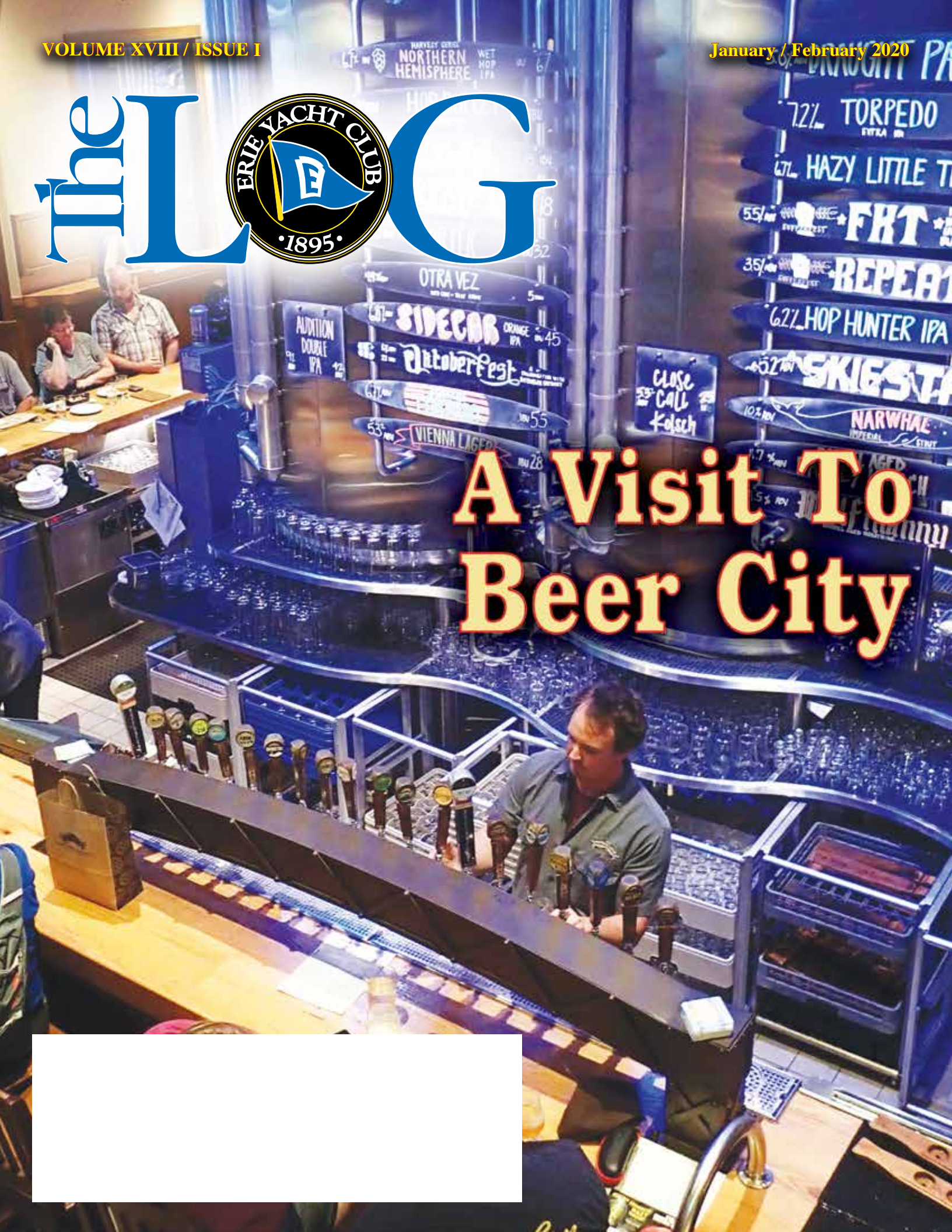


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A Visit To Beer City






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CONTENTS

A Visit to Beer City	4
112 Days 'til Summer Beach Party	8
Yacht Modeling	10
He Taught Me More Than Hunting	12
The Toughest Boats On Ice	14
A Nauti (or Nice) New Year to All	22
What's the Good Word	24
Thompson Trophy Awarded	26
The EYC Foundation Works	28

From the Bridge

by Commodore Dr. Peter Lund

Quasiquicentennial doesn't that roll off your tongue? I much prefer 125 years, it's much easier to say. No matter how you say it, we have lots to celebrate. In the beginning the Erie Yacht Club was a small group of salty mariners gathered together to form a facility for seasonal yachting. What we have today is a Club totaling 1400 members, year-round activities, a nationally recognized sailing school, over 370 slips, a foundation with community outreach, and long list of other yachting amenities.

This year we will be celebrating the 125th with additional events to our normal busy schedule. Please look forward to a night with the Philharmonic, summer fireworks, and the re-establishment of the Erie Open Regatta.

I am proud to take the lead as your new Commodore. As we celebrate the past, we must also look to the future. Our Club is rich in tradition, but change is inevitable. It will be my mission not to screw with our success and look to our membership for their ideas for our future. As a devoted steward of our Club I pledge to leave the Club stronger and poised for success to the next commodores.

Finally I want thank Bill Gloekler for outstanding year as commodore. He was definitely a good steward.

Directory

Club House	453-4931	Club House Fax	453-6182
Fuel Dock/Guard House.....	456-9914	Canoe House	453-6368
EYC Web: www.erieyachtclub.org		E-mail: eyc1895@erieyachtclub.org	
EYC Catering: Elizabeth Dougan 453-4931 or catering@erieyachtclub.org			
Mailing address: P.O. Box 648 • Erie, PA 16512			
LOG Photographer Volunteer: Tom Madura			

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

On the Cover...

A true holy mecca for any beer connoisseur. Overlooking the main taproom at the Sierra Nevada brewery.

Photo by Tom Madura



Officers

Com. Dr. Peter Lund	840-4392
svua@aol.com	
V/C Vincent Cifelli	450-2448
House Committee	
vcifelli@roadrunner.com	
R/C David Sanner	450-0667
Dock Committee	
dsanner@outlook.com	
F/C Harvey Downey	434-2517
Grounds Committee	
hdowney@navitekgroup.com	
David Wagner	(Club) 453-4931
Secretary / Treasurer	
secretary@erieyachtclub.org	

Directors

P/C William Gloekler.....	882-1722
bgloekler@sepcopa.com	
Mike Squeglia	392-8491
msqueglia@bffields.com	
David Davis	397-6662
dld2@velocity.net	
Jeffery Benson	397-9784
jbenson5@yahoo.com	
Alex Nagle	397-9389
alex.nagle@gmail.com	
Russ Thompson	434-0485
russ@dbconsultants.com	
Michael Mashyna	881-8203
mmashyna@roadrunner.com	

Contributors to this Issue

Ashby Creative, Publisher 455-2757
info@ashby-adv.com
Tom & Cindy Madura
Dan Dundon
Paul Jenkins
P/C Gib Loesel
Dianne Cunningham
Bill Lasher



Scan to learn about the Erie Yacht Club



A Visit To BEER CITY

by Tom Madura

Nestled in the Blue Ridge Mountains of western North Carolina, the city of Asheville is known for many things - it is a haven of liberal culture, boasts an amazing array of historical Art Deco architecture and a thriving arts community. Asheville is the gateway to the Great Smoky Mountains National Park, which is the most-visited National Park in the country, and also hosts the headquarters for the Blue Ridge Parkway. The area is an outdoor-lover's paradise, with innumerable mountain peaks and hiking trails, including the Appalachian Trail.

Perhaps the best-known attraction in Asheville is the 8,000 acre Biltmore Estate, home of the largest privately owned house in the United States - a 250 room, 179,000 square foot mansion built for George Vanderbilt in the 1890's.

But for some folks, Asheville is best known for one thing - craft beer. For many years, Asheville has had the distinction of being known as "Beer City USA" - with a population of just over 90,000 people and roughly 30 breweries, the area has more breweries per capita than any other city in the U.S.

Two major breweries - Sierra Nevada and New Belgium, chose Asheville as the location for their East Coast headquarters.

All of this makes Asheville an appealing vacation destination, so Cindy and I decided to check it out this past October. The drive down took roughly 10 hours, and we stayed in Asheville for only 3 full days so we didn't have time to sample ALL the available beer, but we did manage to try a few.



Asheville Brewing and Pizza – Voted Best Pizza in Asheville!

