

VOLUME XXII / ISSUE 1

January / February 2024

The LG

A Return to The Falcon Cup



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From the Bridge

By Commodore Mike Squeglia

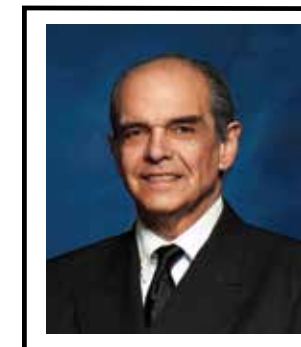
I would like to thank the EYC membership for their support in electing me as their next Commodore. It will be an honor to serve and lead my fellow Bridge Officers and Board of Directors in navigating our Club this next year.

As we close out the year of 2023 our Club is well into Phase 2 of our Renovation project. At this time, we can enjoy our Clubhouse with dining and beverage services temporarily located in the new Ball Room. The Bliss Room is being used for some catered events as well as member dining. We will continue to hold social events as well out of these spaces with announcements on them coming to you by email.

I am very fortunate to be Commodore of our Club during this period. At the conclusion of Phase 2 there will be an expanded Grill Room with upper and

lower levels, Sunset Patios on the west and north side of the building each with a covered roof, and a new Quarter Deck entrance. These additions, coupled with the Phase 1 renovation, will continue to have the Erie Yacht Club known as a Premier club on the Great Lakes. I feel confident that this final product will be one that the membership will embrace and be a place for us to carry on our great traditions of the past and create new ones for future generations.

Finally, please feel free to contact me with any concerns regarding the Club as the Bridge and Board are here to serve the membership and your feedback is vital.



Directory

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On the Cover...

The 'Aqualia' made her long lost return to the Falcon Cup in Cleveland in 2023. Pictured here doing some casual sailing with crew Doug Nagle and hi son Jeff Nagle.

Photo by Mike Argeny



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Scan to learn about the Erie Yacht Club



A Return to The Falcon Cup

By P/C Doug Nagle

The blue flag is what racing sailors go after. The red flag (second place) or yellow flag (third) are worthy, but blue is a significant accomplishment. On "Altair", we have mostly reds and yellows, maybe a blue or two in the mix. But we also have a very special blue flag on board that we didn't earn, and special it is. It is old, made of cotton, tattered and worn. It has been flown only from wooden spars on a few old wooden boats. In big white letters it says "MHYC Falcon Cup, 1961, 1st Place" and was won by the Enigma of the Erie Yacht Club. This is the story of Enigma's blue flag...

There are, to my knowledge, only two living crew members that were aboard Enigma that day, 62 years ago, and both are members of the EYC today; P/C Gib Loesel and Bill Beyer. To Altair, and those of us who sail her, it would be special to have them on board for another try at the Falcon. Only Gib could make it, and indeed he did. Now, all we had to do was sail the boat to Rocky River and the Cleveland Yacht Club.

The Delivery

The weather outlook for the days leading up to the Saturday race was not good. We delayed until Thursday, the latest we could go and still make the 120 miles to Cleveland and the race. The thunderstorms and rain showers that came and went for most of the day seemed to follow a consistent path from the middle of the lake southeastward, toward Harborcreek.

We felt that we could sneak west along the southern shore and miss them. On board were Jeff, Buck and Doug Nagle, P/C Vinney Cifelli and John Sanner. We got underway about dinner time, under power. The wind was southwest, on the nose and we were in mixed up swells that made things a bit uncomfortable. Up goes the main, sheeted in tight, we're not making the course, but not rolling around so much. Not too bad, but our attention is mostly on the lightning blasting around where the sun was supposed to be. Also, are those black and gray clouds getting closer or are we just paranoid?

The entire horizon behind us was a mess of big clouds, rain and wind. It's dark, we're off Walnut Creek maybe five or so miles offshore. We get a little rain. Wind is still southwest, 10-12 knots. That big thunderstorm is getting closer.

You never forget the sound. The roar, they say it sounds like a train coming. Instinct tells you to look toward it. You can't. If you try, the rain hits the eyeballs so hard you can't see. Buck, having changed into his wetsuit, bounds out of the companionway hatch on his way to the mast to lower the main. He later comments that it all looked like a scene out of Pirates of the Caribbean. The sail had already come down three feet having pulled loose from the winch brake due to the wind load forces on it. Jeff is trying to get the boat under control, but she is on her side and the rudder, instead of steering the boat, is acting like a diving plane.

Vinney and I are trying to get control of the main sheet, which is stubbornly wedged into a jam cleat, without losing a finger or two. We finally get it free and around a winch. John is trying to get forward to help Buck and not get blown overboard. I've eased the main to no avail, as it is laying almost flat in the water. The old girl must get her head into the wind all by herself, we've done our part. Slowly, somehow, she does. The main pulls free of the water and we go upright. The guys get it down, thank goodness for those lazy-jacks which keep it somewhat under control.



Thunderstorms were everywhere. One of many...

I pull in the boom via the main sheet to the center of the boat, the guys now have something to lean on and hold on to. We still have five people on the boat. We still have the rig in her and everyone seems to still have all their fingers, hands, etc., etc. The blinding rain suddenly stops. The wind, gone. All we hear is the calming sound of the Beta Diesel putting contentedly below. The seas are down too, due to the torrential downpour. We even see a few stars...

As is normal, the wind returns, again blowing from the southwest, right on our nose. Only making four knots, we head for Ashtabula and arrive about 3:00 AM. Guess who gets left in the wet cockpit on wet cushions for the rest of the night? Anyway, at 6:00 AM it's on to Rocky River and the Cleveland Yacht Club and we arrive in one piece, boat and all, at four in the afternoon.

The Race

We leave the dock early the next morning and chug out of the river and into the lake. We had been watching the long term wind reports, all of which had predicted southwest winds of 15 to 20 knots. They were right on. This is Altair's wind, and with her big red spinnaker she can usually sail to her rating, or better, in these conditions.



A "Big Umbrella."

