

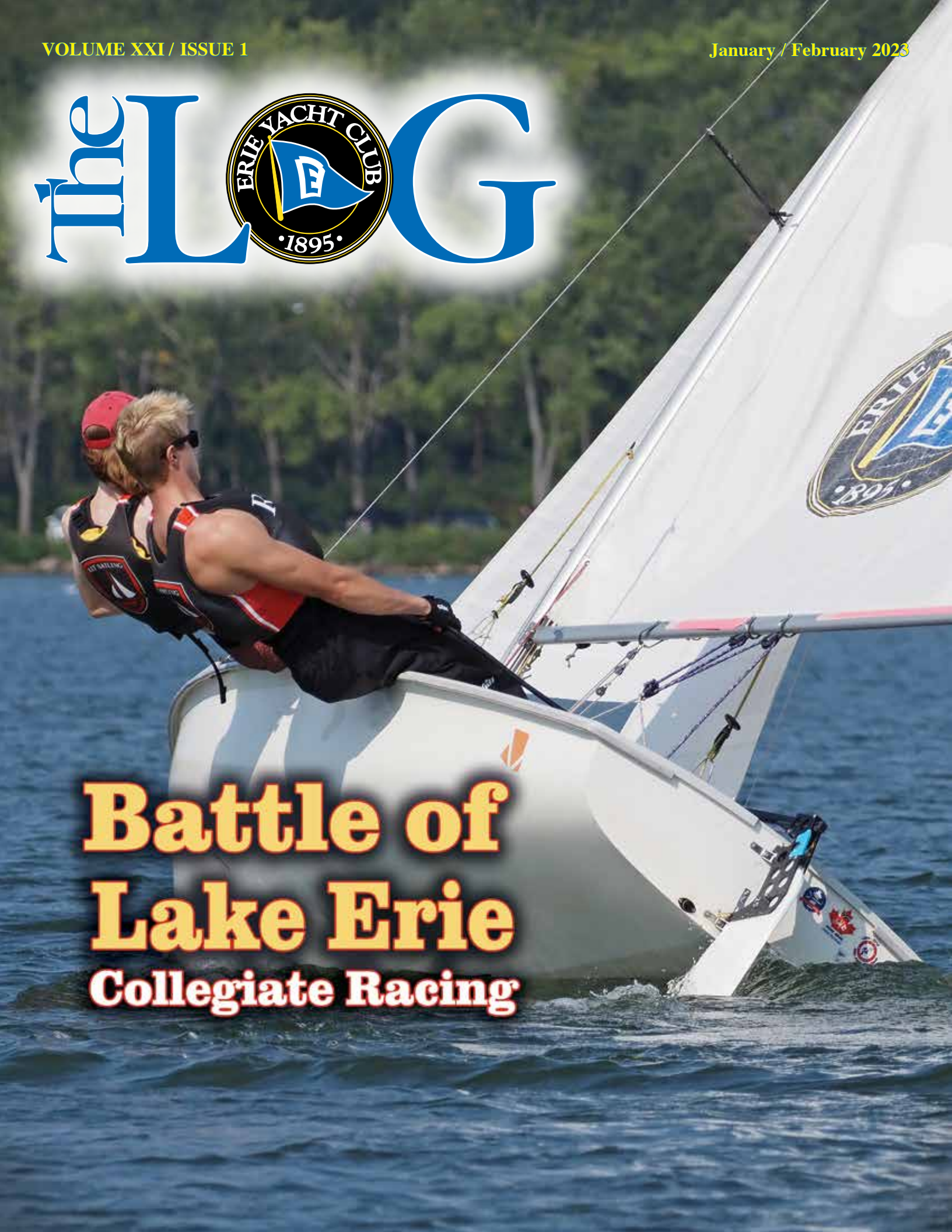
VOLUME XXI / ISSUE 1

January / February 2023

The LOG



Battle of Lake Erie Collegiate Racing



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CONTENTS

Battle of Lake Erie Regatta	4
Club House Renovation Update	6
Vancouver Jewel of Canada's West Coast	10
If These Docks Could Talk	14
Friends Lost But Not Forgotten	16
Windsurfing for Beginners	18
Chili Despite the Weather	22
What's the Good Word?	24

From the Bridge

By Commodore Harvey Downey



In 46 BC, Julius Caesar established January 1st as being the first day of the calendar year. Caesar's decision was partially based on the month's namesake: Janus, the Roman god of beginnings, whose two faces allowed him to look back into the past and forward into the future. 2068 years later, people around the world still use this day to look back at last year's accomplishments and difficulties and look forward to the promise of a new year, of a new beginning.

In looking back, I remember each difficult issue that needed to be addressed over the year, but none were insurmountable. Together, the Bridge & Board along with management handled any issue that developed. More importantly, I remember the year was full of positive activities and accomplishments.

This doesn't happen because of a handful of people. It happens because of good leadership and a membership that is willing to get involved to lend their talent and knowledge for the good of Club. The success of our club depends on these volunteers.

Just as the Romans began each year by making a promise to the god Janus, I commit to every member that I will work hard as your Commodore this year. Together, we will work through the difficult times, and celebrate the successes and accomplishments as they are achieved.

Happy New Year!

Directory

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On the Cover...

A pair of R.I.T. sailors giving their all, at the Battle of Lake Erie, a collegiate regatta hosted at the Erie Yacht Club.

Photo by Tom Madura



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Scan to learn
about the Erie
Yacht Club

Battle of Lake Erie

• COLLEGIATE EDITION •

by Sharon Dale



Anthony Farrar, Penn State Behrend: *"It's great to see all these teams coming together here at EYC."*

A breezy late afternoon weekday in the waning days of summer and into early fall: The waters off the Rickloff boathouse are filled with small sailboats. The sailors are members of the Gannon and Penn State Behrend sailing clubs. Collegiate sailing at the Erie Yacht Club began in 2015. Through the considerable efforts of EYC members A.J. Miceli, P/C Bill Lasher, and Bill Lillis, sailing clubs were established at Gannon, Penn State Behrend, and Mercyhurst (the latter club is currently inactive). Teams practice two or three times a week at the EYC from mid-August through mid-October and travel to regattas on many weekends during the fall and spring.

The clubs provide instruction in sailing, water safety, and racing. Membership in the clubs is open to all current students at their schools. Club members have a wide range of sailing abilities ranging from novices to championship racers. Experienced sailors teach boat handling and racing to newer sailors. Students get practice both as crew and at the helm. The clubs rent one design sail boats (420's) from the Erie Yacht Club and are required to maintain insurance policies indemnifying the Erie Yacht Club.

Jenna Alberti, Penn State Behrend: *"It is a beautiful day to race... a wonderful environment to be around, so yeah Erie Yacht Club!"*

The clubs are supported by student activity funds from their respective colleges, generous grants from the Erie Yacht Club Foundation, monies raised through fundraisers, and private donations. AJ Miceli coaches the Gannon team. Alec and Sharon Dale coach the Penn State Behrend team.