After checking in to our bed and breakfast, and a nice dinner at a restaurant recommended by the B&B manager, we stopped at Asheville Brewing and Pizza to sample the (liquid) wares. We weren't disappointed. After a few small "taster" samples I decided on a "Ninja Porter", a smooth brown porter with a chocolatey finish, and Cindy tried a "Ginger the Llama", a light crisp ginger beer. Both were excellent.

On our second day, after spending several hours walking around downtown Asheville and exploring the many shops and galleries, we decided to visit the Sierra Nevada brewery. Their "East Coast Headquarters", as they call it, is practically a vacation destination in itself. The complex sits on approximately 90 forested acres, and in addition to the brewery includes hiking trails, agricultural areas, and an outdoor picnic area with cornhole games, three large fire pits, a parking area for food trucks, umbrella tables, and a large grassy area perfect for spreading a blanket and taking it all in.

The brewery itself is a huge building housing the production, bottling and distribution processes, as well as a restaurant, tap room, and gift shop. The Taproom and restaurant can accommodate hundreds of people with a huge bar and both indoor and outdoor patio seating. The Taproom offers 20 beers on tap, and the restaurant specializes in "farm to table" locally sourced tapas style dishes. In fact, much of the menu features items grown or foraged on their own property.

(continued on next page)



A Visit To Beer City

(continued from previous page)

Upstairs, above the restaurant, is a smaller tap room with access to a large balcony furnished with tables and chairs and a row of large, Adirondack-style rocking chairs, all overlooking the expansive picnic area down below.

The brewery offers guided tours of the facility, but they must be reserved in advance. We were able to take the self-guided tour, which allows you to view the operations through large windows from an elevated walkway. After we finished the tour, we took a couple of cold Oktoberfest drafts and sat in the rocking chairs. When those beers were gone we retreated downstairs to the restaurant, where we enjoyed a delicious meal accompanied by flights of 4 beers each.



The main entrance to the Sierra Nevada Brewery.



A small part of the outdoor recreation area at Sierra Nevada.

On day three, we took advantage of a beautiful sunny day and drove south from Asheville on the Blue Ridge Parkway. The Fall foliage colors were emerging just enough to make the mountainous views really spectacular. There are dozens of trailheads along the Parkway, and we stopped and hiked on several near Mount Pisgah, at 5,721 one of the highest peaks in the area. We didn't have time to hike all the way to the summit, but even the lower parts of the main trail afforded some spectacular views.

Of course, all of this hiking worked up a powerful thirst, so we headed back to Asheville and the New Belgium Brewery. This brewery, while not as large and sprawling as Sierra Nevada, also is quite impressive. There is a very large grassy area in front of the entrance, which on this particular day was covered with folks sitting on blankets, playing Frisbee, tossing footballs, and of course drinking beer.

There was a food truck and several smaller food vendors scattered around as well. The tasting room is large and spacious, and leads onto an outdoor seating area overlooking the French Broad River, which runs through the heart of Asheville. But of course, the important question was - which beer to order?

Facing 20 beer taps, the decision was too difficult, so once again Cindy and I opted for a flight of four samples each, which allowed us to try eight different beers in total. We had quite a variety, including IPAs, a hard cider and a couple of sours in the mix. All were excellent. I'd have a hard time picking a favorite!

New Belgium has a great variety!



After finishing our flights, for dinner we decided to return to Asheville Brewing and try some more of their offerings as well as their pizza. Once again, we weren't disappointed. The selection of pizzas was almost as extensive as the beer list, and our selection on the "everything" crust was delicious! To wash it down, Cindy once again went with the Ginger beer she had enjoyed so much previously, and I tried "The Cowboy", a Munich Dunkel-style ale. Also delicious!

Inside the Taproom at New Belgium.



And so our tour of Asheville was enjoyable but far too short, and only took us to three breweries, but overall we sampled close to 20 different beers, had some great food along the way, and even did some hiking to offset the calorie intake. All in all, a pretty good vacation in Beer City USA. We will have to go back though - after all there are 27 more breweries to visit!



Folks enjoying the sunshine at the New Belgium Brewery.



The "Everything Crust" pizza at Asheville Brewing.



View of the Great Smoky Mountains from the Blue Ridge Parkway.

Leap-day, February 29th, only comes around once every four years. This year, our 113 Days 'til Summer Party will be held on Saturday February 29th, a special and a fitting date to include celebrating the Erie Yacht Club's 125th Anniversary, as well!

Additionally, a happy coincidence, this year we celebrate our 20th Anniversary of these on-going parties. The earliest party date was 143 Days 'til Summer on January 29th 2005. The latest was 113 Days 'til Summer Bash on March 1st 2014. What fun! In 2020, leap day February 29th, is the 113 days 'til Summer party... the same as March 1st was the 113 days 'til Summer party in 2014!

Still more great news is this party will be TOTALLY NEW this time around. There will be exciting new entertainment, a scrumptious new menu and refreshing new draft beers! All these terrific changes are so new, in fact, your house committee is still working on them as this EYC Log deadline is upon us.

Our party will continue our convincing illusion of a summer beach party with evening-long non-stop live entertainment. So, be sure to watch your email, the Club website and the lobby easel for party details!

Sure it seems like our delightful, warm summer is always gone-in-a-flash and our miserable, cold winters drag on "forever". Rather than hibernating and shivering during our long winter, on February 29th, we will "live summer" one more time! On leap-day, let's dig-out our tropical shirts, sun-dresses and grass skirts and enjoy another Summer Beach Party at the Erie Yacht Club! On February 29th join your EYC friends at the Erie Yacht Club 113 Days 'til Summer Party!!!

The heat will be cranked-right-up to mid-summer-July temperatures, so forget frigid winter and be sure you dress accordingly!

Come to Erie Yacht Club on February 29th! Get yourself into summer-party-mode with non-stop live entertainment and dance the night away to the summer-time tropical music!

Don't miss the Erie Yacht Club's '113 Days 'til Summer Party'! Great food, great drinks, great music and great friends.



At the EYC 113 Days 'till Summer Beach Party

by Dan Dundon

If These Docks Could Talk

Yacht Modeling

by P/C Gib Loesel

It takes an excellent craftsman, an artist, with lots of patience, knowledge of boats and builder's plans to build a model. Several weeks (maybe months) ago I was invited to Dave Bierig's sail loft to look at the start of P/C Laurence Nagle's *Eleanor III*, a model being built by his son Skip. This started me thinking (again) about the various models that have been gifted to the Club, who built them and how they are displayed. More on that down the page!

So, I started a list and there are 12 altogether, three of which were built by Skip. In an effort to learn more about this, I made a phone call to Skip and was invited to his shop for a look at the progress on *Eleanor* and to learn more about the art of model building. One of the first things Skip told me about models was that in order to join the New York Yacht Club, a model of the owner's yacht had to be gifted to the Club. He followed up this statement with "so I have been told, check it out". Captain Google here I come!



Expert modeler Skip Nagle working in his workshop on *Eleanor*.

Well the information located by Captain G. in itself could be the material for a book, let alone a short LOG article, so briefly here is the story: When the NYYC was being dreamed of (much like our Commodore George T Bliss did) along about 1844 to 1846 rule #18 was written which stated "in order to enter their regatta a model of the owners yacht had to be presented". Now the purpose of this rule was not to form a collection but to have a systematic and accessible way of looking at the different yachts that were going to compete in the Club regattas. These models were being used to develop a racing handicap system. The burden of expense was to be borne by the owner of each yacht.

At that time most of the yachts were built from models, and there were no line drawings, any changes to the yacht were often worked out on the original model. Like in today's world; It was not unusual during this period for a yacht to be altered in the search for more speed and better handling.

The idea of using the model to establish a handicap rating system was found to be unsatisfactory, and the models were returned to the Club to be displayed. Thus, the beginning of New York's famous model collection.

"The size of the collection, now numbers 151 full rigged models and approximately 1200 builders' half models, which overwhelms even the most frequent visitor to the 44th street clubhouse. The models are made from a variety of different woods with pine, basswood and linden being the most common."

As you sit and gaze around the EYC grill room there are three wonderful models that decorate and remind us of Club history; the *Enigma* and *Aries*, both owned by Club members, helped to bring sailing glory to the EYC and the *Niagara*, Pennsylvania's Flag Ship famous for her role in the Battle of Lake Erie. Tucked away (for lack of display space) is a model of the *Curlew*, another famed Club boat.



The Erie Maritime Museum is home to 3 of P/C Frank Zurn's ship models of his previously owned yachts.

- Photo by John Baker.