Halfway out to the start area the alternator on our new Beta engine "gave up the ghost" but we had plenty of battery power left, at least for the race. We had a lot of help on board this day, my three boys, two grandsons, 10 and 12, Doug and Gib Loesel, Alex Nagle, Vinney Cifelli, John Sanner and me. This was not the first Falcon Cup for most of us, but it was for Altair.

We speculated that at 67 she was probably the second oldest boat to ever sail the race, after Dreamer, also from EYC. We were in PHRF D Class and started the race in reverse order behind the cruising boats. Doug Loesel, not in his first rodeo, had a nice start and the boys had the spinnaker up and running at the line.

In 20 knots, that's a lot of horsepower and Alex took on the battle with the sheet. We were sailing pretty much by the lee but the waves were not too bad and off we went, back to the future.

(continued on next page)

A Return to The Falcon Cup

(continued from previous page)

In our class, our two biggest competitors were a Tartan 40 and an older Hunter, maybe 38 to 40 feet. The Hunter we named Blooper, as she set a blooper in addition to her spinnaker. Both ended up south of us, closer to shore. As the morning wore on, we were pretty much even, although the Tartan was gaining on us, but slowly. None of us were making the course (we were all on a starboard tack), and the Tartan jibed to port and headed out to sea.

Jim McBrier told me before the race that the offshore course may be a good choice, but that meant maybe two jibes instead of one, so we kept to the rumline. The Tartan owed us around 15 minutes and Altair was going about as fast as she could, and besides, the old guys on board DEFINITELY did not want to do an extra jibe in 20 plus knots of wind. Blooper stayed inside and wasn't making anything on us. She owed us 3 minutes and 49 seconds, so we stayed with her.

Things were pretty routine until we got about three miles or so from the finish line. Out to sea, the Tartan had jibed and was a little ahead of us, but not even close to the 15 minutes she owed. Blooper had jibed and was working her way out, making the line, now sailing by the lee on port tack. It was time for us to jibe. I made the excuse that I had to go below and call home, but the boys were familiar with that ruse and ordered me to my post on the spinnaker pole at the mast.

So here we go. On Altair we use active and lazy sheets and guys, a preventer on the main, a topping lift and downhaul on the spinnaker pole, a convoluted pole hoist on the mast to raise and lower the spinnaker pole and, of course, somebody has to attempt suicide and jibe the main. Someone was smart enough to coil and tie the sheet lines for the roller furling genoa up at the stern head and get those troublemakers out of the way. Like they say, "Just Do It", and we did... Pole forward, pull the pin. Big red is loose, doing its thing.

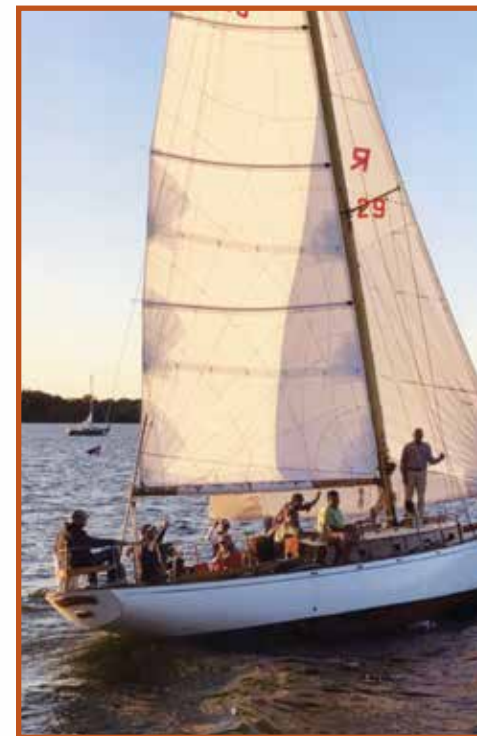


Down goes the pole as it comes around, on goes the new guy. Back it all goes. Adjust the downhaul. I have the honor of pulling the topping lift back up, leveling the pole. BANG!!! With a deadly crash the pole drops down, stopped by the life line and, thankfully, not someone's head. Then the topping lift itself, padeye, block and all four securing screws obediently follow the poles' act and smash to the deck, again missing anyone in its path. The main, thankfully, comes around safely. Nobody's hurt...

The second scene from Pirates of the Caribbean now unfolds. So far, the spinnaker is cooperating, only one minor twist. We quickly rig the forestay jib halyard to the pole as a reluctant substitute for the topping lift. Up it goes. OK pole, just try to pull this fitting out, just try!!! You could pull the whole boat out of the water with this one, by god!!! Things begin to settle back down. Alex is now on the port side of the boat on the sheet, cricking the other side of his neck. We're on the lee again (sounds like a Willie Nelson song), and closing in on the finish, now only a few miles away.

Blooper is getting closer as we all squeeze together as we near the finish line. She's also ahead of us, scene two having cost us about two minutes overall. Less than a mile now. Suddenly we begin to slow down. The damn wind is dying. The lighter plastic boats handle this well. Altair revolts. She's like a werewolf and turns into a tugboat. Come on, girl. You can do this. The Tartan finishes, no problem there. Blooper is GOING LIKE HELL!!! She finishes, we take an estimated time on her. My watch is SPEEDING UP, damn it!!! It's just a cheap Timex though. Everyone waits. Is there any wind at all???

We finish. It's close, very close.



A full house.



The picture says it all...

A tradition at the end of the Falcon Cup is for the Race Committee to toss to all finishing boats a bag of ice as they enter the harbor, ostensibly to restock the ice boxes commonly found on the yachts of the 30's, 40's, 50's and 2023's, er, well maybe. More likely, it's time to pull out the booze and cool down a quick one. We got our bag, and true to tradition, put it in our 50's ice box. We'd soon be heading back out to sea, homeward bound. But first, the awards ceremony.

It began to rain as we went to the awards tent, but it was nice and dry inside. After the feel good awards, the Committee got down to business; the 2023 Falcon Cup. Altair got second overall, a red flag.


Quite an accomplishment and proud we are. But we had to be close to the blue flag. Doug Loesel had to find out. He had a conversation with the Committee Chair and I could tell by his body language he was distressed. Back he comes. "Do you guys really want to know?"