The collegiate sailing teams are members of the Inter-Collegiate Sailing Association (ICSA) through their membership in the Middle Atlantic Intercollegiate Sailing Association (MAISA). A highlight of our racing season is the Battle of Lake Erie hosted by the Gannon and Penn State Behrend clubs. Up to ten collegiate teams participate in the race, which is one of three regional qualifiers for the MAISA championship races, the Luce and War regattas held in late October and the Grant regatta held in the spring.

Hank Ihle, Syracuse: *"This is a beautiful facility here on Lake Erie. A nice protected bay. Had a great lunch. Wind has been consistent. It's been great."*

The 2022 Battle of Lake Erie featured collegiate teams from the University of Pittsburgh, Indiana University of Pennsylvania, Rochester Institute of Technology, Syracuse University, University of Rochester, and the host teams of Gannon and Penn State Behrend. Members of the Erie Yacht Club and their friends provided much appreciated help on the water. PRO Greg Gorny assisted by race committee members Chris Laird, Bev Tait, and Jeff Benson kept score.

Des Macdonald graciously provided his lovely boat Sagamore for the Race Committee. Patrick Faller, Kim Frey, Jake Marsh, Mike Bova, Joe Rys, Alec Dale, and AJ Marucci helped out on mark set and rescue boats. Tom Madura was race photographer.

Isabelle Lewandowski, Pitt: *"This is my first year at the Battle. I was really nervous but coming here to this gorgeous location is so much fun."*

Winds were light out of the west on Saturday and big and gusty on Sunday, giving racers lots of opportunities to test their skills in varied conditions. Participants, coaches and parents enjoyed the beauty of our location on Presque Isle Bay, the charm of the Rickloff Boat House, and the wonderful luncheon provided by the Erie Yacht Club and underwritten by the Erie Yacht Club Foundation. RIT took the win, with Penn State Behrend close behind in second place.

Elliot Tindall, RIT: *"This is my second time at Erie Yacht Club. It is always a great time. Catered food is a great treat. The facilities are amazing."*

The next Battle of Lake Erie will be held on September 16th and 17th 2023 at the Erie Yacht Club. A full complement of ten teams will participate from the University of Pittsburgh, Indiana University of Pennsylvania, Rochester Institute of Technology, Syracuse University, University of Rochester, Army, Queens University (CA) and the host teams of Gannon and Penn State Behrend. The wonderful facilities, ideal location, and welcoming hospitality of the Erie Yacht Club make the Battle of Lake Erie a favorite destination for college racers.

Dima Murtada, Gannon: *I am so glad I picked Erie for college. Gannon has given us the hidden treasure of learning how to sail."*





Mid-October construction started on the EYC Club house renovation project. Work on the club house is divided into 2 “Phases” as shown on Fig 1 floor plan.

Phase 1 Construction will span from October 2022 to June 2023 and will consist of:

- Relocation of power transformer (presently located adjacent to Galley)
- Addition to and renovation of Galley (aka Kitchen)
- Addition to South Side addition of Club House for Bathrooms and Office areas
- Renovation to Main Lobby, Staff Offices and Gift Shop
- Renovation and expansion of Bill Room
- Renovation and expansion of Ball Room
- Conversion of East Bathrooms to three (3) Unisex bathrooms with showers and Laundry Room

Please note all efforts are being made to keep the club house open for Member events during this construction.

The Bar and Grill room are open for Member dining. A full range of social events are planned and will be announced via the EYC news letter.

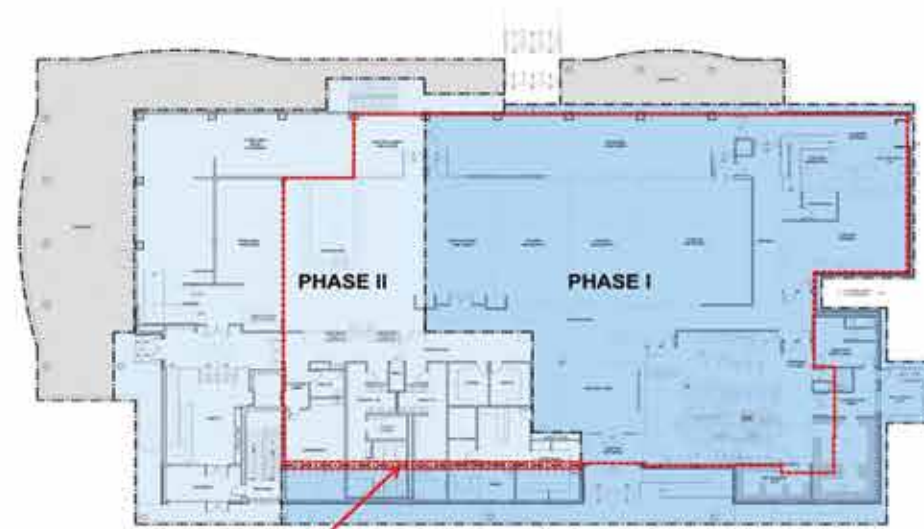
Note: Catered events, eg private parties, weddings, business meetings, are not being hosted presently. It is our intent to restore full catering activities in May of 2023. (Contact Elizabeth for latest details.)

I know you have a lot of questions.. so we put together Q/A section to answer some of the most common questions.

Q: I hear the project is over budget?

A: The initial budget for the renovation project was developed in spring of 2021 and presented to the Membership in August '21 Town Hall meeting. Since then economic conditions have changed dramatically.

Construction Phases



Red outline = Existing building exterior walls

Labor and material costs have risen at rates not seen in 40 years. So it is no surprise that renovation costs are higher than initially estimated.

Phase 1 is over the original budget by approximately 10%. Given this phase encompasses Galley expansion and infrastructure improvements we are moving ahead and working hard to control cost.

Phase 2 work scope is under review for potential savings and will be rebid in Summer '23. National Construction data projects that inflation will moderate by that time and construction activity will slow down resulting in more reasonable cost when we rebid. We expect to give a detailed update in Summer '23 to the Membership.

Q: Is the scope of the project changing?

A: Yes! As with any major project scope change is inevitable. Some key changes include

- Relocation of electrical transformer; Given the extensive rewiring of the Club House and to optimize the Galley floor plan the transformer is being moved east into the nearby parking lot.
- Shower rooms; after a lot of iterations the showers will be located in the northeast corner of the Club House, near the guest docks... A new east access hallway is added.
- ADA access; you will note every entrance and all public spaces will have ADA access ramps. The amount of work involved in location and design of these ramps is simply amazing.



Ballroom Demolition

- Galley; our consulting engineer made major changes to the kitchen design. One feature you will note is the addition of a loading dock on the southeast corner of the Club House.