Due to the lack of display area P/C Frank Zurn's *Melmar*, *Kahili I* and *Kahili II* were gifted to and are displayed at Erie's Maritime Museum. P/C Doug Nagle's father's *Westerly* featured in the last LOG is enjoyed at his home, again due to lack of display area space. I also believe there is a model of club member Admiral Charles Curtze's *Thule* "somewhere?"



The right tools and supplies are important, but skill talent and patience are the key to creating these beautiful works of art.

A lovely model of the Lake Freighter *William A Irvin* resides in the Canoe House and in the hallway across from the managers office is a half builders' model of the sailing yacht *America* for which the America's Cup is named. Finally, Commodore Bliss's *Anona*, built by the Commodore, is properly displayed in the Bliss Dinning Room.

It only takes a tiny workshop like the one pictured here with Skip working on "*Eleanor*" to build these great works of art but a much larger space to properly display and enjoy their beauty. When the *Eleanor III* is completed Skip has agreed to have it displayed at the Club. However currently there is no real space in the Grill Room so the plan would be to temporarily place it in the lobby trophy case. I would advocate (big word for this writer) that we find space for all of our current collection in the current Club House and that proper space be included in any future plans.

If These Docks Could Talk, they would say; "The beauty of yachts, both old and new, is why we do: dock tours, build models and hang "boating" calendars."



He taught me more than hunting...

by Paul Jenkins

The gun on the wall rack is Dad's old Stevens single shot.

When I was 11 years old, I longed for the day when I would be old enough to get my first hunting license. My Dad had already been taking my brother John on Saturday hunting trips. I wasn't allowed to carry a real gun, so I carried a long stick about the length of a shotgun. During training time, I walked directly behind my father so I could see what he did, as he stressed all the safety rules that went along with firing a real gun.

When I was finally 12 years old and had my first license, my Dad traded places with me, but he didn't carry a gun so he could give me his full attention.

"You don't always hit your target but the most important thing is to shoot safely. Along with all the fun of hunting, I also loved shooting. Finally I got to use the old Steven single barrel that was the only shotgun my Dad ever owned. The antique blunder buss wasn't pretty, but it was light weight and it's only safety was a heavy hammer that had to be cocked before shooting. It's 30 inch long barrel produced a small pattern at close range, but Dad said it was perfect for a young hunter because it reached out to about 40 yards, and you had to make one shot do the job.

My first two wing shots resulted in misses, that didn't even ruffle the feathers on both birds.

"Listen son, my father said, you are shooting too soon... Slow down, lead the bird, and never stop your swing if the bird is turning, then squeeze off a shot. Remember, this gun can reach out quite a ways, so you have plenty of time."

Later that morning, I almost stepped on a large Ring Neck pheasant that startled me so much I was slow to bring up the sights, but because it flew straight out, all I had to do was cover up the target with the end of the barrel and shoot.

"Kaboom!" the old 12 gage went, as the monster bird was about 25 yards out. It immediately crumbled and dropped with a thud. "Nice shot Son" said Dad,



The Young hunters in the back of the truck, are left, Paul Jenkins, Bill Brown, and Joe Lipchik, with their limit of one Goldeneye, often called, "Whistlers," and the rest are Lesser and Greater Scaups, often called, "Bluebills."

My brother wasn't very impressed. He said something like, "that bird was so big you could have hit it with your eyes closed." Oh brother.

Family hunting is great for getting you out in the wild and making memories that last a life time. One of my most memorable hunts was with my Dad and his good friend Roy. Roy had a double barrel shotgun that was a sight to behold. It had a glass-like bluing, a polished walnut stock that shinned like a piece of fine furniture, and it's golden engraving sparkled in the sunshine.

We were hunting on a recently stocked pheasant game land. Within a short time Roy kicked up a nice ringneck from some low cover, and the beautiful double barrel barked twice quickly but the bird didn't even flinch. Because Roy was then out of ammo, my Dad lined up for a long shot. By then bird had picked up speed and was out quite a distance and was turning... The trusty Stevens barked with full load of number 6 shot and the feathered creature rolled over and hit the weeds.

Roy shook his head with a smile, then said, "Hank, that was the finest wing shot I have ever seen." My father has been gone now since 1982, but his old Stevens still hangs on my gun rack so I can see it often and cherish the memories of the best teacher I have ever had, most of which had little to do with hunting.

Things have changed these days and many people consider guns and hunting to be bad sports but others like me and millions like me still enjoy the shooting sports and traditions that free people should always have.

As the years went by I remained a hunter and the game I sought made for a long list; they're were ducks, pheasants, rabbits, deer, woodchucks and even more ducks. While in my teens I hunted most weekends with my buddies on a pile of rocks about a mile off shore near the foot of East Avenue. In those days getting the limit of four ducks wasn't that unusual because of the thousands of migrating waterfowl that passed through the Erie area in the fall.

My favorite field shooting sport was long range woodchuck hunting. It requires a very accurate high powered rifle with a quality scope to get the job done. If you have a good rest and low grass in the field it's possible to make shots of 200 to 300 yards. When I entered the Army in 1967 I looked forward to qualifying with my service rifle and hopefully earning an "expert" rating. Although I was fairly proficient at long range shooting, army rifles didn't usually have scopes, so it took a while for me to adjust, but the rifles were very accurate.



My Army, service rifle, known as the M-14.

On the first day of qualifying the range was covered by a heavy fog, which made it impossible to see the 300 meter targets. This hurt my score so I could only miss a few targets, out of thirty or so to make "expert" on the last day. The "expert" rating came with silver medal that we would wear on our dress uniform for our tour of duty.



The US Army Expert medallion.

As our group of privates waited for the official scores, I was a little nervous, hoping that I didn't miss too many the first day to prevent me from receiving the expert rating. The range officer first presented the Marksman, then Sharp Shooters awards and I held my breath and was wondering if maybe there was a mistake because the only medal left was Expert, and my name hadn't been called.

The range officer said, "we have a very unusual score today, that I haven't seen before. Private Jenkins hit 28 targets out of a possible 30, three of which were 300 meters. I think this guy has been shooting before he got here."

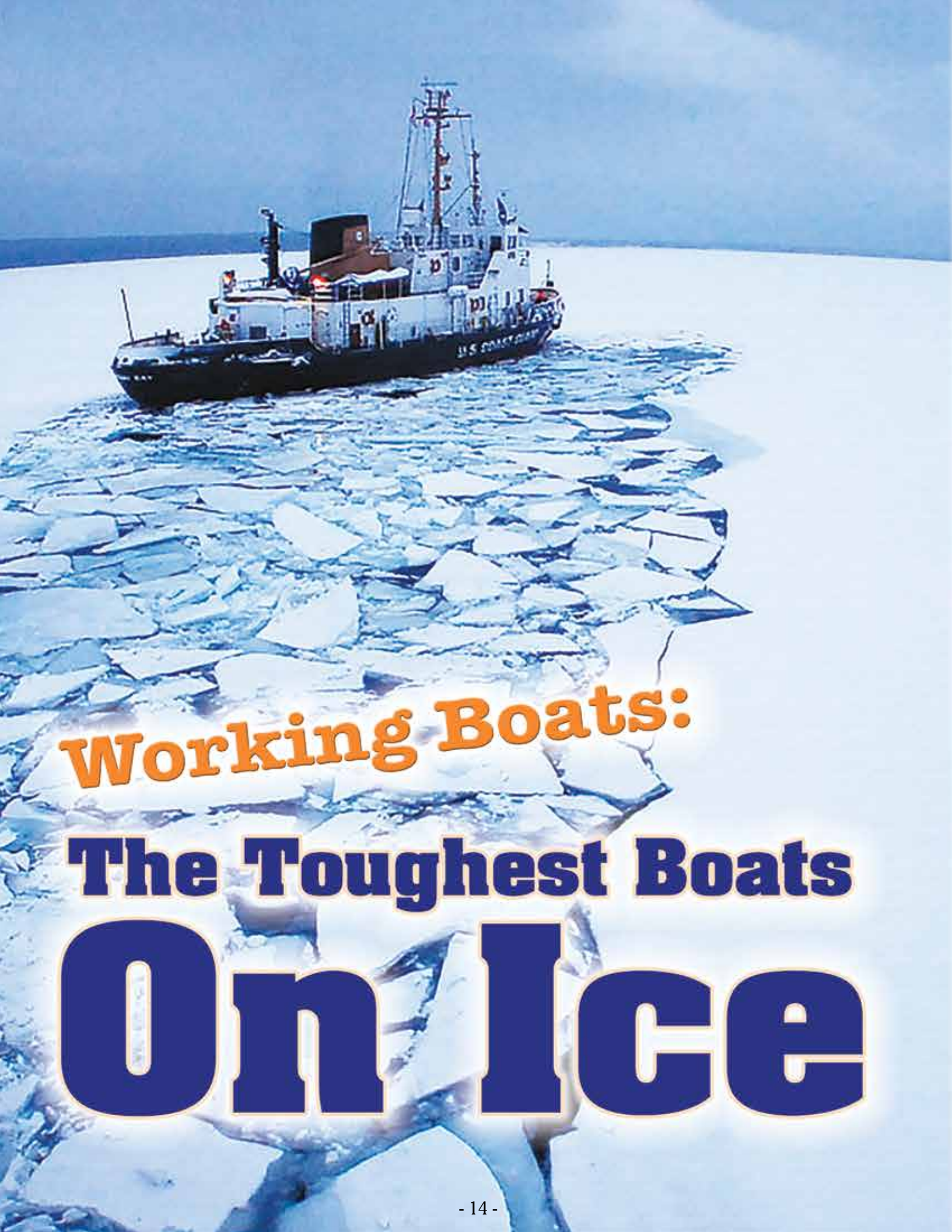
I whispered to myself, "thank's Dad."