Anyway, what a day, what a race, what an adventure. Second place in our first try for the Falcon Cup in a 67 year old wooden boat with two young boys on board who may sail this race and more for years to come, that's an accomplishment!!! Thank you, all the guys. And thank you Altair and please sail us on a few more...

It was five seconds...



Homeward Bound... (from back to front) Bo Nagle, Jack Nagle at wheel, Joe Nagle, Buck Nagle and P/C Vinney Cifelli.



EYC's 130th Anniversary Documentary Film In the Works...



Hello Fellow Members,

My name is Lou Richards. I have been an EYC member for 40 years. The year 2025 will be the Club's 130th year. The club planned celebrations for the club's 125th Anniversary but Covid canceled those plans, however, there are plans in motion to celebrate our club's 130th anniversary in 2025. I have approached the Officers and Board to kick off the club's 130th celebrations with the premiere of the documentary film I am producing and directing,

"ON WHOSE SHOULDERS WE STAND: THE ERIE YACHT CLUB."

The documentary explores the long and varied history of the club. I have been shooting high-end professional video of club ceremonies and events for over 30 years. I have collected wonderful films of the 1930s and 1940s from Past Commodore George Sipple and Dr. Doug Nagle of the 2nd Club House, the many events held there, the members of the day, the slips and boats, etcetera. It's fascinating footage. I also have over 650 archival photographs available to me from the club's Historical Committee.

All of this media will insure the documentary will be vivid and exciting. The Bridge and Board think my plan has merit and encouraged me to continue. On Whose Shoulders We Stand will have its big screen Premiere at the club for the club's members and guests followed by the documentary's Broadcast Premiere on WQLN-TV.

Here is a short synopsis of "ON WHOSE SHOULDERS WE STAND: THE ERIE YACHT CLUB"

What is a Club? It is when a group of volunteers who have a mutual interest, join together to further that interest with the power of their numbers... and call themselves a "Club". The Erie Yacht Club in its formation in 1895, had two interests. Boating was the main interest. Camaraderie was next.

This documentary is about the long and unique history of the Erie Yacht Club. It is a fascinating story spanning 130 years of accomplishments and the members who made it happen. It will include faces and events from the past, the building, moving and renovation of three clubhouses.

It will include how we finally acquired our property, how the basin and membership has grown, the history of the Reyburn sailing school, Rickloff building, and the Erie Yacht Club Foundation and their many accomplishments.

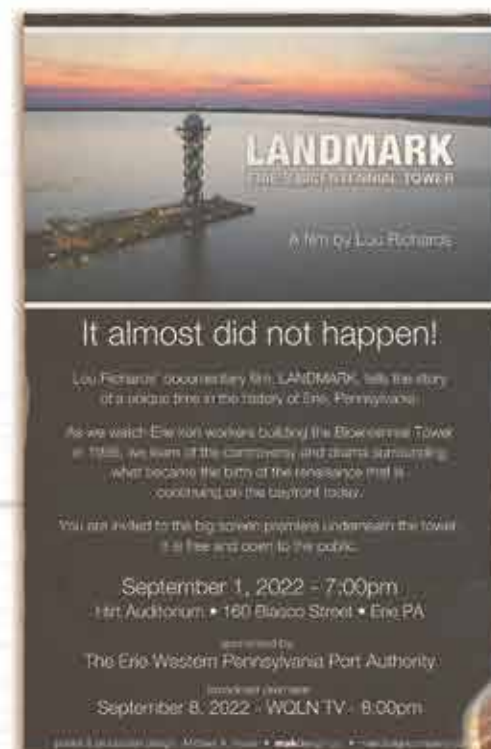


With the help of the EYC Historical Committee, the documentary will explore and highlight the sail boat racing history of the club and the story behind the many boating trophies in our trophy cases. The documentary will also explore the many social activities that the Historical Committee has documented from the beginning of the Club to the present.

Did you know that the Club members once mounted an original musical theater production with costumes, makeup? The play was written by a member and presented for only one night's enjoyment for the Club's membership... and to rave reviews! Or that there were card clubs of EYC members that would meet weekly to play at the clubhouse for years. Or that the club has a very active women's auxiliary that began in the 1940's and still exists today.



The auxiliary continues to accomplish many appreciated projects for the Club. My documentary will especially focus on the EYC's reputation as one of the oldest and finest Yacht Clubs on Lake Erie, and the fact that all of the club's accomplishments over all these years were powered by volunteers, working together, to further their passionate interest in boating and camaraderie at the Erie Yacht Club.



NOTE FROM COMMODORE SQUEGLIA

Fellow Members,

The rumors are true! There will be an EYC 130th Anniversary Celebration in 2025. While the event is still in the planning and committee building stages, much work is needed for the forthcoming celebration. In 2022 Lou Richards produced and directed the documentary, Landmark: Erie's Bicentennial Tower. Landmark had its Broadcast Premier that year September 8th on WQLN-TV. If you haven't seen Landmark, please view it by searching: Landmark: Erie's Bicentennial Tower on YouTube, or go to Passport on WQLN.

The Telly Awards is a national competition acknowledging excellence in film work produced for Television. This June Landmark won the Season 44 Telly Awards Bronze, in General Documentary: Long Form (above 40 minutes) for Television. I mention Landmark because Landmark illustrates the creativity and high production value Lou's documentaries are known for.

Please check it out. Lou has directed PBS national TV programming. He is donating all of his time as the Producer/Director and Cinematographer of "On Whose Shoulders We Stand." He is also donating all of the video footage he has recorded, his camera and lighting equipment and editing suite. High-end Video production is expensive. The budget to pay for the Production Manager, Video Editor, Animator, and other Media Professionals needed to complete the documentary is being formulated.

The timing of the second complete renovation of our third Club House could not be more perfect to coincide with the celebration of our thriving club's 130th year! Let us join together this 2025 for special Erie Yacht Club camaraderie.





If you are planning to venture out on the ice this season for some winter fun, the EYC Safety Committee wants to remind you of some safety precautions that could help keep you safe.