Q: Will the Galley close during Phase 1 work and will the Club still offer dining?

A: Every effort is being made to have bar and dining service during construction; January through the end of April.

- Current planning calls for the Galley to close the first 2 weeks of January. During that time a “temporary” galley will be set up.

- Dining service with limited menu will be started in Mid-January and continue thru end of April.

- The New Galley is expected to be in operation by end of April.

More detail regarding shut down timing and menu options will be announced via the EYC e-newsletter.

(continued on next page)

New electrical line for transformer being relocated.



Commodore Sanner leads EYC team removing fixtures from the Ballroom.



CLUB HOUSE RENOVATION UPDATE

(continued from previous page)

Q: Why is the transformer near the Galley being moved?

A: As shown in figure 1, an electrical transformer is located on the southeast corner of the clubhouse. (It was hidden from view by a cooler, which has been removed). The current location of the transformer interfered with efficient design of the kitchen. The transformer will be replaced and relocated east into the nearby parking lot.

Q: Is the Club handicap accessible during construction?

A: Yes, handicap access is provided via the west ramp near the deck. Drop off space is offered in the parking lot.

Q: Are Social Events being offered at the club during construction?

A: Yes!!! A full range of social events are being offered to Members and their guest! Please read the latest EYC e-newsletter for details...

Q: I hear a new water line is needed? and Ravine drive will be closed for construction?

A: Water service to the Club is insufficient to operate code compliant fire protection sprinklers now required in the Club House, as required as part of the renovation. EYC has explored many alternatives and the least costly remedy is to work with Erie Water Works and install a new 8 inch water line along Ravine Drive. EWW will provide pipe and fitting materials and EYC is responsible for all of the construction cost.

Construction of the new water line is expected to occur in March 23. Traffic restrictions will occur during this construction.

Specific details will be announced via the EYC e-newsletter.

The EYC management appreciates your patience for any inconvenience you may have through the entire renovation process. Rest assured your patience will payoff when the project is finished and your overall EYC experience is enhanced for years to come. As they say:

“Keep your eye on the prize!”



Southeast corner of club house
Old Transformer near Galley,
Drilling caisson for new foundation.



Trenching and foundation work progresses.
(Southside of club house looking East).



Main entrance demolition
(Looking West).

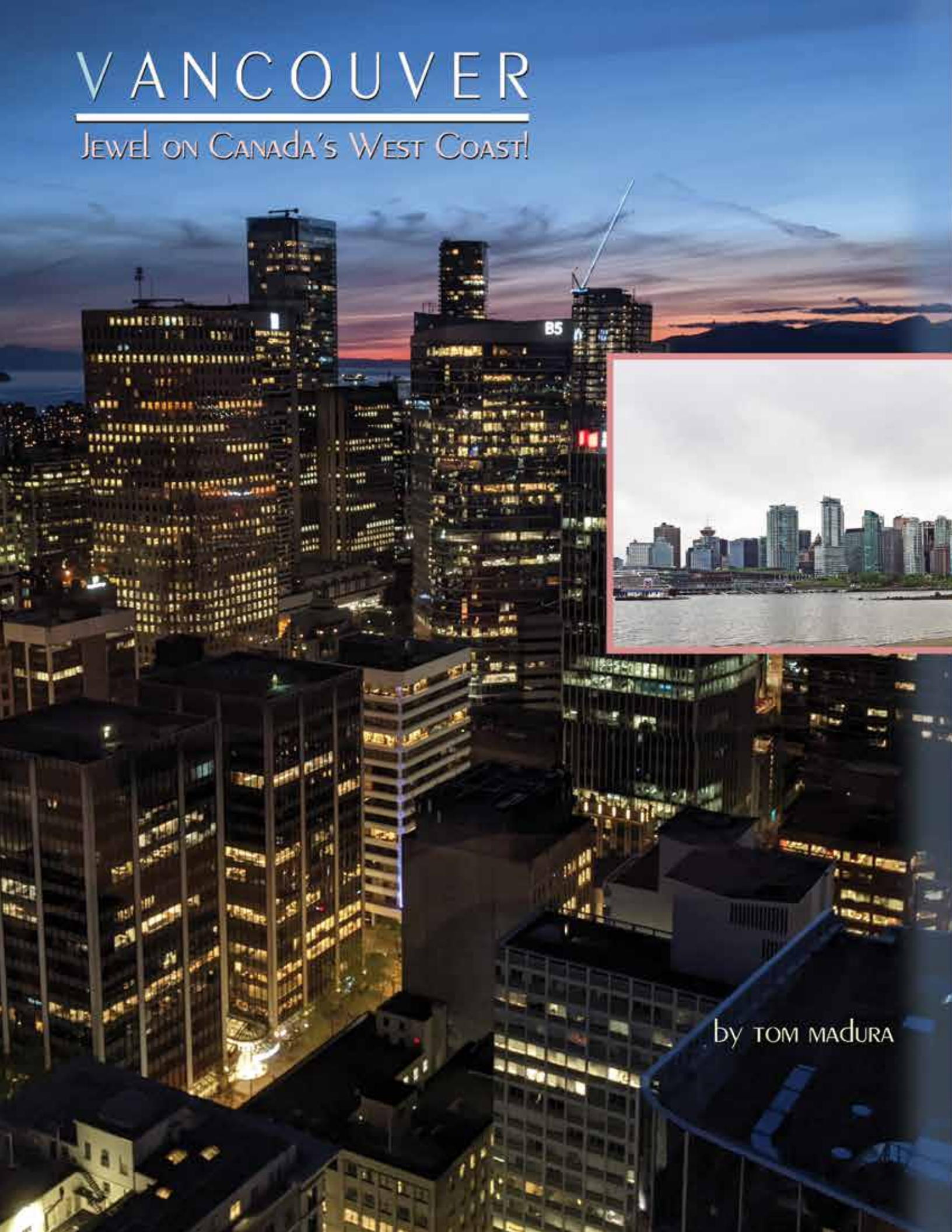


Work progresses on new electrical service and
new foundation on East side of club house.



VANCOUVER

Jewel on Canada's West Coast!



by TOM MADURA

Cindy and I have always wanted to visit Vancouver, Canada, and our recent trip to Alaska gave us the perfect opportunity. The Port of Vancouver was the terminus of our Alaskan Cruise, so we added some extra days to explore and enjoy this wonderful city. As the third largest metropolitan area in Canada, combined with its beautiful location on in the rain forest area of the Pacific coast, Vancouver has a lot to offer, and we barely scratched the surface in the few days we spent there.



