

# The LOG



## EYC Racing Fleet Sails Into The New Roaring Twenties







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*Life Can Be a Trip*

**CIFELLI  
AUTO**



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## From the Bridge

by Vice Commodore Vince Cifelli

As we all anxiously await Spring to arrive, Opening Day and all that summer brings, your Club has many events to help pass the time. Starting with the reopening on March 10th there is a Fellowship Dinner on the 11th. Our staff is working now cleaning and reorganizing so we come back to a fresh look along with new carpet in the Grill Room, Lobby and Hallway. April brings a Wine Tasting Dinner on the 4th, Fellowship Dinner on the 8th, Easter Egg Roll and Hunt on the 11th and Easter Brunch on the 12th finishing the month with a Scotch Tasting on the 24th.

May starts with the Kentucky Derby day on the 2nd, Mothers Day

Brunch & Dinner. On the 16th we have a 125 Anniversary Dinner with the Erie Philharmonic along with The Alumni Regatta on the 23rd and finally Opening Day on the 25th.

That is in addition to all the creative daily and monthly dinners Chef Michelle will be serving every day. For all of us that are not in Florida this will help us through.

Our Members are what make our Club what it is, A Fun Place To Be!

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## On the Cover...

Matt Niemic, Jack Gordon, and the crew of *Attack* go head to head with Pat Huntley and the crew of "Boat of the Year" winner *Graffiti* on a light air spinnaker run.

Photo by Cindy Madura



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Scan to learn about the Erie Yacht Club



# EYC Racing Fleet Sails Into The New Roaring Twenties

We commence the new decade with excitement and anticipation as Aaron Ackerman takes command of the Club's Racing Fleet. His leadership includes scheduling, essential planning and presiding over wide ranging executive committee discussions. The official race schedule has been prepared and approved with over fifty competitive races with numerous additional parties and events. The 2020 schedule includes the long anticipated EYC Open Regatta – the 125 year Celebration with a host of events associated with 125 years of EYC. It also includes overnight races to Ashtabula, Ohio; Port Dover, Ontario and the 63rd Interclub five-day cruise to various ports around eastern Lake Erie.

The pre-racing season will also include three social meetings with notable speakers: Richard Eisenberg, Executive Director of the Bayfront Maritime Center. Mr. Eisenberg was the 2007 recipient of the EYC's prestigious Thompson Award for outstanding service or achievement in the world of yachts and yachtsmen; Retired Erie County Judge, the Honorable John Garhart, a member of the Great Lakes Single Handed Society with several Lake Erie Solo Challenge races under his belt among other sailing accomplishments; EYC Past Commodore Gordon 'Gib' Loesel, sailor, EYC historian also a Thompson Trophy awardee. In addition the fleet will welcome North-U instructor Andrew Kerr from Olympia Washington to the EYC to conduct a full day seminar on sailboat racing tactics.

## 2019 in Review

The 58 entered racers with countless associated crewmembers and support personal were guided by the skillful leadership of Jeff Benson. Jeff took on the challenge and looked it squarely in the mouth when his tenure officially began at the conclusion of the November 2018 awards dinner and dance soiree.

The fleet begins each year with social events to get it all started. February 2019 brought us a presentation by Great Lakes Singlehanded Society solo sailor, John Lubimir who spoke about his transatlantic crossing, his stopover in the Azores and his participation in the yacht race around the Isle of Wight which is a United Kingdom tradition that regularly attracts over 1,800 boats. North Sail representative Karl Kuspa gave the fleet experienced advice on downwind sailing performance strategy and tips in March. In April, Nick Turney of Turney Sailing Services gave a comprehensive discussion of racing tactics and how to get around a racecourse efficiently. These pre-season events were enjoyed, well attended and included food and beverages provided by the race fleet.

(continued on next page)



By P/C Dave Heitzenrater



## The New Roaring 20's

(continued from previous page)

The on the water competition began in May after tedious boat preparations that brought over 50 local races and hundreds of nautical miles beneath those polished hulls. The season concluded after numerous party events and post-race celebrations at the annual November dinner, dance and awards show. The Boat of the Year, Spinnaker Division A and the prestigious Zurn Trophy were awarded to Pat Huntley and crew on Graffiti (Soverel 33'). The Class B Spinnaker Championship was claimed by Alex Miller on Pagan (J-29).

Our very successful and fun Family Jam Division is divided into four separate classes each of which is recognized with a class champion award. 2019 awards went to the following yachtsmen: Class A: P/C Matt Neimic/Jack Gordon partnership on Attack (J-109), Class B: Joker (J-29) sailed by A.J. Ficardi; Class C: Mike Kohler on Bazinga (J-30) and Class D: Take Two (C&C 30-1) co-owned and helmed by Chris Laird and Shane Wohlrabe.