The most important rule to remember is Ice Is Never Completely Safe. According to the Pennsylvania Fish & Boat Commission, a good guideline for ice thickness is: 2" or less is unsafe, and you should stay off the ice. 4" thick ice can support 400 lbs. of weight; which is in the weight range for most ice fishing, ice skating, or other foot activities. 5" of ice can support 800 lbs. of weight, such as snowmobiles and ATV's. For ice boating, articles on the sport stated 4" - 5" of ice is a safe ice thickness for this thrilling winter activity.

But please keep in mind, these stated ice thicknesses are only general guidelines.

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

Clear ice is the best ice and it forms when there is a consistent period of subfreezing temperatures during a period of little or no snow-fall. Clear ice is twice as strong as white ice. If you observe ice that is grey and opaque, this condition indicates the ice is in the process of thawing. Grey ice typically has a layer of slush on top, which makes the true thickness underneath difficult to determine.

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

Another condition that can jeopardize the ice consistency are the currents beneath. The currents can be caused from natural flow, springs, and runoffs from streams. You can't see them, so you need to rely on local experience and knowledge. As mentioned earlier in this article - "Ice is Never Completely Safe".

If you venture out on the ice this winter to partake in your favorite hard water activity, it's always good practice to wear a floatation vest and take a set of ice picks or screwdrivers along with you to help you climb out if you do break through.

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

ICE SAFETY Ice Color Meaning	
SAFE	New Clear Ice
WEAK	White Opaque Ice
WEAKER	Gray Ice
WEAKEST	White & Gray "Honeycomb" Ice

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

	Treading water Do not panic and thrash about. Resist the urge to gasp, slowly tread water or grasp the edge of the ice to keep your head above the water.
	Kick and pull Keep your hands and arms on the ice and kick your feet. This brings your body to a horizontal position, parallel to the ice surface.
	Horizontal kick and pull Once horizontal, continue to kick your feet while pulling with your hands. Draw yourself up onto the ice.
	Roll onto the ice Keep your weight spread out as you roll, crawl, and slide across the ice until it will support your weight.

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

If you are under water, look for the hole you fell through and look for contrasting colors. The hole will appear darker with snow covered ice and lighter when there is little or no snow on the ice surface.

On the surface of the water, get your body horizontal and swim as quickly as you can towards the point of entry. Once at the edge, grab onto the ice and keep kicking your legs as you lift as much of your upper body as possible out of the water and onto the ice. Use your elbows and forearms to prop yourself up. Once you lifted your upper body onto the ice, wait a few seconds to allow some of the water to drain out of your clothing.

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

Once you are out of the water, resist the temptation to standup. Instead, stay lying flat and roll away a safe distance from the edge of the breakthrough. Here is a link to a very good self-rescue video: www.youtube.com/watch?v=QK-pAzvXSIdA

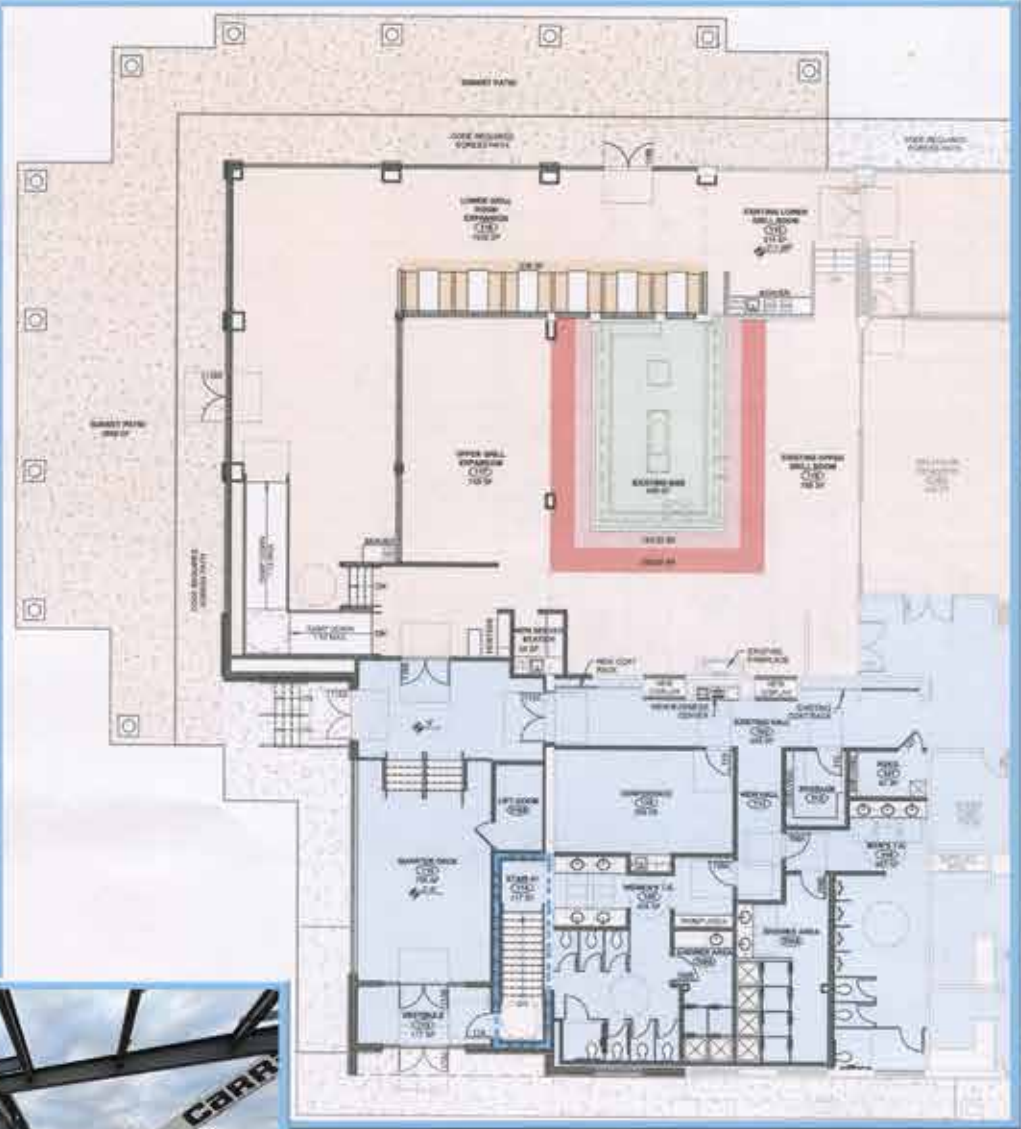
The EYC Safety Committee wishes you an enjoyable and fun-filled winter season. Please use these safety precautions as guidelines. Use good judgement and never venture out onto the ice alone. Have fun and stay safe!