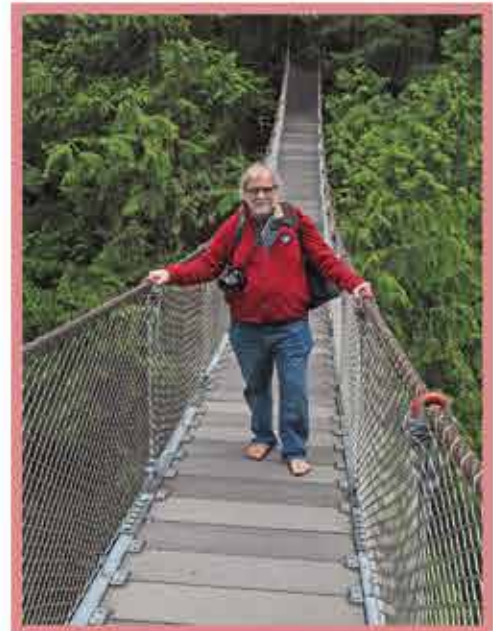
Vancouver skyline as seen from Stanley Park.

The climate in Vancouver is fairly temperate, especially by Canadian standards. The average highs in December and January are around 44 degrees, and around 72 degrees in July and August. There is also a lot of precipitation during the winter, due to the Pacific Ocean and the nearby mountain ranges. The effects of the climate are evident everywhere you look in Vancouver - there is abundant green space even in the densest downtown areas. Many high-rise buildings have rooftop gardens with full size trees growing on them.



A typical rooftop garden downtown.

We began our exploration with a short drive through Stanley Park. Situated on the northwest half of Vancouver's downtown peninsula, this large urban park is 20 percent larger than New York's Central Park, and provides miles of hiking trails, beaches, and many other activities. The park also boasts the Vancouver Seawall - a paved bike/pedestrian trail along the waterfront that gives some spectacular views of the city skyline. One of the most popular tourist attractions in Stanley Park is a large collection of native totem poles.



Crossing the Lynn Creek Suspension Bridge.



Checking out the native totem poles in Stanley Park.

Our exploration of the metro area continued with a trip to Lynn Canyon Park. This park just outside the city is renowned for its large suspension bridge over Lynn Creek, as well as hiking trails through the very lush rain forest. The park is a paradise for nature lovers and photographers - our only regret was that we couldn't spend enough time there! We continued on to the Cleveland Dam and Capilano River Regional Park, also a great hiking area with trails through the rain forest. Too many trails and not enough time!

(continued on next page)

VANCOUVER

Jewel on Canada's West Coast

(continued from previous page)

Back in the city, we engaged in some urban hiking, exploring the downtown area on foot. Our hotel, the Vancouver Downtown Hilton, was within walking distance of many of the city's attractions. Just a few blocks away was the Gastown district, the oldest part of the city and one of the top areas to visit when it comes to what to see in Vancouver. Gastown grew from a single pub founded by John 'Gassy Jack' Deighton in 1867. The area is known for its cobblestone streets, mix of local shops, great restaurants, and its picturesque Steam Clock.



The Gastown Steam Clock.



Enjoying dinner and the view from the Top of Vancouver.

Also a short walk from our hotel was the "Top of Vancouver", a revolving fine dining restaurant 553 feet above the city, offering spectacular views of the city as well as the ocean and the surrounding mountains. We were fortunate to time our dinner there for sunset, so we were treated to both daylight and nighttime views, and got to watch the sun set over the mountains. Oh, and the food was excellent too!

If walking's not your thing, taxis are plentiful and very convenient in Vancouver. A short taxi ride one day took us to the waterfront area known as Marinaside, where we had breakfast at a nice outdoor café. From there we caught a water-taxi to Granville Island, mostly known for its Public Market, restaurants, and shops. We enjoyed strolling through the Public Market, which offered everything from local jewelry and craft vendors to high-end butcher shops, bakeries, and produce stands.

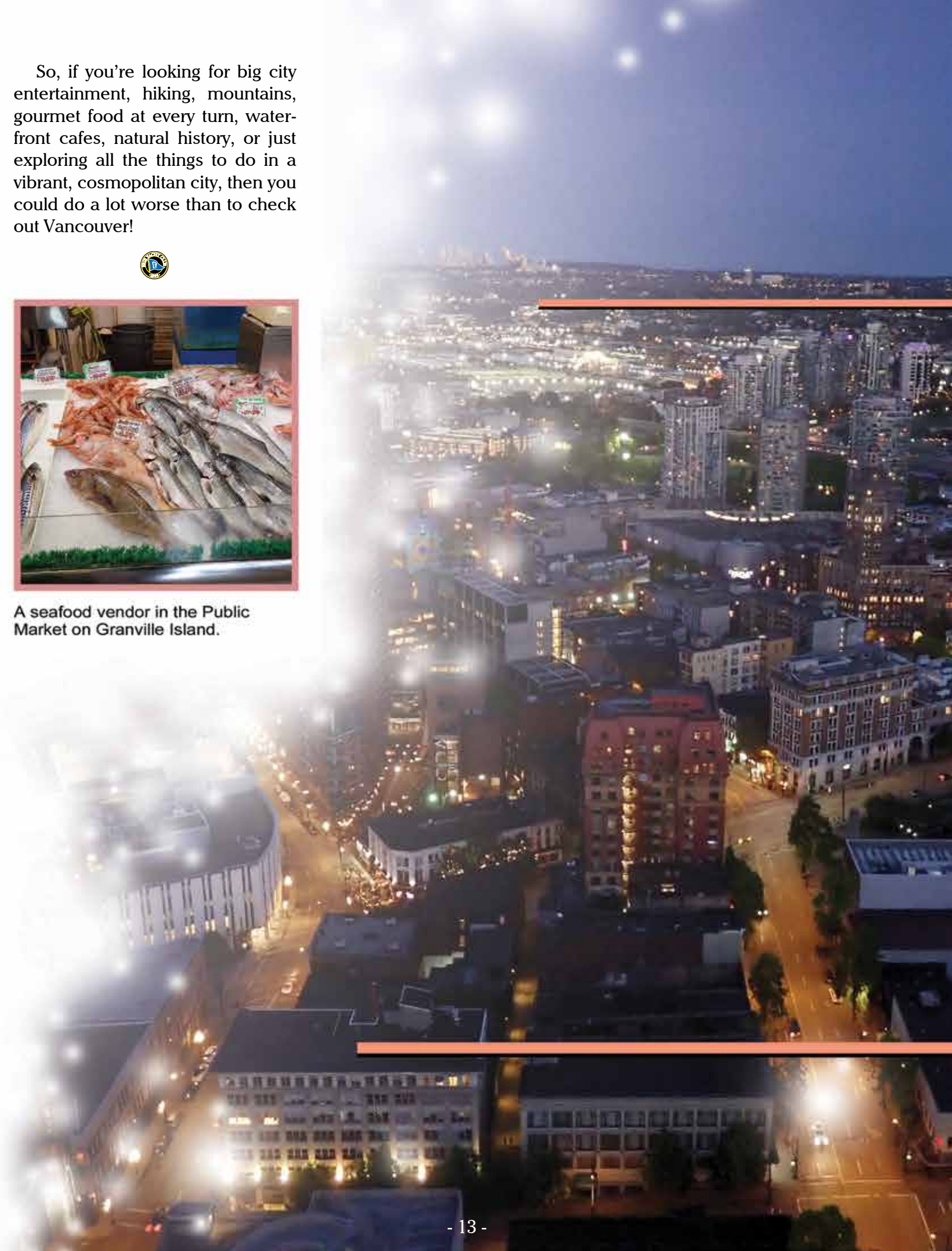


One of the many water taxis to Granville Island and other locations.