Additional notable awards from our bursting trophy cases were also presented. The Regatta de le Femme regatta was won by co-helmswomen Julie Arthurs and Becky Bestoso on Joker. The crystal loving cup representing the Yachtswoman of the Year Award was presented to the deserving Caroline Mashyna, daughter of prior yachtswoman, Char Mashyna. The beautiful Wolford Trophy for the fall excursion to Port Dover and return was taken by Pat Huntly on Graffiti as well as the annual Koehler Cup series to Ashtabula and return.

Special congratulations are deserved by Frank Jarecki and crew on VooDoo (J-80) who placed 1st overall in the 62nd Interclub Cruise with 40 boats participating from five different international yacht clubs. Finally, the annual Gail Garren Award for the individual who has contributed the most to the fleet was respectively awarded to Monica Bloomstine, our well-deserved EYC representative to the Inter-Lake Yacht Association.

There is always something going on with the race fleet and be advised that we are constantly looking for crew and volunteers to get involved. Anyone can find detailed race results and full fleet information concerning all of the events and anything that matters EYCRF on our multipage web menu at [erieyacht-club.org](http://erieyacht-club.org).

The fleet is fortunate to have numerous and generous sponsors and supporters who help keep the entry fees very reasonable and allow for the many activities held by the fleet. We thank our 2019 sponsors and supporters.

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# Reyburn Sailing School

## Alumni Regatta

By Monica Bloomstine  
= Alumni Regatta Chair =



The idea for an Alumni Regatta had been tossed around for years. Is it because adults like to relieve their glory days, reconnect with old friends, attempt to squeeze back into a 420 without attempting a roll tack, or perhaps all of the above? In my circle of friends I often heard "You know what we should? We should have a sailing school alumni regatta". So, I must have had a few spare minutes on my hands in the summer of 2016 and consulted my friend and neighbor, Bill Lasher to establish the first Reyburn Sailing School Alumni Regatta in 2017.

The criteria established to compete in this regatta is simple. You must have attended sailing classes at EYC, whether as a Jr. or adult and you could not currently be enrolled as a student.

Next, was determining the best time to host the regatta, as many Alumni have grown up, moved away, have families and jobs that take priority in their lives. We also needed to coordinate with the sailing school so there was no conflict with their schedule. It was determined that Memorial Weekend would be the best option and Saturday specifically of that weekend was the only truly open date, with a Sunday PHRF race scheduled and opening day festivities scheduled for the Monday of Memorial Weekend and the official opening of the boating season.

The Alumni Regatta is held in club 420's, is a modified round robin, with an A and B fleet (OR Gin and Rum fleet for those over 21). Each fleet sails two races, then comes in and the next fleet does the same, when each fleet goes back on the water, they are assigned another boat. The boats are rated from best to worst by the current sailing instructors and that is factored into the rotation. It is a day of competitive racing with a relaxed social vibe.

The nominal entrance fee includes on shore lunch, beer, snacks and awards. All items are graciously donated, so any money raised goes towards the Jr. Race Team. Flags are given to first place in each fleet, a Corinthian award voted on by all competitors, which was graciously donated to the regatta by the Loesel Family.

Fun awards include an award for the farthest distance traveled, oldest combined age in a boat, and youngest combines age in a boat.

If you are not in the mood to jump in a 420, or are not a sailing school alumnus, you are welcome to come and participate as a spectator for a nominal fee.

The trophy for the Alumni regatta can be found in the front trophy case, it was repurposed from a dormant trophy. Flags are given annually.

Mark Rickloff has supported our efforts from the inception and continues to donate all the pizza and first keg of the day.

Coach Chris Grychowski and his staff do us a great favor by getting the boats out of storage and rigged. There are many on water volunteers, led by PRO Bill Lasher which include the flagship driver, mark boats, safety boats, drone operator and regatta photographer. The day seems to be equally enjoyable for the competitors and volunteers.