If you have a son or daughter or family member who has not hunted, It's now required that the new hunter, and the parent or guardian take a Hunter Safety course.

You can pick up a Pa. Hunting & Trapping Digest, at a sports stores or other sports departments, for more info.

You can register on line to hunt at, WWW.pgc.state.pa.us and check "Education" link.



Working Boats: The Toughest Boats On Ice

Unlike all the beautiful and shiny “Pleasure Craft” that can be found at the Club, these boats have a job to do. Since we usually have hard winters here in Erie it just seemed appropriate to “break the ice” on the new year with some information about “Icebreakers”.

According to Wikipedia an icebreaker is a special-purpose ship or boat designed to move and navigate through ice-covered waters, and provide safe waterways for other boats and ships. Although the term usually refers to ice-breaking ships, it may also refer to smaller vessels, such as the icebreaking boats that were once used on the canals of the United Kingdom.

An “icebreaker” has three unique characteristics that it needs to have to be classified as an icebreaker. A strengthened hull, an ice-clearing shape, and the power to push through sea ice.

These icebreakers can clear paths by pushing straight into ice pockets. The bending strength of sea ice is minimal, so that usually the ice breaks without noticeable change in the vessel’s trim. If the ice is thick, an icebreaker can drive its bow onto the ice to break it under the weight of the ship. To prevent a buildup of broken ice around the ship, icebreakers have a specially designed hull to direct the broken ice around or under the vessel. The greatest risk of damage to the ship is not to its reinforced hull but to the external components of the ship’s propulsion system (propellers, propeller shafts, etc.) The ability of an icebreaker to propel itself onto the ice, break it, and clear the debris from its path successfully is essential for its path clearing job and for the ships own safety.

History

The very first “icebreakers” used in polar exploration, were merely ice-strengthened ships. These were originally wooden and based on existing designs, but reinforced, particularly around the waterline with double planking to the hull and strengthening cross members inside the ship. Bands of iron were wrapped around the outside. Sometimes metal sheeting was placed at the bows, stern and along the keel.

This hull strengthening was designed to help push through the ice and also there to protect the ship in case it was “nipped” by the ice. This nipping occurs when ice floes around a ship are pushed against the ship, trapping it as if in a vise and causing damage. This vise-like action is caused by the force of winds and tides on ice formations.

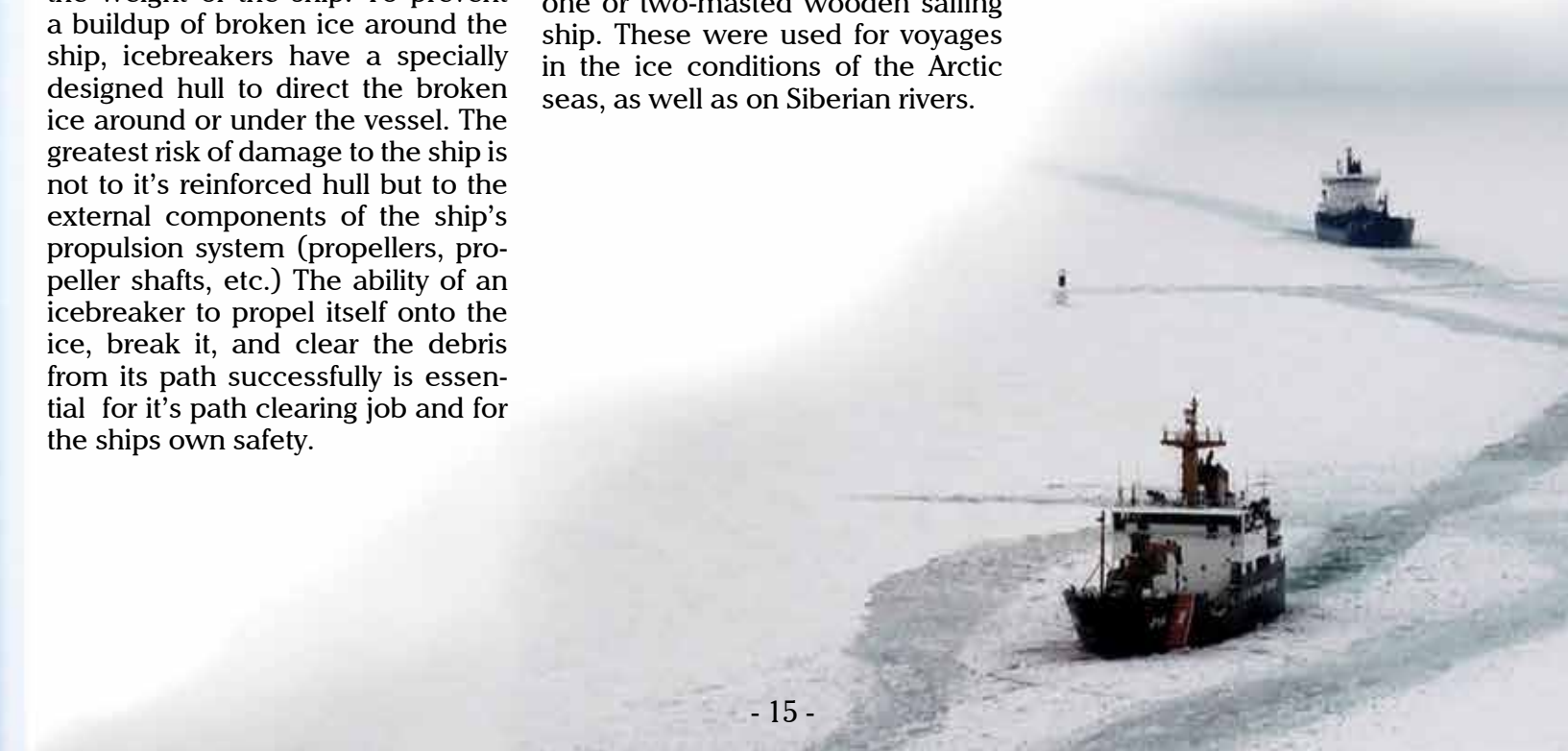
In the 11th century, Russian pioneers began settling in North-Russia along the coasts of the White Sea (named so for being ice-covered for over half of a year). The mixed ethnic group of the Karelians and the Russians in the North-Russia that lived on the shores of the Arctic Ocean became known as Pomors (“seaside settlers”). Gradually they developed a special type of small one or two-masted wooden sailing ship. These were used for voyages in the ice conditions of the Arctic seas, as well as on Siberian rivers.



A 17th-century Russian “koch” in a museum.

These earliest icebreakers were called “kochi”. The koch’s hull was protected by a belt of ice-flow resistant flush skin-planking along the variable water-line. It also featured a false keel for on-ice portage. If a koch became squeezed by the ice-fields, its rounded bodylines below the water-line would allow for the ship to be pushed up out of the water and onto the ice with minimal damage.