So, if you're looking for big city entertainment, hiking, mountains, gourmet food at every turn, waterfront cafes, natural history, or just exploring all the things to do in a vibrant, cosmopolitan city, then you could do a lot worse than to check out Vancouver!



A seafood vendor in the Public Market on Granville Island.



If These Docks Could Talk

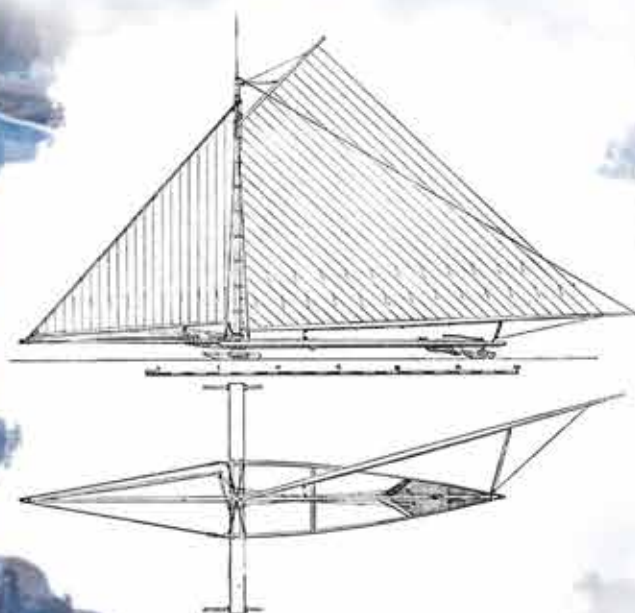
Remembering Ice Boats of Old

by P/C Gib Loesel



I am guessing as you read this there is ice on the bay and EYC ice boaters are hopefully flying around on safe ice having fun!! A few days ago (late November) I received some old pictures from Bill Coleman of his Father sailing "Snipe" his stern steering Hudson River styled ice boat and of course this got me to thinking (again) about the old days when several of these large heavy boats were summer stored on the second floor of the canoe house. DN's and Arrow front steering type boats had not yet been designed.

Below is a drawing of the basic stern steering iceboat, studying the drawing will help you understand the ice boat "jargon" and will give you a better sense of what is being written.



The huge runner planks and back bones weighed hundreds of pounds and it was a major job to get the two of them in and out of the large barn styled doors that were located on the north end of the Canoe House. Today there is a stairway and deck located there. A jib boom was also a part of the building. Attaching a block and tackle, the backbone and runner plank were lowered and lifted (winter and spring), obviously not a one-man job.

As the ice was "making", the iceboaters got excited so it was not hard to "get the boys" together. Once they were down from the canoe house, they were man handled and set up on the ice where the playground and picnic shelter are located today.

Ice boats ride on "runners" or skates, the runners on these massive boats were made of Oak with Cast Iron attached. They always needed to be sharpened and after a few hours of sailing, they tended to "round" when the boat slid sideways. The approximate weight of each skate was 30 to 40lbs, they ranged in length from 3 feet to 5 feet.

Years ago, there was a work area in the rear of the Canoe House, there was a workbench about four feet high which was used to anchor down a huge vice where these big boys were sharpened by hand with a file. I remember that I had to stand on my tip toes when I tried to help.

The fun part came after the boat was set up and the sails bent on (sailors' term for put on), ready to ride... Come on wind!! When it came to riding there were different configurations, of course the "skipper" was on the helm. My brother Richard's boat "ICICLE" had baskets on each side of the runner plank, as I recall they had a solid bottom, but with the luxury of cushions. In this case the baskets were fairly good size, and two passengers would lay down more or less next to each other, it was cozy.

There was no sitting up, the skipper would raise up on his elbows twisted in order to see. Well, you could sit up if there was not much wind, but it got awfully cold. Keep in mind that one-piece snowmobile suits did not appear until years later. I guess you would say we looked a little rag-tagged, you wore several layers of your warmest jackets and two pairs of pants. Boots with heavy socks but your feet still froze. About 40 years ago I discovered the now famous "Micky Mouse" boots in the Army Navy surplus store, they were white, standard gear for our soldiers in the Korean War, so they would blend into the snow. These babies were insulated with air, you could inflate them with a small valve stem along the side. They were good for a laugh but they worked, and soon there was a rush at the supply store.

"How fast do they go" was always the question when someone ventured onto the ice to take a look, I am not sure there is an honest answer to that, it depends on which liar you are talking to... so will just say when the wind and ice conditions were just right, they were fast.

There are still a few of these beauties around but as P/C Chris Wolford will tell you, it is a lot of work to keep them in attractive shape. Several years ago Chis discovered a well-used boat in the basement of the EYC. It was old and in "tough" shape, researching the ownership Chris found it was owned by Paul Benton and P/C Durker Braggins (Dirk had slipped his anchor). Paul told Chris that it was not for sale but later changed his mind and sold it for \$60, and then the fun began. Here is Chris's quote "The price was \$60 or the outstanding balance for storage. Andy, Lee, and I (with consulting from Pat Doyle) worked on her every Monday night for a year.

We stripped off 4 layers of paint and put on 6 layers of varnish, polished the hand forged brass blocks and rebuilt the "car" to name a few projects. When we repaired the runner plank, we were surprised to see that the underside of the still had bark on it. Dave Bierig made us a new sail that looked from the period. We spent about \$1000 on the retrofit.

The boat had been owned by Anne Strong, and we sailed her for several years. It has since been retired and gifted to the Maritime Museum where she will be displayed "up on a hike" (that would be when there are only two runners left on the ice. A real thrill to experience.



If These Docks could talk, they would say, "The sound of cracking, sizzling, and crunching ice is what you hear flying over the ice, and they are the sounds that ice boaters dream of"

P.S. Thanks to Chris and Dave Bierig for there help, there is much more to write about but will save it for Winter 2024 LOG.