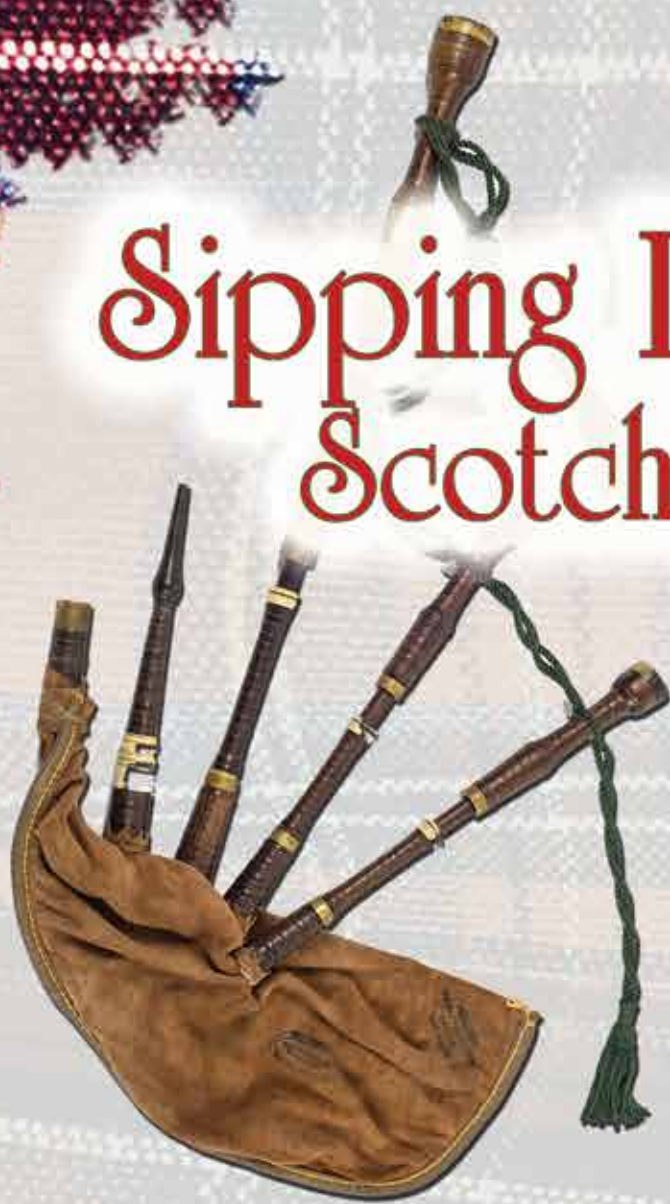
The 2020 regatta is scheduled for Saturday, May 23rd with registration beginning at 10am. To register, please call the club main office. It is best to have a skipper and crew to register, we try to do our best the day of the regatta to get all walk-ins on the water.

We hope to see you there!





# Sipping Like Royalty Scotch Tasting 2020



By: Captain Eric Marshall USN/Retired  
Dave Cipriani & Gerry Urbaniak P/C

The residents of Buckingham Palace don't want for much, and among the thousands of items kept on hand for the royal inhabitants are a few bottles of their favorite libations. To say that the Queen, her late mother, and the staff (affectionately called 'the home team') enjoy a drink or two now and then might be the understatement of the decade. Indeed, the stories of their well-stocked pantry are discussed with a wink and a nod all over the kingdom. We suppose that 65 years on the throne might drive the average person to drink, but the last several queens, were no average people, and their tendency to 'tip a few' here and there would make any fan of fine spirits proud.

The royals, in fact, have never been shy about their affection for the hard stuff. For centuries, numerous master distillers from the British Isles have had the privilege of knighthood bestowed upon them for the stellar work they have done at their respective distilleries. Royal visits to many of the towns and cities of the kingdom somehow, are always in proximity of a 'Still House', and these places are always quite ready for the visit, with a full inventory of the finest drink for the visitors and their entourage.

Through the years, some of the royals have been so smitten by a select few of Scotland's exceptional distilleries, that the Queen herself has permitted them to use the term 'Royal' on their label.

The technique and timing of the drinks at the palace are almost as legendary as the quantity of them. Many spirits are accompanied by another equally potent one, and the cross blending of them is nothing for an amateur.

When it comes to the single malts, the aperitif chaser is always sweet, smooth and bursting with essence. At our Tasting this year we will explore not only the two single malt Scotch's crowned as 'Royal' but also experience one of them as the Queen herself does, with a delicate and smooth chaser.

Included in our evening of royal taste, will be a return to our roots: the Lowlands, which launched the now-yearly Scotch excursion, that we all love here at the Erie Yacht Club, some 12 years ago. Blessed with abundant rivers and flows of fresh, crisp spring water, and rich fragrant fields of Belgravia barley, the hearty winds of the Motherland bring the stunning aromas of the streams and fields for miles and miles.

Where some of the Highland malts, and more prominently, the Island malts contribute stronger, starker flavor nuances in the production of their revered Scotch's, the Lowland are well-known for the mild, flavorful, and simple whiskies.

These light, clean spirits seem to put more emphasis on the more malty and grainy notes, which makes them extremely popular with those that appreciate a great malt whisky. We will be tasting three exceptional malts from this region.

