmas in July"
Live Music with "American Pie"
Drink Specials • Band starts at 6:00
- 23rd Ala Carte Brunch • 10am - 2pm
- 27th Thursday Sunset Happy Hour
"Carnival Night"
Live Music with "The Carnival Bros."
Drink Specials • Band starts at 6:300
- 29th A Midsummer's Night
Commodore's Ball"
- 30th Ala Carte Brunch • 10am - 2pm

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Christopher Grychowski
Junior Sailing Director
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August
Calendar of
Club Events

- 3rd Thursday Sunset Happy Hour
"Americana Night"
Live Music with "Vegas"
Drink Specials • Band starts at 6:00
- 6th Ala Carte Brunch • 10am - 2pm
- 10th Thursday Sunset Happy Hour
"Taco Nite"
Live Music with "The Jays"
Drink Specials • Band starts at 6:00
- 13th Ala Carte Brunch • 10am - 2pm
- 17th Thursday Sunset Happy Hour
"Lucky Charm Night"
Live Music with "Rankin & Schell"
Drink Specials • Band starts at 6:00
- 20th Ala Carte Brunch • 10am - 2pm
- 24th Thursday Sunset Happy Hour
"Fresh Catch Night"
Live Music with "Encore"
Drink Specials • Band starts at 6:00
- 27th Ala Carte Brunch • 10am - 2pm
- 31st Thursday Sunset Happy Hour
"Halloween Summer"
Live Music with "Riffriders"
Drink Specials • Band starts at 6:00

Summer Hours:

Club Grill Room is Open
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11am - 9pm (Bar Open Later)

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11am - 10 pm (Bar Open Later)

Sunday
10am - 9pm

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Bring Lawn Chairs



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EYC Bar Open on Mondays
Limited Appetizer Menu
from 4pm - 8pm



Save the Date



A Midsummer Night
Commodore's Ball

Saturday July 29th 2023



Summer Hours

Club Open Tuesday - Sunday

Tuesday, Wednesday, & Thursday

11am - 9pm

Bar open later

Friday & Saturday

11am - 10pm

Bar open later

Sunday

10am - 9pm

Bar open later

Club Office Hours:

Monday - Friday 9am - 5pm

Saturday 9am - 1pm

Sunday - Closed

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Moved To The EYC Canoe House

Monday, July 10th,
Event Runs from 10am - 2pm

• Rain Date Monday July 17th •

**FROLIC
ON THE
BAY
2023**



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• 10am to 2pm •