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The Toughest Boats on Ice

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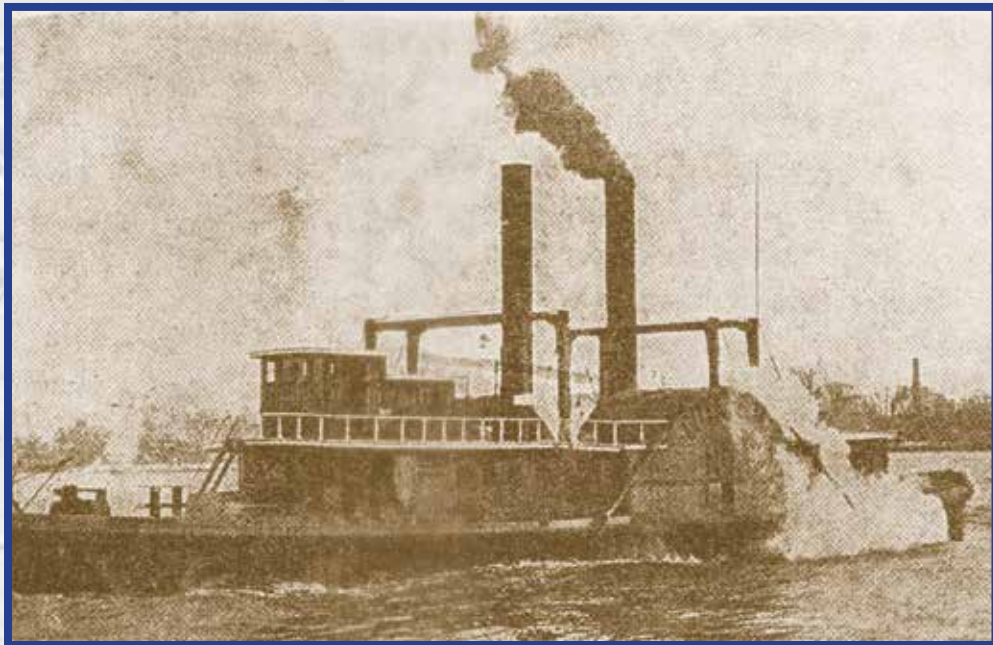
Some notable sailing ships in the end of the Age of Sail also featured the egg-shaped form like that of Pomor boats, for example the famous Fram, used by Fridtjof Nansen and other great Norwegian Polar explorers like Roald Amundsen. Fram was rumored to be the wooden ship to have sailed farthest north (85°57'N) and farthest south (78°41'S), and perhaps the strongest wooden ship ever built.

Steam-powered icebreakers

In the 19th century, the same protective measures used on sailing icebreakers were adopted to modern steam-powered icebreakers. One of the first steamers designed to operate in icy conditions was the 167 ft. wooden paddle steamer, "City Ice Boat No. 1".

Built for the city of Philadelphia by Vandusen & Birelyn in 1837, the ship's wooden paddles, powered by two 250-horsepower steam engines, were reinforced with iron coverings.

"City Ice Boat No. 1" at the Delaware River.



"Fram" in Antarctica on Roald Amundsen's South Pole expedition.

The Russian "Pilot" built in 1864 was an important predecessor of modern icebreakers. With its rounded shape and strong metal hull, and with a propeller. Built on the orders of merchant and shipbuilder Mikhail Britnev, it had the bow altered to achieve an ice-clearing capability (20° raise from keel line). This allowed Pilot to push herself on the top of the ice and consequently break it. Britnev fashioned the bow of his ship after the shape of old Pomor boats, which had been navigating icy waters of the White Sea and Barents Sea for centuries.

Pilot was used between 1864-1890 for navigation in the Gulf of Finland between Kronstadt and Oranienbaum thus extending the summer navigation season by several weeks. Inspired by the success of the Pilot, Mikhail Britnev built a second similar vessel Boy ("Breakage" in Russian) in 1875 and a third Booy ("Buoy" in Russian) in 1889.



Yermak, the first modern polar icebreaker

The Icebreaker Yermak, was the first true modern sea-going icebreaker and was built in 1897 at the Armstrong Whitworth naval yards in England. Under contract from the Russian Navy. The ship borrowed the main principles from Pilot and applied them in this creation of the first true polar icebreaker. This new design displaced over 5,000 tons and was able to run over and crush pack ice. Its steam-reciprocating engines delivered 10,000 horsepower.

The ship was so well built that it was only finally decommissioned and scrapped in 1963, making it one of the longest serving ice-breakers in the world.

A little closer to home the Canadian government needed to provide a way to prevent flooding caused by ice jams on the St-Lawrence River. Icebreakers were built in order to maintain the river free of ice jams, east of Montréal. At about the same time, The Canadian government had to fulfill its obligations in the Canadian Arctic. Large steam icebreakers, like the 80 meter CGS N.B.McLean (1930) and CGS D'Iberville (1952), were built for this dual purpose (St-Lawrence flood prevention and Arctic replenishment).

In the early 20th century, many other countries began to build and operate purpose-driven icebreakers. Most were coastal icebreakers, but Canada, Russia, and later, the Soviet Union, also built oceangoing icebreakers with about a 10,000 ton displacement.

Diesel-powered icebreakers

The Scandinavians entered the icebreaker competition with the world's first diesel-electric icebreaker. It was the 4,330-ton Swedish icebreaker "Ymer" built in 1933. At 9,000 hp divided between two propellers in the stern and one propeller in the bow, she remained the most powerful Swedish icebreaker until the commissioning of "Oden" in 1957.

Ymer was followed by the Finnish "Sisu", the first diesel-electric icebreaker in Finland, in 1939. Both vessels were decommissioned in the 1970s and replaced by much larger icebreakers in both countries, the 1976-built "Sisu" in Finland and the 1977-built "Ymer" in Sweden.

In 1941, the United States entered the fray by building the "Wind class" icebreakers. Research in Scandinavia and the Soviet Union led to a design that had a very strongly built short and wide hull, with a cut away forefoot and a rounded bottom. Powerful diesel-electric machinery drove two stern and one auxiliary bow propeller. These features would become the standard for postwar icebreakers until the 1980s.

Nuclear icebreakers

Russia currently operates all existing and functioning nuclear-powered icebreakers. The first one, "NS Lenin", was launched in 1957 and entered operation in 1959, before being officially decommissioned in 1989. It was both the world's first nuclear-powered surface ship and the first nuclear-powered civilian vessel.

The second Soviet nuclear icebreaker was "NS Arktika", the flagship of the Arktika class. In service since 1975, she was the first surface ship to reach the North Pole, on August 17, 1977.

In May 2007, sea trials were completed for the nuclear-powered Russian ice-breaker "NS 50 Let Pobedy". The vessel was put into service by the Murmansk Shipping Company, which manages all eight Russian state-owned nuclear icebreakers. The keel was originally laid in 1989 by Baltic Works of St Petersburg, and the ship was launched in 1993 as the "NS Ural". This is the world's largest icebreaker.

Function of icebreakers

Most icebreakers are used to keep trade routes open where there are ice conditions. While the merchant vessels using ports in these areas are strengthened for navigation in ice, they are usually not powerful enough to manage the ice by themselves. For this reason, in the Baltic Sea, the Great Lakes and the Saint Lawrence Seaway, and along the Northern Sea Route, the main function of icebreakers is to escort convoys of one or more ships safely through ice-filled waters.

(continued on next page)



Russian nuclear icebreaker Arktika, the first surface ship to reach the North Pole.

The Toughest Boats on Ice

(continued from previous page)

When a ship becomes immobilized by ice, the icebreaker has to free it by breaking the ice surrounding the ship and, if necessary, open a safe passage through the ice field. In difficult ice conditions, the icebreaker can also tow the weaker ships.

Some icebreakers are also used to support scientific research in the Arctic and Antarctic. In addition to their icebreaking capability, the ships need to have reasonably good open water characteristics for transit to and from the polar regions. With facilities and accommodations for the scientific personnel, and cargo capacity for supplying research stations on the shore. While countries such as Argentina and South Africa, do not require icebreakers in their domestic waters, they have research icebreakers for carrying out studies in the polar regions.

Oil companies are now increasing the demand for icebreaking ships through the expanded areas being explored for offshore drilling in the Arctic seas. Some believe that the Arctic North of Russia contains a quarter of the worlds oil reserves. Icebreaking vessels are needed to supply cargo and equipment to the drilling sites and protect the drill-ships and oil platforms from ice damage. This controversial practice of arctic drilling is essentially a case of new untapped oil fields versus the impact on the environment and protected species in the area. In the past, such operations were carried out primarily in North America, but today Arctic offshore drilling for oil is also going on in various parts of the Russian Arctic and Scandinavia. These operations are on-again off-again with the laws and regulations for drilling constantly changing with each government and new administration.