Combined with all of the sensational Scotch's will be a selection of food pairings that are sure to please the palate, and dance delightfully with each malt. Included will be our favorites, Shepherd's Pie, and the favorite meal of Scotland: Haggis with tatties and nips. Throw in our traditional "Ode to the Haggis" presented by Dr. Tim Thompson whose near-oscar-winning performance is one of the highlights of the evening, and the soul-inspiring bagpipe melodies of B.J. Flaherty, and maybe a funny story or two, and you'll have a night to remember.

The date is April 24th, and folks begin to gather around 6:30 p.m. The festivities get started at 7:00 promptly. Please reserve your spot early, as this event will sell out quickly. As always, Kilts, Sporrans and family plaids are not only welcomed, but encouraged.

Slainte !!





# The Zurn Factor

By Gary Reich



Naval architect Doug Zurn, whose Down-east style powerboats are synonymous with New England, designs some of the prettiest lines on the water.

The LOG would like to thank "Soundings" magazine for their permission to re-run this story which originally appeared in their June, 2019 issue. Additional thanks to Brian Nevin Photography, of course Doug Zurn and to Jim Manges for bringing this story to our attention.

It's 10 a.m. on a brisk, overcast spring day in a highly industrialized section of Boston, Massachusetts, as a dockmaster unloads hundreds of gallons of diesel fuel into a nearly complete MJM 40z powerboat. About a dozen people are aboard: designers, engineers, boatbuilder management, a Volvo Penta technician. All of them seem relaxed, except the man responsible for the boat's smart-looking lines.

As the fuel flows, naval architect Doug Zurn methodically picks at the boat's hardware, making sure hatches open the way they should, electronics components are mounted correctly, and the teak-look decking's lines match from stem to stern.

"This is supposed to have a different mechanism," Zurn says as he fiddles with a hardtop entry hatch. "We should take a look at the mounting location of that FLIR unit too."

About 30 minutes later, as pilot boats and ferries busily crisscross Boston Harbor and airliners touch down at Logan International Airport, Zurn takes the helm and lights the afterburners. "These engines are smaller, commercial-duty versions of what we usually put in this boat," Zurn says as he looks keenly aft to examine the wake pattern. "A casino ordered three of these for shuttling customers to and from different locations around Boston." Zurn then aggressively turns the boat back toward Boston BoatWorks, where all of MJM's speedy and good-looking Downeast powerboats - each one designed by Zurn - are crafted.

It's all part of a day's work for the busy naval architect, who today has 149 designs and 500 hulls floating around the globe, among them boats for singer-songwriter Billy Joel, as well as designs for boatbuilders such as MJM, Vanquish, Bruckmann, C.W. Hood, Derektor, Lyman-Morse, Williams, Duffy and others. Zurn's handsome designs are known for their pleasing looks, impressive performance, attention to detail and remarkable efficiency.

Raised on the shores of Lake Erie near Cleveland, Ohio, as the youngest of five children, Zurn, now 56, grew up close to the Erie Yacht Club and received a solid boating influence from his father. "My dad was a strong sailor," Zurn says. "He had a Lightning and a Rhodes 27, and I had a Dyer Dhow and a Whaler, among other boats. Summers were spent swimming and playing on the water, so I got the boating bug very early on. By the time high school rolled around, I knew I wanted to design boats."

In his office, I notice that Zurn's bookshelf holds a well-worn, tattered copy of Skene's Elements of Yacht Design. "It got me started," Zurn says. "When I was a sophomore in high school, I enrolled in a drafting class and became proficient at it pretty quickly."

In my junior year, when the rest of the kids were cutting foam board and making house mock-ups, I asked if I could design a sailboat. The instructor, who also taught woodshop, said yes, and he helped me craft a wood model of the sailboat I drew, complete with a rig."

By his final year in high school, Zurn had arranged to work with a naval architect for six weeks as part of his senior project. "I was heavy into drawing International Offshore Rule and Midget Ocean Racing Club sailboats at the time," he says. "I design a lot of powerboats, and I enjoy it immensely, but sailboats are my first love."

Zurn attended the University of Vermont and the University of Arizona before deciding college wasn't really the course he wanted to be on. "My folks wisely wanted me to be an engineer rather than a naval architect, but the college thing and engineering simply were not a good fit for me," he says. "I left Arizona in 1986, moved back to Cleveland, and then set my eyes on the East Coast."

## Big Breaks

Back at the Boston BoatWorks facility that builds Zurn's MJM designs, he and Andrew Major, a designer/engineer at Zurn Yacht Design, are



The Hylas M58.

looking at MJM's outboard-powered 53z. It's hull number one and the largest model to date for MJM, whose outboard series also includes the 35z and 43z. "This decking is supposed to have a rounded edge, right?" Zurn asks Major, who says, "Yep, that's right." It's a striking example of how well Zurn and his staff know the boats he designs, right down to the joinery.