Floor is being poured for the expansion of the Upper Grill Room, and steel is in place.



Steel for the Roof over the north elevation of the Lower Grill Room.



Concrete pour for the ramp from the Upper Grill Room to the Lower Grill Room.



New Upper Grill Room (behind the short poles), and the new Lower Grill Room below. Behind the plywood is the original (and future) bar.



A view from outside of the new Patio. Top level (dark concrete) is the Expanded Grill Room west of the bar, the next level (white concrete) is the new Lower Grill room that surrounds the upper Grill Room to the north and west. The dirt beyond that is the new Sunset Patio!



This angle shows what the west addition adds to the length of the club.

Clubhouse Renovation Update:

Phase II of the Clubhouse Renovation is in Full Gear!

Take a look at these photos to see what is happening at 1 Ravine Drive...

(continued on next page)

Clubhouse Renovation Update:

(continued from previous page)



This the new side entrance – you can see the original door to get in. This enlarged entry, called the “Quarter Deck,” will have a miniature roof feature that mimics the main entry. It will include a Platform Lift for Handicapped access, and new entrance to the basement (behind the ladder), which will feature laundry facilities and a new storage area.



Drywall is being finished in the new restrooms, shower rooms and conference room.



New HVAC units being lifted to the roof. Four have been installed, tested and are running. 3 more units are on the way. A new roof is going in over Phase 1, which will stop our leaking issues

January:

- The new Bathrooms and Conference Room will have the final finishes installed.
- The new Quarter Deck (side entrance), and Upper and Lower Grill Room expansions will have exterior wall framing and sheathing being installed. Also, roofing, mechanical, electrical, plumbing and fire sprinkler rough-ins will be installed.

February:

- Framing and sheathing will be installed in the Quarter Deck.
- Glass storefronts around the new additions will be installed to get “weathered-in.” Framing and drywall in the new additions will be installed.

March:

- All of the room finishes in the additions will be getting started, including paint and a ceiling grid. Final finishes of ceilings and walls in the Upper Grill room will begin.

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Happy New Year
As the calendar turns the page, we wish you the very best in the year ahead.

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7 Ways to Avoid Boating Accidents Next Season

by Charles Fort

The GEICO / BoatU.S. Marine Insurance claims files are full of incidents that likely could have been avoided by spending a little time upgrading... The skipper!

The decades of experience as a recreational boat insurer means that at GEICO & BoatU.S. Marine Insurance, have many in-house experts that know that things like leaking thru - hulls and sloppy electrical work are what often lead to insurance claims.

But we also see too many claims that could have been avoided by improving the skills of the operator. To see what we mean, try answering these quick quiz questions:

1. What is the safest thing to do for someone suspected of having hypothermia?

- A) Give them a warm alcoholic beverage
- B. Massage the body to circulate blood
- C. Get immediate medical attention
- D. Apply hot towels to the head to thin the blood

2. How does alcohol use affect boat operators or passengers?

- A. Physical reactions become slower
- B. Depth perception becomes sharper
- C. Reasoning ability becomes quicker
- D. Balance and sense of direction improve

3. Which of the following is considered a safe refueling practice?

- A. Closing all hatches and doors while refueling
- B. Turning your key on to operate the fuel gauge
- C. Sending all passengers below while refueling
- D. Using the hands-free clip to avoid spills

4. U.S. Coast Guard regulations require that a 14-foot powerboat carry which of the following items between sunset and sunrise?

- A. Power horn and bell
- B. Garbage placards
- C. Navigation lights
- D. Navigation handbook

5. Which of the following is a requirement for life jackets?

- A. They must be properly sized for the intended wearer
- B. They must be stored safely in a watertight bag
- C. They must provide miles-per-hour impact
- D. They must be orange or other highly visible color

6. Which of the following is recommended when docking with wind and the current?

- A. Whenever possible, approach the dock with the wind and the current
- B. Have your fenders and docklines ready before you approach the dock
- C. Have crew positioned to physically fend off the dock
- D. Prepare two docklines; any more than that will get tangled

Answers:

1:C, 2:A, 3:A, 4:C, 5:A, 6:B

This article was reprinted with permission from BoatU.S. Magazine, flagship publication of the membership organization Boat Owners Association of The United States (BoatU.S.). For more expert articles and videos to make your boating, sailing, or fishing better, visit: BoatUS.com.

How'd you do? Those were some simple sample questions asked in our BoatU.S. Foundation Safety Course, most based on real-life situations that resulted in real accidents found in our GEICO/BoatU.S. Marine Insurance claim files. This winter, as you're thinking of projects you want to check off your boat to-do list for next year, consider adding the following simple items to improve your skills. You'll reduce your risk of accidents and become a better and safer boater.

1 - Online Extras

Visit BoatUS.org/Free to take a free state-specific online safety course.

Challenge what you think you already know...

Last spring, an inexperienced boater took eight fishing buddies out in his new boat on Pamlico Sound. Unfortunately, the boat was only rated to carry six and, in what was described as fairly calm waters, the boat capsized, throwing the men in the water. Worse, there were only life jackets for four. The men survived by clinging to the upturned boat until rescued. If the water had been a little colder, the story could have had a tragic ending.