Friends lost... but not forgotten.

by Paul Jenkins

When anyone is my age, (81 years old) they have lost many friends who have gone to their rewards. It seems that as life goes by we make lots of friends but only a few that we stay close to. Since I retired I have made an effort to renew old friendships from high school, college, and my Army years, that I have not seen or heard from in many years, and it's been very rewarding. A few years ago I heard that my old buddy Don McCurdy was suffering with poor health, so I gave him a call.

Don sounded great on the phone but he said he was receiving kidney dialysis three times a week and it made having a normal life quite difficult. His wife Margaret had to drive him back and forth from their farm in Harborcreek, which meant two trips each day for his three hour treatment.

When I asked Don how I could help he said all the driving was hard for Margaret, so I volunteered to take him to the treatments one day each week. As it turned out it was enjoyable to spend some time with Don, who was always a pleasure to be around.

We reminisced about our teen years when we worked on his Dad's grape farm that Don now owned. One very memorable story was about the time we drove his fathers old Ford pickup to West Springfield for a load of railroad ties to be used for vineyard end posts.

Before we left Mr. McCurdy said "Those ties are very heavy so be careful and lift them together." "No problem, Don said to his Dad, "Paul and I have been weight lifting all summer, so it should be easy for us."

When we got to the rail yard with high stacks of ties, we started filling the truck with the heavy beams. Being strong young bucks, we reveled in tossing the slippery timbers into the bed of the pickup, until it was filled to the top. The truck seemed to be straining under the monstrous load and the back of the truck was sagging down on the rear springs.

As we started back, Don said the truck handled like it had power steering. When we hit a big bump it even lifted the front wheels slightly off the ground, until it slowly settled back.

When we finally got back to the farm, Don's dad was in front yard watering the lawn and when he saw the overloaded truck his eyes opened wide.

"Why did you overload the truck like that?" he said. "Hey Dad, we got you a great deal, they only charged twenty five bucks no matter how large the load." Don replied. "But who's going pay for the new rear springs," said Mr. McCurdy.

As the years went by, Don followed in his Dad's footsteps and became a grape farmer and eventually owned a large farm east of Ripley New York, even though he had an accounting degree from Gannon College.

Don was always a giving person and active at Lady Of Mercy church, helping with financial matters and Cursillo retreats. He also gave his time to several other Christian organizations.

Another special friend that I lost a few years ago was Howard Copen. Howard was what we might call, "A Man's, Man." Howard had endless talents and mechanical know how. He could build or fix almost anything, including tractors, gas motors, power tools, and even antique cars. He had a small business which specialized in maintaining apartments and homes.

Howard enjoyed outdoor sports like hunting and fishing. We often spent weekends at his camp near Brookville PA where we went deer hunting and trout fishing, while riding our All Terrain Vehicles. On one memorable hunt we decided to ride our four wheelers through heavily wood area, and Howard explained that the game laws prohibited hunters from shooting from motorized vehicles while hunting.

As we moved slowly along a narrow trail, Howard motioned for me to stop, then pointed to two deer walking though the pines. He whispered to dismount and take aim. Because I was carrying a 44 magnum pistol rather than a rifle, that would be less conspectus than his rifle. We both turned off our motors, slipped off our seats and waited.

Suddenly both deer were in an open area about 25 yards away. I slowly pulled up my sidearm and pulled off a shot. Instead of a deer dropping, a heavy pine limb came thundering down.

"Nice shot Paul, that must be at least a 10 pound limb," he said as the deer bolted away. Howard was laughing so hard he had to lean against his machine to keep his balance.

Howard was the kindest guy I ever knew and always ready to help anyone. One day when I was about to replace the pillars on my back porch, I called him for advice. He said, "don't do a thing until I get there, because it can be dangerous if you don't do it right."

Howard and I had many things in common. One was bible reading. On another hunt we spent most of the day in a deer blind talking about the Lord and things of faith. We both admitted that we were far from being saints but we loved the Lord, our family's, and our country in that order. We didn't even see a single deer that day but it was one of the most memorable hunts I have ever had.

Howard passed away after a long battle with Cancer but his photo still hangs over my desk along with six other friends I have lost in recent years.

I hope this doesn't read like an obituary because all I wanted to do was point out that most of us have old friends who we haven't seen or talked to in a while, so please try to renew those relationships. Maybe you could do lunch or take them for a boat ride.

Quite often old friends may still be our best friends.



Happy New Year

May you have a happy, prosperous and healthy new year!



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Jamie Taylor, owner
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Windsurfing

for beginners

by Gene Polaski



My son Tim honing his windsurfing skills.

You've seen them in the summer. Small sails zooming across the bay usually in winds above 15 knots and often doing 20 - 30 knots! Crazy? These windsurfers don't think so. Many have or had traditional sailboats but wanted to explore other methods of sailing. It got started in the 1960's. The sport grew rapidly and in 1984 became an Olympic sport.

Windsurfing grew out of regular surfing. Regular surfing depends on waves while wind surfing relies on wind. Windsurfing equipment consists of a board much like a surfboard and a rotating mast that has a sail attached to the board using a universal joint. The size of the sail depends on the strength of the wind... higher winds, smaller sails. Often the rider will wear a wet suit if the water temperatures are not at their summer high and they also wear helmets as a spill in the water at speeds of 30 knots can hurt.

The sail board size generally depends on the weight of the person. The weight of a person in kilos plus 50 is a good starting point for determining board volume. Boards are usually made of fiberglass and carbon fiber with a foam core. Some have a fin in the center (like a centerboard on a sailboat) and a combination of one or several small fins under the back of the board.

In addition to the flexible mast step, there are foot straps on the top of the board. The wider the board the more stable platform but at the expense of performance such as when jumping waves to get some "air time".

Windsurfing has a variety of demands such as knowledge of sailing, arm and leg muscle strength, a sense of balance, and a willingness to get wet.

Newer variants include sailing above the water. Hydrofoil fins under the back of the board allow the boards to safely lift out of the water once underway and fly silently and smoothly above the surface even in lighter winds.

Local windsurfers connect with one another when the wind is up and meet somewhere to sail together. Often they will launch off at the Club, off of Sunset Beach on Presque Isle or on the bay side of the peninsula near the marina east pier. If you see them and are interested, stop by and I'm sure they will be glad to give you a primer on their sport.



Windsurfing boards come in many styles to suit various purposes and skill levels.

Growing in popularity, windsurfing now has 10 different racing classes.



Windsurf foiling seems to defy the rules of gravity.