Zurn describes his career as a series of big breaks that each helped him grow as a naval architect. The earliest breaks came in one-step-forward-one-step-back fashion. It all started when he moved to Marblehead from Cleveland after college, as he looked for a marine industry job. "I ended up working as a rigger for Ralph Anderson, who owned a few boatyards in Marblehead," says

Zurn. "Mike Kent, another rigger at the yard, ended up being a great friend and taught me a good work ethic."



Zurn at the helm of an MJM; he's designed six boats for the company.

"Eventually, I took a draftsman job working with Dieter Empacher, who was Ted Hood's chief designer," Zurn says. "I also commissioned boats for Ted Cooper, who owned a busy Beneteau dealership. Ted's father Henry ended up buying Able Marine in Trenton, Maine, so I was lucky to end up there in a design capacity. Henry had a boat built that was designed by Chuck Payne, so I developed a relationship with him. He hired me on as a designer."

(continued on next page)



The Zurn-designed MJM 53z, the builder's largest boat to date.



# The Zurn Factor

(continued from previous page)

The future looked bright until six months later, when the luxury tax was enacted, and boat sales plummeted. “I was laid off,” Zurn says. “So, I headed back to Cleveland.” Zurn continued his correspondence coursework with what’s known today as the Westlawn Institute of Marine Technology, working toward a naval architecture degree.

“That’s when I knocked on the door at Tartan Yachts and met Tim Jackett,” Zurn says. “Jackett hired me on part-time as design help, which was perfect, because I wanted production boatbuilding experience. I designed two boats from scratch with them, and then I graduated Westlawn in 1993. My first commission as a naval architect was the Monomoy 20, a sailboat I designed for a family in Nantucket.”

## Second Chances

Zurn and I are sitting in his minimal but professional-looking design studio when he recalls moving back to the salty town of Marblehead for the second time. “I decided to give it a second chance and moved back in 1993,” says Zurn. “I immediately sought out Ralph Anderson, who I’d worked for before at one of his yards.

I knew he frequented The Landing restaurant every day around 5:30 p.m., so I went looking for him.” He found not only Anderson, who gave him office space and the ability to pay when he could, but also his old rigger friend Kent, who rented him a house for the cost of utilities. “I suppose you could call the generosity of those two my first truly big career break,” he says. “It gave me a place to hang out my shingle.”

Zurn found himself with part-time design work and looking for opportunities, so he tried his hand at marine financing. “While it really wasn’t for me, it did help me connect with the right people,” he says.

Then, in 1995, Zurn’s next big break showed up in a package on his doorstep.

“Peter Needham with Coecles Harbor Marina & Boatyard in Shelter Island, New York, sent me a package with instructions about a boat he wanted to build,” Zurn says. “I did a full layout with speed estimates and details and presented it all to Needham in a professionally bound booklet. Then things went quiet for a while. Eventually, he got back to me and told me who the boat was for. It was Billy Joel.”

*“Peter Needham sent me instructions about a boat he wanted to build.*

*I did a full design and presented it to him. Things went quiet for a while.*

*Eventually he got back to me and told me who the boat was for: Billy Joel.”*

The boat Zurn drew would become the Shelter Island 38 Runabout, which almost immediately became one of the most recognizable and stunning Downeast boats on the water.

“The boat did everything we wanted it to, and I think 60 of them have been built to date,” Zurn says. “That boat opened a lot of doors for me, the biggest of which was getting in front of Bob Johnstone.” Johnstone recounts the beginning of their relationship. “I approached Doug because we wanted to build a fast, beautiful powerboat, and that’s what the Shelter Island 38 was and is,” Johnstone says. “We wanted a powerboat with looks you could simply fall in love with, so I sent Doug a sketch. We got together during the 2002 Newport International Boat Show, and Doug showed me a rendering. Doug was patient enough to go back and forth with us until our ideas meshed. The 34z, MJM’s first model, was what we came up with.”

So far, MJM has built at least 300 boats. The letter “Z” in MJM’s model names are a hat tip to Zurn’s contributions. “Doug’s designed six models for us and each is better than the last,” Johnstone says. “The 34z was first, and since then we’ve built the 29z, 40z, 50z and three outboard models: the 35z, 43z and soon-to-be launched 53z, our biggest build to date.”

## Influenced by the Masters

Zurn is known today for quite a few of his designs, including another boat for Billy Joel: the 56-foot, 2,600-hp, 47-knot commuter yacht Vendetta that launched in 2005, as well as the Shelter Island 50, a follow-up design to the original 38. The designer says he continues to take inspiration from many places, including other naval architects.



The Shelter Island 38.