U.S. Coast Guard statistics show that in accidents that involve injuries or fatalities, the majority of operators had no formal boating education. By contrast, only 6% of fatalities involved operators who had taken a state-approved online boating safety course. Do the math and you'll see why taking a course over winter (or any time of year) can make you a safer boater. Free online boating safety courses that meet requirements for most states are available from our BoatU.S. Foundation. Take it a step further and check out the Foundation's other courses, including Weather for Boaters, AIS for Boaters, Propane Systems on your Boat, and even Learn to Sail. In all, there are 14 more courses in addition to the state approved training. (BoatUS.org/Free)



Other organizations offering training include the U.S. Coast Guard Auxiliary, which includes courses for children, knot-tying, and more. America's Boating Club offers classroom instruction on subjects such as piloting as well as engine maintenance and electrical-system courses. If you really want to dig deep into the systems on your boat, the American Boat & Yacht Council (ABYC) offers advanced courses like outboard and sterndrive corrosion and propeller selection and sizing.

2 - Hone your "on the water" skills.

Last time we looked at our top 10 insurance claims, collisions came in at No. 3. While many collisions are serious, such as a few high-profile ones in the 2019 season that ended in fatalities, most are low-speed encounters with a dock or another boat while maneuvering, often caused by inexperience at the helm. Most of us took driver's ed to learn to drive a car and hopefully not hit things in a parking lot, but there's been no such thing for boaters.

Until now. Here's an easy way to get some hands-on training with experts in order to fine-tune your maneuvering skills. BoatU.S. offers on-water powerboat training courses at locations around the country. Courses include Intro to Boating (for both single-engine and twin-screw vessels),

Women Making Waves (same as Intro to Boating, but for female students only), and Precision Docking and Boat Handling. Courses are typically three hours long and affordably priced around \$149 per person. Boats and safety gear are included in the cost of all courses.

The Precision Docking and Boat Handling course covers 180-degree turnarounds, docking on both port and starboard sides, departing from a dock, and how to use the SCAN (Search, Concentrate, Analyze, and Negotiate) method to learn how to anticipate and avoid potential collision situations.

Class sizes are limited to four students per vessel, ensuring students gets sufficient time at the helm under the watchful eye of a U.S. Coast Guard-certified instructor. (BoatUS.org/On-Water)

3 - Kick back and watch videos

A recent insurance claim came from the new owner of a 34-foot single-engine trawler who turned down a long, narrow fairway in an unfamiliar marina, looking for a transient slip. At the end, the skipper realized he was in the wrong part of the marina and needed to turn around. Never having done it before, he tried spinning the boat around with a flurry of wheel and too much throttle. Before he'd gotten out of the fairway, five boats had received varying amounts of damage. If you can't take a hands-on course, you can still visit a YouTube site for a (free) comprehensive library of more than 100 BoatU.S. videos on nearly every boating subject - including exactly how to make a pivot turn in a marina. BoatU.S. videos are concise and educational, presented by their experts.

(continued on next page)

7 Ways to Avoid Boating Accidents

(continued from previous page)

4 - Two books to keep you out of hot water...

If you're like most of us, you've got dozens of boating books in your library. When was the last time you opened one? With the winter wind blowing, now is a good time to take one out and expand your knowledge. Chapman Piloting and Seamanship is one of the best reference books a boater can have, but until you read chapter six on anchoring, or chapter 11 on rough weather, this engrossing book is not helping you.

While the title might sound dry, the Amalgamated International and U.S. Inland Navigation Rules (commonly known as the "Rules of the Road" for boating) covers regulations and requirements for boaters, with topics such as sound signals, passing and overtaking other boats, and required safety equipment. (Pop quiz: Does two horn blasts from another boat mean they want to pass to starboard or port?) In fact, if your boat is more than 39 feet long, you're required to have a copy of the rules onboard, something that a skipper cruising with his family last year in Puget Sound on their 45-foot sailboat learned after being boarded and fined for not having one (among other things).

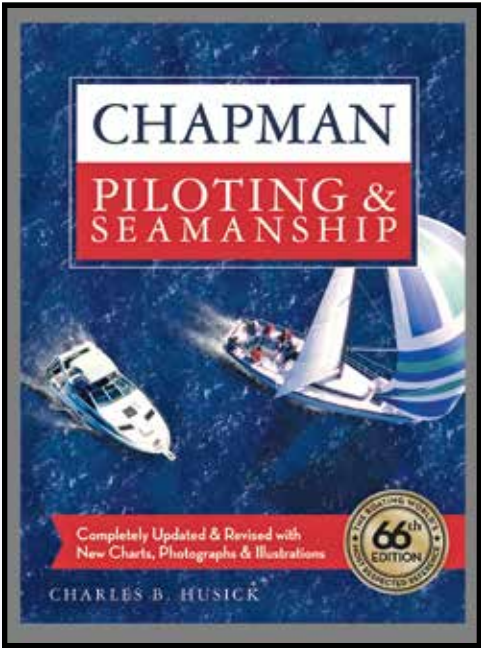
It's a fantastic reference if you want to review such things as when to have a lookout (Rule 5), regulations for sailing vessels (Rule 12), and even the lights used when a boat is minesweeping (Rule 27). (Answer: Two short blasts means, "I intend to leave you on my starboard side." Rule 34)

5 - Crack open your manuals

A couple of years ago, our BoatU.S. Consumer Affairs department received a call from a member wanting to know where to buy a manual for his new-to-him Mercruiser stern-drive. The reason? The winter after he bought the boat, he winterized it the way he always had on his last boat, also a Mercruiser stern-drive. But the new engine had two additional drains that he overlooked, which caused the block to crack over the winter as the trapped water froze. That problem could have been avoided by reading the manual.

Most of us see the pile of manuals that come with our boats and gear, read the quick-start summaries, figure we'll read the rest when we have time, and never give it another thought until something goes very expensively wrong and it's too late. Well, winter is a great time to pull out the manuals for your engine, VHF, chartplotter, and more. Learn how to use all the useful features on your radio, radar, GPS, and other gear.

At best, you'll learn something that saves the day next season; at the least, you'll make sure your boat and gear are serviced in accordance with manufacturer recommendations and remain under warranty.



6 - For the lack of a good knot, boats are lost

While they might not save your life, knowing how to tie a few knots and hitches might save you a lot of grief. Every year, Marine Insurance gets a number of claims for dinghies that went missing while being towed, for boats that were banged up by dock rash when a dockline came off, and for boats blown ashore when a mooring pendant let loose. What do these claims have in common? Incorrect or inadequate knot-tying.