Artic drilling has increased the need for icebreakers and other ice-capable transports.

Icebreaker Specifications Design, Hull Form and Ice Resistance

Typical icebreakers are often described as ships that drive their sloping bows onto the ice and break it under the weight of the ship. In reality, this only happens in very thick ice where the icebreaker will proceed at walking pace or may even have to repeatedly back down several ship lengths and ram the ice pack at full power.

More commonly the ice, which has a relatively low flexural strength, is easily broken and submerged under the hull without a noticeable change in the icebreaker's trim while the vessel moves forward at a relatively high and constant speed.



Map showing the various routes for navigating the Arctic region, with global warming being held responsible for opening up new routes.

When an icebreaker is designed, one of the main goals is to minimize the forces resulting from crushing and breaking the ice, and submerging the broken flows under the vessel. In order to minimize the ice-breaking forces, the hull lines of an icebreaker are usually designed so that the flare at the waterline is as small as possible. The hull is also reinforced and coated with low friction compounds to facilitate gliding over the ice. As a result, icebreaking ships are characterized by a sloping or rounded stem as well as sloping sides and a short parallel midship to improve maneuverability in ice and to push the crushed ice away from the ship and protect the propulsion system. However, the spoon-shaped bow and round hull have poor hydrodynamic efficiency and seakeeping characteristics, and make the icebreaker susceptible to slamming.

For this reason, the hull of an icebreaker is often a balance between minimum ice resistance, maneuverability in ice, low hydrodynamic resistance, and adequate open water characteristics.

Structural design

Icebreakers and other ships operating in ice-filled waters require additional structural strengthening against various global and local loads resulting from the contact between the hull of the vessel and the surrounding ice. As ice pressures

vary between different regions of the hull, the most reinforced areas in the hull of an icegoing vessel are the bow, which experiences the highest ice loads, and around the waterline, with additional strengthening both above and below the waterline to form a continuous ice belt around the ship.

If built according to the rules set by a classification society such as American Bureau of Shipping, Det Norske Veritas or Lloyd's Register, icebreakers may be assigned an ice class based on the level of ice strengthening in the ship's hull. It is usually determined by the maximum ice thickness where the ship is expected to operate and other requirements such as possible limitations on ramming.

Power and propulsion

Before the first diesel-electric icebreakers were built in the 1930s, icebreakers were either coal or oil-fired steam ships. Reciprocating steam engines were preferred in icebreakers due to their reliability, robustness, good torque characteristics, and ability to reverse the direction of rotation quickly. During the steam era, the most powerful pre-war steam-powered icebreakers had a propulsion power of about 10,000 shaft horsepower.

Since the Second World War, most icebreakers have been built with diesel-electric propulsion in which diesel engines coupled to generators produce electricity for propulsion motors that turn the fixed pitch propellers. The first diesel-electric icebreakers were built with direct current (DC) generators and propulsion motors, but over the years the technology advanced first to alternating current (AC) generators and finally to frequency-controlled AC-AC systems.



Azimuth thruster pods provide more maneuverability and protection from ice over conventional propellers.

The most powerful conventional (non-nuclear) icebreakers in the world, two Polar-class icebreakers operated by the United States Coast Guard, have a combined diesel-electric and mechanical propulsion system that consists of six diesel engines and three gas turbines. While the diesel engines are coupled to generators that produce power for three propulsion motors, the gas turbines are directly coupled to the propeller shafts driving controllable pitch propellers. The diesel-electric power plant can produce up to 18,000 hp while the gas turbines have a continuous combined rating of 60,000 hp.

Until the 1980s, icebreakers operating regularly in ridged ice fields in the Baltic Sea were fitted with first one and later two bow propellers to create a powerful flush along the hull of the vessel. This considerably increased the icebreaking capability of the vessels by reducing the friction between the hull and the ice, and allowed the icebreakers to penetrate thick ice ridges without ramming. However, the bow propellers are not suitable for polar icebreakers operating in the presence of harder multi-year ice and thus have not been used in the Arctic.

Azimuth thrusters remove the need of traditional propellers and rudders by having the propellers in steerable gondolas that can rotate 360 degrees around a vertical axis. These thrusters improve propulsion efficiency, icebreaking capability and maneuverability of the vessel. This has led to the development of double acting ships, vessels with the stern shaped like an icebreaker's bow and the bow designed for open water performance. In this way, the ship remains economical to operate in open water without compromising its ability to operate in difficult ice conditions. Azimuth thrusters have also made it possible to develop new experimental icebreakers that operate sideways to open a wide channel through ice.

(continued on next page)

The Toughest Boats on Ice

(continued from previous page)

Nuclear Powered Icebreakers

The potential for huge oil strikes in the Arctic North of Russia has fueled the need for mega-icebreakers. Thus the Russians are leaps and bounds ahead of the United States in the development of nuclear icebreakers. Being able to navigate the Northeast passage (see diagram) is essential for faster trade routes and for scientific expeditions. In the future keeping these routes open may also be important in the transport of any oil generated from arctic drilling. These nuclear icebreakers offer two big advantages over the conventional diesel powered icebreaker. The nuclear icebreakers are capable of breaking through much thicker ice than their smaller diesel powered sisters, and at faster speeds. Just as important is that these nuclear powered monsters do not have to stop for refueling like their diesel powered counterparts. These frequent refueling stops significantly slow down the entire operation. As of 2016 Russia has built nine of these nuclear powered icebreakers six of which were in service.



The US Coast Guard's "Macinaw" The only heavy USCG ice-breaker on the Great Lakes.

Pros & Cons of Nuclear Powered Icebreakers

Basically the nuclear Icebreaker functions as most others do, but its smoother shaped bow allows it to glide over the top of the ice until the weight of the ship causes it to break under its massive weight. With the design of the bow then channeling the ice away from the propulsion system.

The nuclear icebreaker has a small nuclear reactor which generates heat, that is then converted to mechanical energy.

The reactor can provide up to 60 megawatts which is enough to get through 8-10 feet thick ice at speeds of up to 10 knots (12 mph). This power and speed is unmatched by any other icebreaker type in the world. Just as important is its fuel demand efficiency as it would take a diesel powered icebreaker 90 metric tons of fuel a day versus one pound of uranium which could power the same sized ship for almost 50 years. In addition the nuclear icebreaker is not dependent on fueling ports to keep it working a huge advantage when going into unpopulated areas.

The use of a nuclear reactor does produce cleaner energy than its diesel counterparts by releasing no greenhouse gases, the trade-off being the risk of catastrophe caused by nuclear fuel leakage or accident. (knock wood, no accidents to date)

The shape of the bow is also not efficient in open waters. In its waters of operation waves can reach up to 40 feet. As a normal pointed bow knives through the waves, the icebreakers rounded bow cannot prevent the wave from slamming into the ship, causing a heavy roll of the ship and seasickness among the crew (which is already agitated from the repeated harsh sound of ice crashes).

Lake Erie Icebreakers

Depending on weather conditions, shipping on Lake Erie and the rest of the Great Lakes pretty much grinds to a halt between January through to late March. And most shipping companies plan accordingly. Critical shipping such as grain, iron ore and road salt can still be accomplished via truck or train, but trucks traveling on highways have height limitations due to bridges and transport by train can be quite costly. Replacing a single ore-carrying ship would require about 2,400 tractor trailer trucks... neither practical nor cost efficient. That is where the Coast guard steps in, Both U.S. and Canadian Coast Guards often work together in keeping the Great Lakes open for business year round.



EMERGENCY PREPAREDNESS...

"Falling into Basin Water"



What should you do if you witness a person fall into EYC basin waters?

Don't Panic... and Don't jump in the water to attempt a rescue.

The basin waters may contain electrical currents which can affect both the victim and the rescuer. Call for help from nearby staff and/or members. Encourage the victim to swim to the closest emergency ladder or boat swim platform. Throw a life ring or bag. *Life rings are located at each emergency pull box surrounding the basin. Emergency throw bags are onboard all EYC golf carts.* Observe for signs of electrical shock and shut off electrical power to area if indicated.

Once the victim is out of the water, observe for signs of shock (cool, clammy, pale skin; rapid pulse; rapid breathing; nausea/vomiting; enlarged pupils; weakness or fatigue; dizziness or fainting; changes in mental status).

If shock or injury is suspected, use the closest Emergency Pull Box to call 911 for emergency services.

The pull box signal includes GPS coordinates which will direct emergency responders to the exact basin location of the pull box.