“Early influences of mine include Philip Rhodes, Jim McCurdy and Sparkman & Stephens,” Zurn says. “I also admire Ray Hunt’s work but didn’t discover many of his designs until later in my career. His work makes me wish I had more sailboat commissions.”



The Bruckmann 42, one of Zurn’s favorite sailboat designs.



Zurn’s rendering of a 62-foot Lynx commuter yacht.

Zurn works from an office that overlooks Marblehead Harbor, and he lives nearby with his wife, Kerry. They have two sons and a daughter, and two dogs named Teak and Holly. (Really.) And he’s still enthusiastic about designing Downeast-style powerboats, which have become his hallmark.

“They’ve got this workboat/lobster boat DNA, which means they’re designed to be used in all weather conditions, and they’re functional as a result,” he says. “The cockpits are deep and secure; handholds are right where they’re supposed to be, and the foredecks are easy to navigate and have ample space. Plus, they’re gorgeous - they have a certain traditional flair you don’t see outside New England, and generally in many powerboats.”

Given his love for drawing Downeast powerboats, some are surprised to learn that sailboats are Zurn’s favorite boats to design. “The first boats I drew were sailboats,” he says. “And I’ve designed a few I am really proud of. I did a 42-foot daysailer for Bruckmann that I think turned out beautifully, and I also enjoyed drawing the Marblehead 21 and the Monomoy 20.”

Zurn recently completed drawings for a 62-foot, 3,800-hp commuter yacht for Dutch builder Lynx Yachts that has PT boat design cues and some lines reminiscent of Vendetta. He also worked on the M58, a brand-new cruising motoryacht for Hylas Yachts. Vanquish Boats has a 30-footer on the books with Zurn that will be built in dual - and center-console versions. More unusual items on Zurn’s plate are a 30-foot electric launch for a New Hampshire club, and a 60-foot powercat.

“I’m a lucky guy,” Zurn says. “I worked hard to get where I am, but the breaks I’ve been given have all been so important to my success. I’m grateful for those and the people behind them. Plus, I get to come to work and do what I truly love every day. I can’t think of anything else I’d rather be doing.”

Looks as if we’ll be enjoying more of Zurn’s beautiful work for years to come.



**ZURN**  
Yacht Design



Zurn checks the fit and finish of a yacht under construction in Boston.



When you were of age to drive a car, you first had to take a written driving test. After you passed the written test you had to pass an actual driving test. Do you realize in Pennsylvania there is no age restriction to operate a power boat 25hp or less? If you were born before January 1, 1982 you can buy any size boat you like without ever taking any boater safety course. I think we have all encountered a few of these people. Last summer my wife was thrown off her seat when a large power boat passed so close that we didn't have time to turn.

The following is a brief review of the inland rules of the road.

On a beautiful weekend afternoon, the bay may be covered with all types of vessels not complying with the rules. Even if you don't know them, they can get you in trouble on the water. Even if you think you are following the rules, when there is something that you can do to avoid a collision - you must do it... even if you have to deviate from a different navigational rule.

For most situations, boats that encounter one another are designated as one of the following:

#### Give-Way Vessel

If you are the Give-Way vessel, you must act as if the "stand-on" vessel has the right to keep going the way it is going. It is your responsibility to signal your intentions to the stand-on vessel, and it is your responsibility to maneuver your boat around the other in a safe manner.

#### Stand-On Vessel

If you are the Stand-On vessel, it is your responsibility to acknowledge the intended actions of the give-way vessel. You must also maintain your current course and speed until the give-way vessel passes, or you enter a dangerous situation.

There is a "Pecking Order" that can be used as a simplified memory aid to determine right of way for vessels of different types. The lower most vessel on the list is the give-way vessel, and must stay out of the way of the vessels that are higher on the list:

- Vessels not under command
- Vessels restricted in their ability to maneuver
- Vessels constrained by draft
- Fishing vessels engaged in fishing, with gear deployed
- Sailing vessels
- Power driven vessels

The main situations of collision risk are overtaking, meeting head-on and crossing.

• **The Crossing Rule:** All boats have a danger zone from 12 o'clock (dead ahead) to 4 o'clock (112.5 degrees starboard - the right). In a crossing situation, the boat in the danger zone (ahead and to the right) is the stand-on vessel. The give-way vessel must stop or slow down and let the stand-on vessel pass. If the give-way vessel does not take the required action in this or any of the other situations, then the stand-on vessel operator must be prepared to take action to avoid collision.