Over the years, riggers and seamen devised hundreds of knots, bends, hitches, and splices, all for good reason. Because docklines as well as most of the sail-control lines on sailboats are made of rope, you still need to master a few basic but versatile knots to take care of your crew and your boat.

This winter, practice the bowline, clove hitch, sheet bend, and reef knot - until you can do them at speed with your eyes closed.



7 - Take a first-aid course

If one of your guests falls and hits his or her head on your boat, would you know what to do? How about if one of your crew develops heat exhaustion? Or has chest pains? Unfortunately, these frightening situations often lead to a cascade of other problems that result in boat damage because people onboard become understandably panicked. Claims for damage (and sometimes liability claims for injuries that weren't properly addressed) result. The more you know about how to treat someone who's hurt, the less likely you are to show up in a claims file.

Dreaming of summer cruises doesn't usually include fishhook-impaled fingers, sunburn, or sprained ankles, but we all know stuff happens on the water. Having a first-aid kit is great, but you need to know how to use what's in it, and how to respond if there's a medical emergency onboard. Having a course under your belt will take away much of the stress of an emergency as well as make it more likely your crew (or you) will quickly recover. The Red Cross offers first-aid and CPR courses around the country, and you can also find American Heart Association courses specifically for boaters that cover extras like carbon monoxide exposure, hypothermia, electric shock drowning (ESD) and seasickness.



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If These Docks Could Talk

Ferncliff West

by P/C Gib Loesel



When you live at Ferncliff Beach you get a lot of visitors who for the most part are just plain curious; a few who have taken a wrong turn; a few who are looking for the Erie Yacht Club that just missed Club gate; a few who are playing a game looking for coordinates on their GPS (something like a treasure hunt), and then there are those who look out across the bay and ask if Presque Isle is Canada... these are the ones I worry about! In addition to these highway warriors there are also several pirates who cruise "close aboard" for a peek.

On occasion a visitor will stop by who actually lived here however more than not it is a relative of someone who used to live here and just wanted to see where Uncle or Auntie used to live.

A few weeks ago, a chap by the name of Jim Rutkowski who now lives in California stopped by most anxious to share a picture of his Grandparents, Jack and Clara Erb standing in front of their home just west of the Canoe House and now known as Ferncliff West. You guessed it, this got me to "thinking" (again) maybe it is time for a short update to my Ferncliff West story which appeared in the July/August 2021 LOG?



(Picture #1 Above) is the one Jim had with him with the following note: "Jack & Clara ERB lived in the fourth (last) cottage west of the Yacht Club. They rented it from the owner Joe Pattan, from about 1948 - 1972 for \$30 a month, the rent was never raised because they took such good care of it. Painting, repairing, and gardening... Jack was an avid fisherman and known at the EYC for helping with engine repairs."



(Picture #2 Above) 1996 with the following note: "Same cabin in 1996 no one lived in it then - Jack and Clara had passed; Grandson and family visited the cottage."

(Picture #3 Below) is the 1920 "AEOPLANE"; this picture appeared in the 100-year history book; with some of the new technology I recently discovered (I am old) I was able to expand the picture and actually count 10 small buildings... which got me to thinking (again/again) These cottages were there long before the EYC (1917) as is evidenced from the aerial picture. This in itself poses some interesting thoughts and questions.



As a part of the EYC's property deal (approximately 1917) EYC agreed to construct a road in the ravine and "beautify" the slops leading to the new road. Several years ago, the History Committee taped an interview with Robert McElroy who at the time was 100 years old, Mr. McElroy was one of the early club members and an engineer charged with the ravine project. In that interview he described how difficult it was to clear the large rocks and debris out of the ravine in order to reach the water.

So, how did the Ferncliff West building material for these 10 buildings get there? AND Why In my 2021 story, I stated that: "somewhere along way I was told that the cottages were for migrant farm workers", Since the 1920 "areoplane" picture evidences that, with the 10 small houses and the farmland to the south, I am sticking to it!

If These Docks Could Talk, they would say, "Pictured below, is the beginning of a new Era for Ferncliff West"



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What's the Good Word?

by Kathy Dundon

In the new year most of us try to improve ourselves in some way. Maybe listen better, eat healthier, exercise, or read more. But right now, I'm back with more good words. So sit back relax with your favorite drink and read the first of this years sayings and quotes. And hopefully your as glad that I'm back as well... Enjoy!!

There is no elevator to success. You have to take the stairs.

Things turn out best for the people who make the best of the way things turn out.

- John Wooden

My problem is that I can't get the body I want with the body I've got!

- Thaves

It matters not whether you win or lose; what matters is whether I win or lose.

- Darrin Weinberg

In skating over thin ice, our safety is in our speed.

- Ralph Waldo Emerson

My diet is working! I'm almost down to what I didn't want to get up to!

- Thaves

When I'm sad there is no greater comfort than the silent devoted companionship of my dog.

It is impossible for a man to learn what he thinks he already knows.

- Epictetus

Do what you can where you are with what you've got.

- Theodore Roosevelt

When someone gives you lemons make lemonade, and when someone gives you vodka have a party.

- Comedian Ron White

A lie can travel half way around the world while the truth is still putting its shoes on.

- Mark Twain

Wrinkles, cracks and crevices on your face are a part of life.

If you're lucky, you won't escape them. It means you live a long, full interesting life.

"Be fearlessly authentic"

Sometimes it's better to be content with what you have rather than follow a dream which nearly kills you.

- Zlatan Ibrahimovic

Learning to ask for help is as important as learning the value of helping other people.

- Maureen McCormick

Be like a sunflower, stand strong, tall and follow the sun.

I make my practices real hard because if a player is a quitter, I want him to quit in practice, not in a game.

- Bear Bryant

Accept responsibility for your life. Know that it is you who will get you where you want to go, no one else.

- Les Brown

The best way to forget your problems is to help someone else solve theirs.

Now that I walk this path alone, I hope I can leave a large enough foot print for others to follow and remember me.

- Kathy Dundon

Things may come to those who wait, but only the things left by those who hustle.