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BOATER SAFETY TIP - COMMON HAND SIGNALS

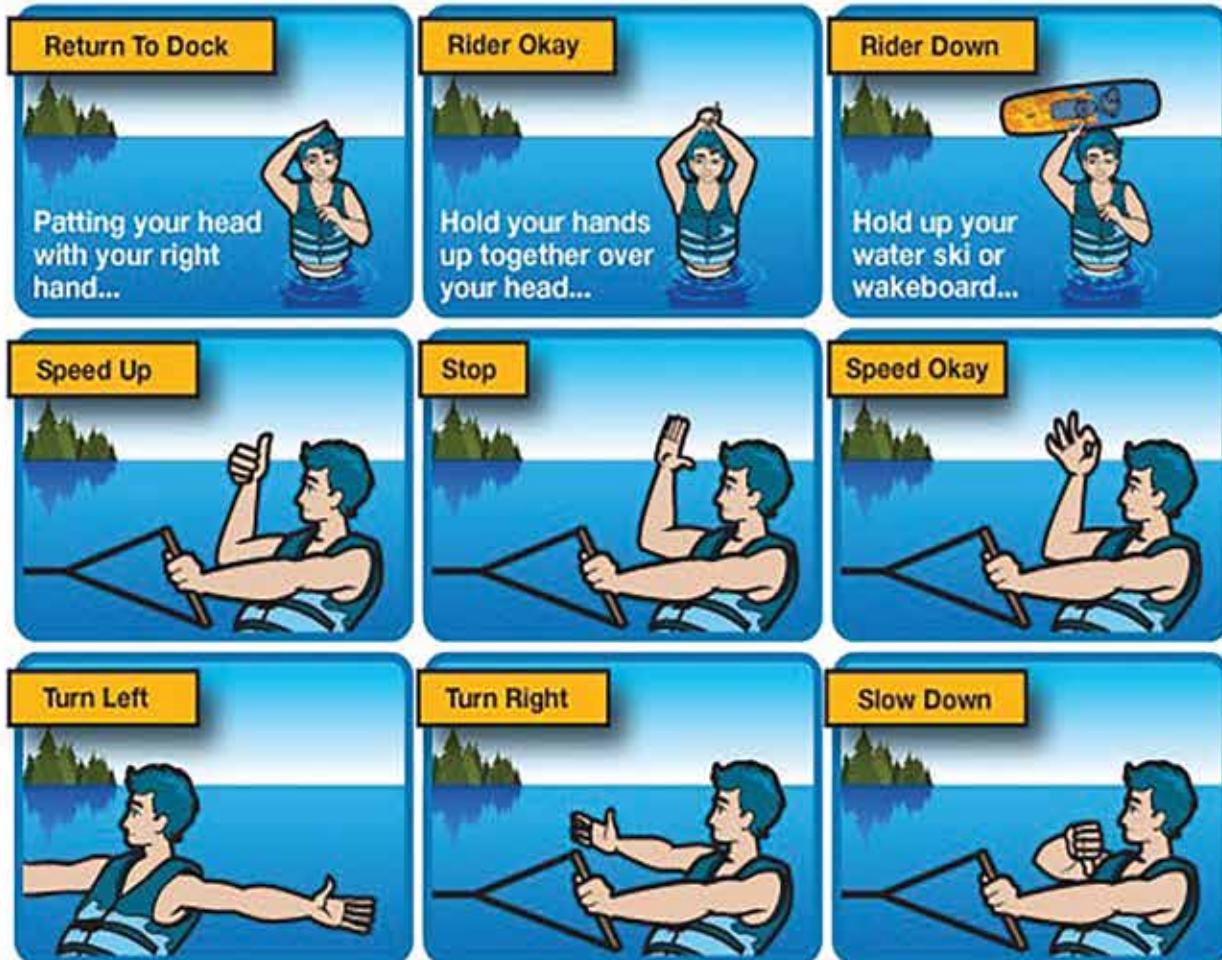
Along with the operator - there must always be a "spotter" on board the vessel to watch the person being towed.

COMMUNICATION IS KEY TO SAFE TOWED WATER SPORTS...



Towed water sports can be fun, but noisy... Everyone on board, as well as the person being towed, has to use hand signals to communicate their intentions. Please memorize the following hand signal chart and have fun:

HIGH-IMPACT SPORTS require a Type-I PFD... Never engage in towed water sports in an inflatable PFD - ever.



Your EYC Safety Committee would like you to be aware of the hand signals above. Even if you are not being towed, anytime communication is an issue when voice commands are not possible due to noise or distance the use and understanding of hand signals could be critical.

graphics courtesy of BoaterExam.com

EYC PHOTO CONTEST OVERWHELMING!



When the members of the EYC were asked to submit their photos to the Club for the EYC's Photo Contest the response was simply overwhelming!

With the members coming through with literally hundreds of pictures! So many in fact that a slideshow video had to be put together to showcase the very best!

The video can be accessed through the EYC's website on the homepage and over eight minutes were needed to showcase the beautiful photos.



Congratulations to Photo Contest Winner, James Gade, for this beautiful picture of the Club!

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CHILI

DESPITE THE WEATHER!

BY TOM MADURA

The 14th Annual EYC Chili Cup was held on October 2nd of 2022, marking a great end to another fine EYC racing season. One of the most anticipated Fall sailing events at the Erie Yacht Club, this year's event was severely affected by the most fickle and frustrating entity that all sailors face... Mother Nature. October sailing in Erie is always a bit unpredictable, and historically the Chili Cup race has been sailed in sunshine, pouring rain, fog, light winds, heavy winds - you name it.

However, this year race day presented us with steady winds between 25-30 mph with gusts near 40 mph. While sailing in this level of wind may be an exciting challenge for some, the Chili Cup is intended to be a fun event for all, not a life-threatening extreme sport! Therefore, this year's race portion of the Chili Cup was canceled.

However, the traditional race-prize bottles of wine still had to be awarded! This was accomplished by random number drawing, with Mike Kohler's "Bazinga" drawn first, followed by Alex Miller's "Pagan" and finally Jon Tushak's "Loggerhead", all collecting bottles of wine for their crew.

As for the chili cookoff, the high winds did nothing to dampen the spirits of the contenders! A total of 22 different chili recipes were entered, and members of the Race Committee, led by PRO Mike Squeglia, along with Tom and Fay Trost and Barb Weibel, did another fine job of judging. As you can imagine, tasting 22 different chilis and picking the top three is a somewhat daunting task, but these folks approached it very seriously and methodically, and eventually arrived at the results.

The third-place entry was from Taylor Hoover's "MOR", second place went to AJ Ficcardi's "Joker", and the winning chili entry was from Nick Schneider's "Algebra II".

In an unusual twist, none of the top three chili winners were among the top three random "race" awardees, so by established tradition Alex Miller's "Pagan" was awarded the overall Chili Cup award, with a fourth-place chili recipe and a second-place in the "race". In the true spirit of Racing Fleet camaraderie, a game of "flip-cup" was proposed to challenge this outcome. Although much fun was had, this did not alter the results.

All in all, despite the lack of cooperation from Mother Nature, it was another great day of eating chili, drinking beer and socializing with fellow sailors. What more could you ask for on an October afternoon?