At night, if you see a red light crossing right-to-left in front of you, you need to change your course. If you see a green light crossing from left-to-right, you are the stand-on vessel, and should maintain course and speed. (Illustration #1)



Illustration #1

• **The Meeting Rule:** When two boats meet head-on, both boats are required to turn starboard (to the right) to avoid the other. At night, a head-on situation exists when both the red and the green running lights are seen at the same time. Pass port to port, red to red. (Illustration #2)



Illustration #2

• **The Overtaking Rule:** Any vessel overtaking any other vessel must keep out of the way of the vessel being overtaken. The former is the give-way vessel and the latter are the stand-on vessel. This rule applies even if the overtaking vessel is propelled by wind. (Illustration #3)



Illustration #3

This is only a brief coverage of the Rules of the Road. For more information contact the following organizations:

- The Erie Power Squadron <https://www.usps.org/localusps/erie/>
- U.S. Coast Guard Auxiliary <http://www.cgau.org/boatinged/>
- Boat U.S. <https://www.boatus.org/courses/>

#### Loose Ends:

1. When boating near the west side of the Club, keep an eye out for the sailing school boats. They are just learning the rules of the road.
2. As you pass the outer buoys and in the Club basin there is a 5MPH and no wake zone. Please respect this rule. There may be members on their boats, in their slip that may not appreciate your wake.
3. On the days and evenings that the sailors are having their races all non-racers please give them wide berth. It's challenging enough to deal with the natural wind and waves without additional challenges of boater's wakes, obstructing their path or interfering with their planned strategies.



EMERGENCY PREPAREDNESS...

# Rules of the Road

by Jack McKibben

#### References:

- PA Boating Handbook
- Chapman Piloting
- Boat US Study-guide-navigation rules
- Electronic Code of Federal Regulations Part 83-Navigational Rules



# If These Docks Could Talk

## The Race Committee

by P/C Gib Loesel

From my second-floor window at Ferncliff there is always something interesting to see out on the bay. Occasionally in the winter (before the ice) I see some young gutsy sailors launching their Lasers for a cold winter sail, usually there are at least three: Cutter Niemic, Phil Mashyna and his sister Carolyn. While it all seems as just a winter adventure to them, at some point I noticed that a short little trek can quickly evolve into a race, either from the dock or back to the dock, all the time side by side trying to "inch ahead" of the other.

When you are involved with Sailboat racing somewhere along the line the question is always asked "When was the first sailboat race?" The answer I have always heard is "When the first boat on the water spotted the second sail!" More or less true, ask anyone who has ever been on the helm, if they are being honest, they will tell you there is that little "rush" that makes you want to squeeze the wheel or tiller just a little harder when you spot another boat close or nearby.

Anyone who knew my brother Richard would tell you that he was a great competitive sailor until he retired from active racing and became a day sailor. He and his wife Louise literally sailed over a 1,000 miles each summer on the bay or into the lake. Fortunately for me, I was often onboard and can vouch for the fact that when there was another boat nearby he would always make a small sail trim and Louise would always say "do you always have to be racing" and he would just as quickly deny any involvement.

Watching these young sailors, brought all these memories back, flashing through my mind and got me to thinking "again", who were the most important "folks" in organized sailboat racing, you know the ones who have faithfully serviced the EYC racing fleets large and small for the past 125 years? This might sound like a trick question, but it really isn't. The answer in my mind would have to be the Race Committee Chairman and of course his or her faithful committee!!

Think about it, they don't get paid (unless you count a beer or two tossed their way)... not only do they come out when it is nice and sunny but they also come out when it is blowing "stink" and raining "cats and dogs". They work for hours from boats that are anchored and bouncing about, they must get there early to set up and determine the course to be sailed, keep accurate time for starts and finishes, get a handful of signal flags up and down with precise timing, have a keen eye to make sure no boat crosses the line early, position their boat as a target on one end of the line, they stay until the last boat crosses the finish line no matter how long it takes, then they calculate and post the results.

If there is a protest they must find "knowledgeable" "Sea Lawyers" who understand some very complicated rules to settle the battle. In recent years they are even held accountable for safety. Sometimes they must race from one port to another and cross international boundaries to finish their job.

My earliest recollection of a race committee chairman and committee was C. Dean Klahr Sr. who once all the boats had successfully crossed the line would holler out in his great foggy gravelly voice "All Clear"! I recently asked his son Dean Klahr Jr (now in his 90's and former EYC Star Boat Champion) if he could recall any other chairman and he came back with, John Downie, Harold Ogden, P/C Forman Craton (whose son Roger was a EYC Star Boat Sailor), Ted Schuler (grandfather of P/C Ed Schuler), and Gail Garren (for whom the Race Committee Chairman's Trophy is named). Since Dean's answer I have added the following in no particular order Lew Klahr, Al Rickloff, P/C Gordon Altman, Kit Walker (Kershaw), P/C Dick and Betty Waller, Dick and Jean Weinheimer, Dr. John Damcott, Howard Miskell, John McGrane, Molly McGrane, Rick Barner, Tom Coleman, Dave Burdick, Dave Perry and our current Chair Mike Squeglia. If I have missed anyone please accept my apology and pass the name on as I would like to put a comprehensive list in the Club's History Archives.