- Abe Lincoln

Every good sailor knows you don't drink till the sun is over the yard-arm. And every good sailor knows if you sit in the right spot on deck the sun is always over the yard-arm.

If you want to do something bad enough you'll find a way. If not you'll find an excuse.

- Kathy Dundon

Change comes from within. When you believe in yourself, you can change your life.

- Kerri Kelly yoga instructor

Something that was once broken but then repaired is more valuable than something that was never broken. It's the idea that the pain and suffering we go through makes us more valuable, not less.

What happens to a ship without an anchor? ...It drifts

Luck is simply being prepared for opportunity when it comes your way. Be prepared.

- Keith Carradine

Be with people who make you laugh!

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

Now for one closing thought:

Find joy in the journey



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The end of the 2023 EYC Racing Season was marked once again with the traditional Chili Cup Race, the 15th annual, held on October 1st. The Chili Cup is one of the most anticipated Fall sailing events at the Erie Yacht Club, despite the always unpredictable and sometimes uncooperative weather - in 2022 the sailing portion of the event was cancelled due to high winds (30-plus knots). This year's weather was quite different - temperatures in the low 70's, and a light breeze that picked up just enough to make getting around the 3-mile course fun and exciting for the 20 boats that competed.

The conditions were certainly favorable for the race winner - Bob-bry Bruce in his Hobie "Sweet Freedom." Second place went to Alex Miller's "Pagan," a frequent high placer and coincidentally the EYCRF Boat of the Year! Third place was claimed by Richard Fish and his crew on "Riff-Raff."

As for the chili cookoff portion of the event, a total of 22 different chili recipes were entered, and the daunting task of judging them all was taken on by Commodore Harvey Downey, Vice-Commodore Mike Squeglia, and P/C Vinnie Cifelli.

As usual, the variety and high quality of all the chilies submitted was simply amazing. As you can imagine, tasting 22 different chilies and picking the top three isn't easy, but the three judges eventually were able to agree on their choices. The third-place winner was submitted by AJ Ficcardi's "Joker," second place by Alex Nagle's "Aliana" and the winning chili entry was submitted by Ed Myers from the crew of "Pagan."

With a first-place chili and a second-place race finish, Alex Miller's "Pagan" was awarded the overall Chili Cup award for the 2nd consecutive year! As an added bonus, Ed Myers' 1st Place Chili Cup Winning Recipe was featured on the EYC Grill Room menu in November and December! Congratulations to Ed, Alex, and the whole Pagan crew!

So once again, it was another great day of eating chili, drinking beer, and socializing with fellow sailors. Safe to say that no one went home hungry! It was a perfect October afternoon!



Chili but not Chilly!

By Tom Madura



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January Calendar of Club Events

3rd Burger & Brew Nite • 5pm - 9pm
Any Burger with Fries and any Pint
of Draft Beer \$17.00
(full menu also available)

7th Ala Carte Brunch • 11am - 2pm
Sideline Sundays • 1pm - Games End
Beer Specials • Full Lunch Menu
Football Features Menu Available
Sunday Ticket - All Games Available!

10th Burger & Brew Nite • 5pm - 9pm

14th Ala Carte Brunch • 11am - 2pm
Sideline Sundays • 1pm - Games End
Beer Specials

17th Burger & Brew Nite • 5pm - 9pm

21st Special Sunday Brunch Buffet
11am - 2pm • Live Music
\$18 per person includes
Omelet Station - French Toast - Fruit
Danish - Homefries & More...
Sideline Sundays • 1pm - Games End
Beer Specials

24th Burger & Brew Nite • 5pm - 9pm

25th Thursday Night Trivia! • 6:30 pm
Seating is Limited! • 25 teams
Between 4 - 8 members each
6 Rounds of General Knowledge
Questions
Food & Beverage Service starts at 5pm
Reservations required at 453-4931
ext. 209

26th Special Winter Blues Happy Hour
5pm - 9pm • Live music with
Sass Acoustics • reservations are
recommended 453-4931 ext. 201

28th Ala Carte Brunch • 11am - 2pm
Sideline Sundays • 1pm - Games End
Beer Specials

31st Burger & Brew Nite • 5pm - 9pm

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February Calendar of Club Events

1st Thursday Night Trivia! • 6:30 pm
Seating is Limited! • 25 total teams
Between 4 - 8 members each
6 Rounds of General Knowledge
Questions • Reservations Required

4th Ala Carte Brunch • 11am - 2pm

7th Burger & Brew Nite • 5pm - 9pm

8th Thursday Night Trivia! • 6:30 pm

11th Ala Carte Brunch • 11am - 2pm

14th Valentines Day Dinner • Live Music
Feature Dinner Specials
Reservations Required

15th Thursday Night Trivia! • 6:30 pm

18th Special Sunday Brunch Buffet
11am - 2pm • Live Music
\$18 per person includes
Omelet Station - French Toast - Fruit
Danish - Homefries & More

21st Burger & Brew Nite • 5pm - 9pm

22nd Thursday Night Trivia! • 6:30 pm

23rd Cabin Fever Happy Hour! • 5pm - 8pm
Drink & Appetizer Specials
Live Music with Geeks Unplugged

25th Ala Carte Brunch • 11am - 2pm

28th Burger & Brew Nite • 5pm - 9pm

29th Thursday Night Trivia! • 6:30 pm

Remember
The Grill Room
Will be Closed
Every Monday & Tuesday
in January & February

Hey Members:
Watch your e-mail for
the latest updates on the
Clubhouse Renovation
Project

Valentines Day Dinner at the EYC

Wednesday February 14th

Live Music
with Roy Hollis

- Valentines Dinner Specials •

Reservations Required
at 453-4931 ext. 201



EYC Trivia Nite

Thursday Nites
Starting January 25th

Teams of 4-8
Food & Beverages
Start at 5pm
Game Starts 6:30

Multiple Rounds of
General Knowledge Topics with
Prizes for the Winning Team

Reservations Required
Please at:
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January & February Grill Room Hours:

Club Open Wednesday - Sunday
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Friday & Saturday 11am - 9:30pm
Sunday - 11am - 8:30pm

Bar Open Later on All Days
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