In 2019 the EYC Safety Committee updated the EYC Emergency Preparedness ("Panic") Manual. Each section has been reviewed and updated with the most current recommendations for how to respond to serious (but luckily infrequent) emergencies. This manual will be the basis for staff Emergency Preparedness training in 2020. The Safety Committee will also share relevant guidance for dealing with emergency situations in this new dedicated section of the Log.



A Nauti (or Nice) New Year to All

By Dianne Cunningham

The Cruisers sure know how to end the year on a merry note! More than expected enjoyed the festive Holiday Fleet party at the Club while we toasted our many successful events this year.

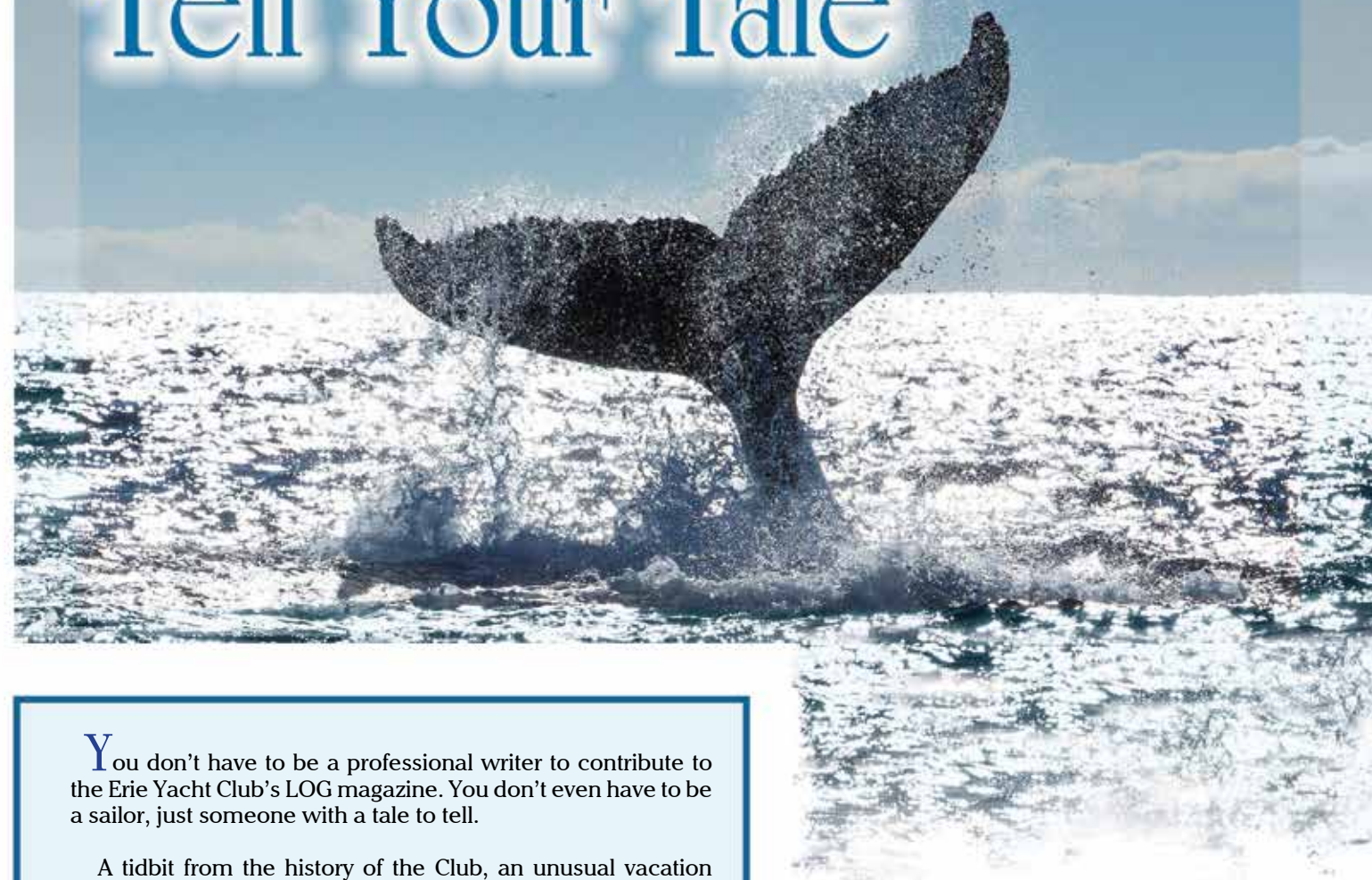
Notable events included our cruises to fun destinations, raft ups filled with great food and merriment, and the camaraderie with new friends. a natural progression of the Fleet's fourth season. We endured high water (who didn't?), high winds ("it's sunny but too windy to cruise") and a number of fantastic "Cruise Day Tuesdays" initiated at the start of 2019.

With big expectations for another successful "Venetian Night" and boat parade next July, the Cruisers are excited to be a part of the Club's 125th Birthday Celebration!

We bid you a prosperous New Year as we all look forward to another year filled with "Nauti or Nice" fun!



Tell Your Tale



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

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

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

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

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

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



What's the Good Word

by Dan Dundon

2020

HAPPY NEW YEAR!

How about we start off the New Year with another bunch of miscellaneous quotations from an eclectic group of people. I hope you find these quotations sent our way by Patty Sperry enjoyable!

You've got to get to the stage in life, where going for it, is more important than winning or losing.

- Arthur Ashe

Why does a slight tax increase cost you \$200 and a substantial tax cut save you thirty cents?

- Peg Bracken

A successful man is one who can build a firm foundation with the bricks that others throw at him.

- David Brinkley

"I can't do it" never accomplished anything. "I will try" has performed wonders.

- George P. Burnham

Never apologize for showing feeling. When you do, you apologize for the truth.

- Benjamin Disraeli

Success seems to be largely a matter of hanging on after others have let go.

- William Feather

People, like nails, lose their effectiveness when they lose direction and begin to bend.

- Walter Savage Landor

It takes less time to do a thing right than it does to explain why you did it wrong.

- Henry Wadsworth Longfellow

Each morning, when I open my eyes, I say to myself: "I, not events, have the power to make me happy or unhappy today. I can choose which it will be. Yesterday is dead. Tomorrow has yet to arrive. I have just one day, today, and I'm going to be happy in it."

- Groucho Marx

Yes, Groucho surprised me, too!

You were born an original. Do not be a copy.

- John Mason

Give me a stock clerk with a goal and I will give you a man who will make history. Give me a man without a goal and I will give you a stock clerk.

- J.C. Penney

Perpetual optimism is a force multiplier.

- Colin Powell

In order to succeed, you must know what you are doing, like what you are doing and believe in what you are doing.

- Will Rogers

No one can make you feel inferior unless you agree with it.

- Eleanor Roosevelt

The road to success is always under construction.

- Lily Tomlin

I hope among these quotations you heard a few new ones? I am sure you have some favorite quotes or such words-of-wisdom? Why not send them to me (dandundon@gmail.com) for us to maybe include in future EYC log articles?

I hope you can tolerate another quotation by me this time (remarkably) not inspired by co-workers (knuckleheads) from during my working life.

If you don't run toward change, it will run over you!

- Dan Dundon

In closing, the following is not a quote but it made my coffee squirt out my nose.

An elephant and a flea walked across a bridge side by side. When they had reached the other side, the flea said:
"Boy did we shake that thing".



Back to The Original...



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Thompson Trophy 2019 Awarded

by P/C Gib Loesel

Presenting the Thompson Trophy is always a pleasure. This fine old trophy which was gifted to the Club in 1954 by 36 EYC members and was dedicated to keep the memory of Joe and his brother Mid Thompson alive. Joe and Mid were two fine gentlemen from Port Dover where they operated a store and launch service and were very fond of our Club members.

The deed of gift reads, "for outstanding service or achievement in the world of yachts and yachtsmen." It is interesting to note that of the 36 members who gifted the trophy four of their children are members of the Club today.

When A.J. Miceli's name was read the members were on their feet clapping, whistling and cheering. When you read the certificate that is presented you will understand why. Congratulations A.J.!!!



A.J. Miceli is awarded the Thompson Memorial trophy for his long time participation in the EYC racing fleet which deepened his love for sailing and gave him the inspiration to open his own company, American Cruising Sails, and his work to develop a strong sailing program at Gannon University where he serves as coach.