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What's The Good Word?

by Kathy Dundon

Here is a random assortment of my favorite quotes that I have come across over the last year. I hope you enjoy them and perhaps they will give you something to ponder for the year ahead.

"It's fine to celebrate success, but it is more important to heed the lessons of failure."

- Bill Gates

"To experience the good you have to have seen the bad! Plus it helps you appreciate the blessings more."

- Pink

"Don't do anything half way, else you find yourself dropping more than can be picked up."

- Louis Armstrong

"Life is not about waiting for the storm to pass, it is about learning to dance in the rain."

- submitted by Debbie Giewont

"I wouldn't change a single thing because one change alters every moment that follows it"

- Sidney Poitier

"A little bit of attention and kindness can totally change a whole life and the lack of that can do the same."

- Adrien Brody

"We are all born to die... the difference is the intensity at which we choose to live."

- Gina Lollobrigida

"Don't marry the person the think you can live; marry only the individual you think you can't live without."

- James Dobson

"Don't sing of yesterday, yesterday is gone. Tomorrow isn't written, make today your song."

- Anonymous

"Everything in life can change on the opposite end of a second."

- Anonymous

"Always make your past self jealous."

- Anonymous

"The acceptance of death gives you more of a stake in life, in living life happily, as it should be lived."

- Sting

"Don't wait for sleep to start dreaming"

- Anonymous

"It is possible to commit no mistakes and still lose. That is not weakness; that is life."

- Patrick Stewart

"If you are doing fast what should be accomplished slowly, you will miss the prize."

- Anonymous

"My definition of a friend is somebody who adores you even though they know the things you are most ashamed of."

- Jodi Foster

In closing as we move into a new year this last quote may give us some simple words of wisdom...

"Inhale the future , exhale the past."

So, I hope you enjoyed these Good Words! Don't forget to send me your favorite quotes & words-of-wisdom to: kvdundon@gmail.com for me to maybe include in future EYC log articles!



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As we move forward in recovery from the Covid-19 pandemic The LOG would like to thank all the advertisers who continued on with their support through those uncertain times. It is through their support that allowed the magazine to keep publishing and continues to do so through their advertising. As the Club continues to grow through membership and renovation, rest assured that the LOG will be there to mark and record the Clubs historical growth.

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 insurance, repairing your current ride, looking for a new boat, 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 publication of the Club's LOG through their advertising.



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January Calendar of Club Events

1st Club will be closed Sunday January 1st - Tuesday January 10th to prepare for next phase of renovation (except for exclusive Members Only Tom & Jerry Party January 1st 11am - 1pm)

11th EYC Cornhole League • 6:30
Every Wednesday for 8 weeks plus playoffs Teams of 2 (8 teams total)
Prizes and Food & Drink Specials
Played on the Enclosed Patio
\$20 per person
Register your team at ext. 201

12th Drink & Think Pub Trivia Thursday 6pm • Teams of 4 (8 Teams Max.)
Limited seating • Reservations required at 453-4931 ext. 201
Different theme each week • Prizes (Regular dining available at Bar or last table reservation at 5pm)

15th EYC Bingo Night
Doors open 5pm • Bingo begins at 5:30
6 Games played with prizes
Reservations required due to very limited seating • 4 seats per table, 8 tables max. with overflow at Bar for walk-ins • Reservations ext. 201

18th EYC Cornhole League • 6:30

19th Drink & Think Pub Trivia Thursday 6pm • Reservations required

22nd EYC Bingo Night
Doors open 5pm • Bingo begins at 5:30
Reservations required

25th EYC Cornhole League • 6:30

26th Drink & Think Pub Trivia Thursday 6pm • Reservations required

29th EYC Bingo Night
Doors open 5pm • Bingo begins at 5:30
Reservations required

**In January & February
The Club will be closed
Mondays & Tuesdays!**

THE EYC CREW

814/453-4931

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gm@erieyachtclub.org

Summer Prae
Club Office Manager
Ext 207
Office Temporarily Located
in the Rickloff Boathouse
summer@erieyachtclub.org

Nicole Glennon
Club Office Assistant
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Michael Argeny
Dockmaster
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Danielle Adamowicz
Assistant Dockmaster
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Elizabeth Dougan
Catering Director
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Jack Harder
Beverage Manager
Ext 206
jack.harder@erieyachtclub.org

Ryan Wilson
Executive Chef
Ext 213
chef@erieyachtclub.org

February Calendar of Club Events

1st EYC Cornhole League • 6:30

2nd Drink & Think Pub Trivia Thursday 6pm • Reservations required

5th EYC Bingo Night
Doors open 5pm • Bingo begins at 5:30
Reservations required

8th EYC Cornhole League • 6:30

9th Drink & Think Pub Trivia Thursday 6pm • Reservations required

12th EYC Bingo Night
Doors open 5pm • Bingo begins at 5:30
Reservations required

15th EYC Cornhole League • 6:30

16th Drink & Think Pub Trivia Thursday 6pm • Reservations required

19th EYC Bingo Night
Doors open 5pm • Bingo begins at 5:30
Reservations required

22nd EYC Cornhole League • 6:30

23rd Drink & Think Pub Trivia Thursday 6pm • Reservations required

26th EYC Bingo Night
Doors open 5pm • Bingo begins at 5:30
Reservations required

Remember:

**The Club will be Closed
for Renovation
Prep Work
January 1st through
January 10th**

**“Pie & Pint Night”
Every Friday
(that the Club is Open)
From 5:00 - 9:00
Pizza and Beer Specials!**



**Friday is
Pie & Pint Night**
Pizza & Beer Specials
• 5pm - 9pm •



CORNHOLE LEAGUE

**Wednesday Nites
Beginning January 11th**

- Eight - 2 person Teams •
- 3 Games per Nite •
- Fun Prizes Nightly •
- Food & Drink Specials •
- Eight Weeks Plus Playoffs •
- Only \$20 Per Player •

Bags Fly on the Enclosed Patio at:
6:30pm for first 4 Teams
7:15pm for next 4 Teams

Get Your Game Face on and
Call to Register at 453-4931 ext. 201



Club Office Hours:

Monday - Friday 9am - 5pm

Closed: Saturday & Sunday

*Indoor Payment Drop Box Located in Main Hallway of Clubhouse

Grill Room Hours

Monday & Tuesday - Closed

Wednesday & Thursday
11am - 8pm

Bar: 11am - 9pm

Friday & Saturday
11am - 9pm

Bar: 11am - 10pm

Sunday

11am - 8pm

Bar: 11am - 9pm

Family Fun Night With BINGO

25	56	66
8	38	55
9	22	46
12	42	58

**Sunday Nights
Starting Jan. 15th**

5pm Doors Open • 5:30 Bingo Begins
Family Fun & Prizes
Prizes Awarded • No Charge to Play!
Reservations ARE Required due to very
limited seating • 453-4931 ext.201