Additionally he helped Mercyhurst and Behrend begin their sailing programs and obtain membership in the Middle Atlantic Intercollegiate Sailing Association. He was instrumental in starting the Battle of Lake Erie Intercollegiate Regatta, now a sanctioned regatta as qualifier for the Middle Atlantic Intercollegiate Sailing Association Championship.

A.J. is saluted for his contributions to the world of "Yachting".



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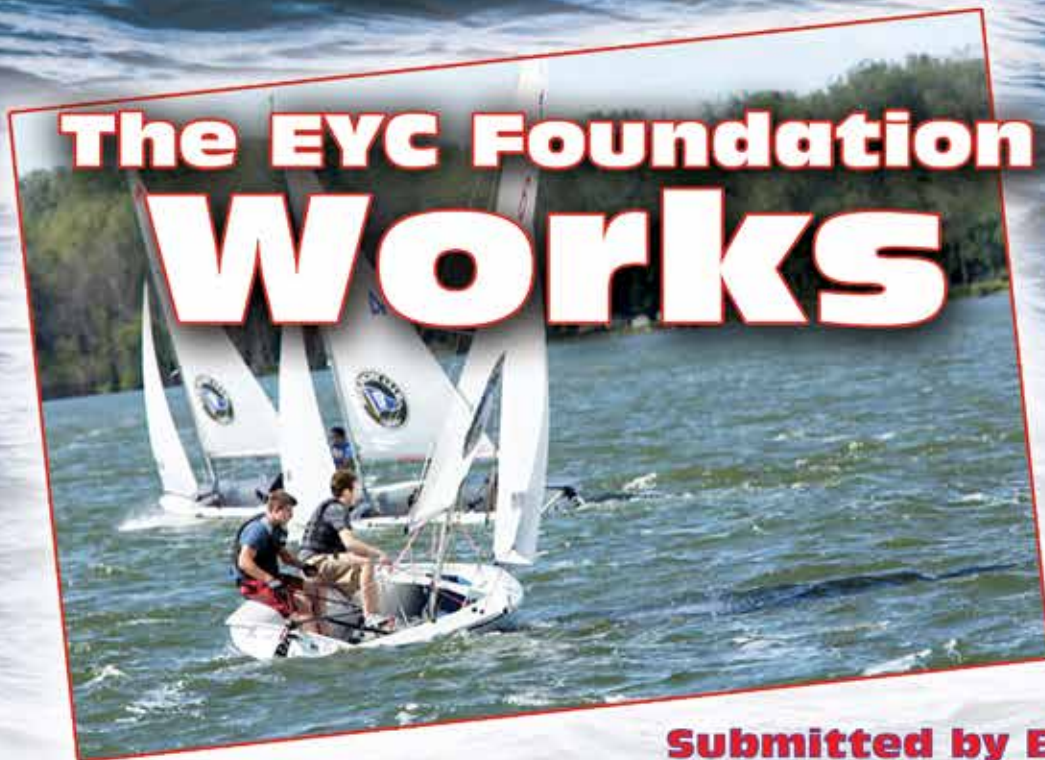
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The EYC Foundation Works



**Submitted by Bill Lasher,
EYC Foundation Board Chair**

"I was going to wait until the end of the sailing course to let you know how much Caleb is liking the classes; but I cannot wait!"

Caleb absolutely loved the sailing classes! He comes home so excited to tell me all about what he has learned and done! He shows us how to make all the knots, and teaches us everything he learned about boats!

Thank you so much for this wonderful opportunity! Caleb truly enjoys these sailing classes!

I am very grateful! Thank you!"



Thanks to donations to the Erie Yacht Club Foundations, Caleb and 9 other youth were able to spend their summer months learning to sail and having fun on the water while attending the Reyburn Sailing School. Scholarships made this possible and were offered through the United Way Community School program. The Foundation was pleased to also support the following programs through its grant process:

- The Adaptive Sailing Program at the Bayfront Center for Maritime Studies
- The collegiate sailing programs at Gannon, Mercyhurst and Penn State Behrend. These programs have grown in significance with this summer's Battle of Lake Erie Intercollegiate Regatta being a sanctioned qualifier for the Middle Atlantic States Intercollegiate Association's Fall Championship

- The Children's Water Festival for 5th grade students
- The Opti Great Lakes Championship at the Boathouse, with 68 US and International youth participating
- The purchase of two additional J-22 sailboats, bringing the fleet to 5 with a goal of increasing the exposure of youth and adults to small keelboat sailing
- The hiring of a consultant to evaluate and make recommendations regarding the Reyburn Sailing School.

The Boathouse Party was once again a success with attendees enjoying the music of Mambo, oysters and an exciting variety of silent auction items on a beautiful summer night. A record \$44,280 was raised through sponsorships, ticket sales and the silent auction.

Our thanks to those that supported this important fundraiser for the Foundation. Mark your calendar for next year's event which is scheduled for July 10th. It's a night not to be missed! Combined with funds raised through Erie Gives and our 2018 year end solicitation, over \$85,000 was raised, which allows us to continue expanding our mission and increase our endowments.

The Foundation is grateful to those who have volunteered to serve on the Board. Our thanks to Trustees Mark Rickloff, Dave Sanner and PC Greg Gorny whose terms have expired. PC Gorny will be replaced by P/C Bill Gloekler. Laurie Root and Coreen Scott have also joined the board bringing experience in grant making and marketing to the group.



Stay tuned!



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Thank You...

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

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

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



January Calendar of Club Events

- 1st New Years Day - Tom & Jerry
1100 to 1300 hours
Members Only Please (No Guests)
125th Anniversary Celebration
Drawing #1
- 5th A la carte Breakfast • 10am - 2pm
- 8th EYC Fellowship Dinner
"Presque Isle: A Natural, Social
and Political History"
Presented by Dr. David Frew
Cocktails 6pm • Dinner 6:30pm
Reservations Required online or at
453-4931
- 9th "Trivia Night" Fun & Prizes
7pm - 9pm
- 12th A la carte Breakfast • 10am - 2pm
- 16th "Trivia Night" Fun & Prizes
7pm - 9pm
- 19th A la carte Breakfast • 10am - 2pm
- 23rd "Trivia Night" Fun & Prizes
7pm - 9pm
- 26th A la carte Breakfast • 10am - 2pm
- 30th "Trivia Night" Fun & Prizes
7pm - 9pm

Making Reservations for Club Events has Just Gotten Easier!

You can now make your reservations to your favorite Club events through the EYC website at eriyachtclub.org or they can still be made over the phone at: 453-4931 ext. 202

Remember due to demand cancellations made less than 24 hours before the event may be billed.

• LIVE •
• LEARN •
• DINE •



The EYC is once again offering its members a unique dining and entertaining experience through its Fellowship Dinner Series



Wednesday January 8th
Presque Isles Natural, Social
and Political History
by Dr. David Frew

Wednesday February 5th
"Ladies of the Lake"
Lake Erie's Vessels
Multimedia Presentation
by Photographer Robert Grubb



See Club Website for Details
and to Make Your Reservations



February Calendar of Club Events

- 2nd A la carte Breakfast • 10am - 2pm
- 5th EYC Fellowship Dinner
"Ladies of the Lake" Multimedia
Presentation by Boating
Photographer Robert K. Grubb
Cocktails 6pm • Dinner 6:30pm
Reservations Required online or at
453-4931
- 6th "Trivia Night" Fun & Prizes
7pm - 9pm
- 9th A la carte Breakfast • 10am - 2pm
- 13th "Trivia Night" Fun & Prizes
7pm - 9pm
- 14th Valentines Day at the EYC
Special Valentines Day Menu
Live music with DH Jazz Express
Reservations Required
- 16th A la carte Breakfast • 10am - 2pm
- 19th Sunset Happy Hour & Raffle to
Benefit the Reyburn Racing Program
5pm - 8pm • 50/50
\$50 cash prize every 15 minutes
from 5pm - 7pm • \$1000 grand prize
Chinese Auction • Hors d'oeuvres &
Live Entertainment by Salmon Frank
- 23rd A la carte Breakfast • 10am - 2pm
- 27th "Trivia Night" Fun & Prizes
7pm - 9pm
- 29th "113 Days 'til Summer Party"
6pm Cocktails • 6:30 Dinner Buffet
125th Anniversary Celebration
Drawing #2

• REMEMBER •

The Club will be closed for its annual maintenance on Sunday March 1st through Monday March 9th
The Club will reopen on Tuesday March 10th

“I’ve done what I had to do, and now I am doing what I want to do.”

Ann “Kookie” Rackley
Retired Firefighter & UnRetired CAREGiverSM



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