Over time their titles have changed in 1895 the year of the Club's birth they were known as "The Chief Measurer" (F. Grant Lynch). In 1913 they were listed as Chief Measurer (Ray Eichenlaub and Committee Hays Clemens). Later on that was shortened to just plain old "Chairman", now we have someone called a P.R.O. Principal Race Officer (who determines the racecourse to be sailed and the marks).

No matter what "they" are called without them and their committee members there would be no organized Sailboat Racing... period!!

If these Docks Could Talk, They Would Say, "I Salute You One and All, you have made the EYC's sport of Sailboat Racing Amazing".





# What's the Good Word?

By Dan Dundon



Before we know it, we will be enjoying another delightful boating season on Presque Isle Bay and Lake Erie. Now we will take the opportunity to share some Good Words about life on the water from the book of nautical quotations our friends Brooksie (Dave Brooks) and P/C Gib Loesel presented to me many years ago. I hope you enjoy these "Good Words" and join me in thanking Gib and Brooksie for their interest and encouragement.

What bliss to be in the cockpit with the sun and the warm breeze on one's skin, just watching the sky and the sails.

- Sir Francis Chichester

When a man weighs anchor in a little ship or a large one he does a jolly thing! He cuts himself off and he starts for freedom and for the chance of things.

- Hilaire Belloc

Sailing is one of the few sports whose techniques never quite match the demands. Throughout a sailing career, we never stop finding new skills to master and new problems to solve.

- John Rousmaniere

The ocean has always been a salve to my soul... the best thing for a cut or abrasion was to go swimming in salt water. Later down the road of life, I made the discovery that salt water was also good for the mental abrasions one inevitably acquires on land.

- Jimmy Buffett

You may be able to out-think the ocean, but you cannot out-slug the ocean.

- Sign at the U.S. Naval Academy

I became really worried when my dead-reckoning put me on top of a hill a hundred feet high and there was no land in sight.

- E. A. Pye

Only two sailors in my experience never ran aground. One never left port and the other was an atrocious liar.

- Don Bamford

If you can't repair it, maybe it should not be on board.

- Lin and Larry Pardey

If a man must be obsessed with something, I suppose a boat is as good as anything, perhaps a bit better than most.

- E. B. White

The barometer sinks, then rises, then drops; there is the same dark play of the storm. You hear the sob of creation. The sea is the greatest weeper. She is filled with complaint; the ocean laments for all that suffers.

- Victor Hugo

The only reason that Uldra's engine never failed was because she did not have one.

- Dennis Puleston

We won the race by twenty-three seconds, and two seconds after we crossed the line, the mast snapped, which solved the problem of stopping anyway.

- Phillip Holland

The sailor who goes farthest is generally the one who is willing to do and dare.

The sure-thing boat never gets far from shore.

- Dale Carnegie

"Do you know, I've never been in a boat in all my life?"

What?" cried the Rat, openmouthed: "Never been in a - you never - well, I - what have you been doing then?"

- Kenneth Grahame

I hope these include a few you never heard before? Be sure to send a favorite of yours to me (dandundon@gmail.com) for us to maybe include in future EYC log articles?

After reading that Kenneth Grahame "Rat quote" I wonder whether others among us (besides me) might like to know a little more about Ken?

Kenneth Grahame (March 8, 1859 - July 6, 1932) was a Scottish writer, most famous for *The Wind in the Willows* (1908), one of the classics of children's literature. He also wrote *The Reluctant Dragon*. Both books were later adapted for stage and film. When he was a little more than a year old, his father, was appointed sheriff-substitute on Loch Fyne.

Kenneth loved the sea and was happy there. When he was five, his mother died and his father gave over care of Kenneth and his siblings to Granny Ingles, the children's grandmother. There the children lived in a spacious, dilapidated house on expansive grounds, and were introduced to the riverside and boating by their uncle, David Ingles. So, it seems Kenneth got his love of the sea while growing up and "the Rat" from his writing of children's stories.

Let's close with the quote sent our way by P/C Gib Loesel:

The pessimist complains about the wind; the optimist expects it to change; the realist adjusts the sails.

- William Arthur Ward

This quote seems a fitting transition to this poem sent our way by Tom Schuyler:

"But to every mind there opens, a way, and way, and away,

A high soul climbs the highway, and a low soul gropes the low,

And in between the misty flats, the rest drift to and fro.

But to every man there opens, a high way and a low,

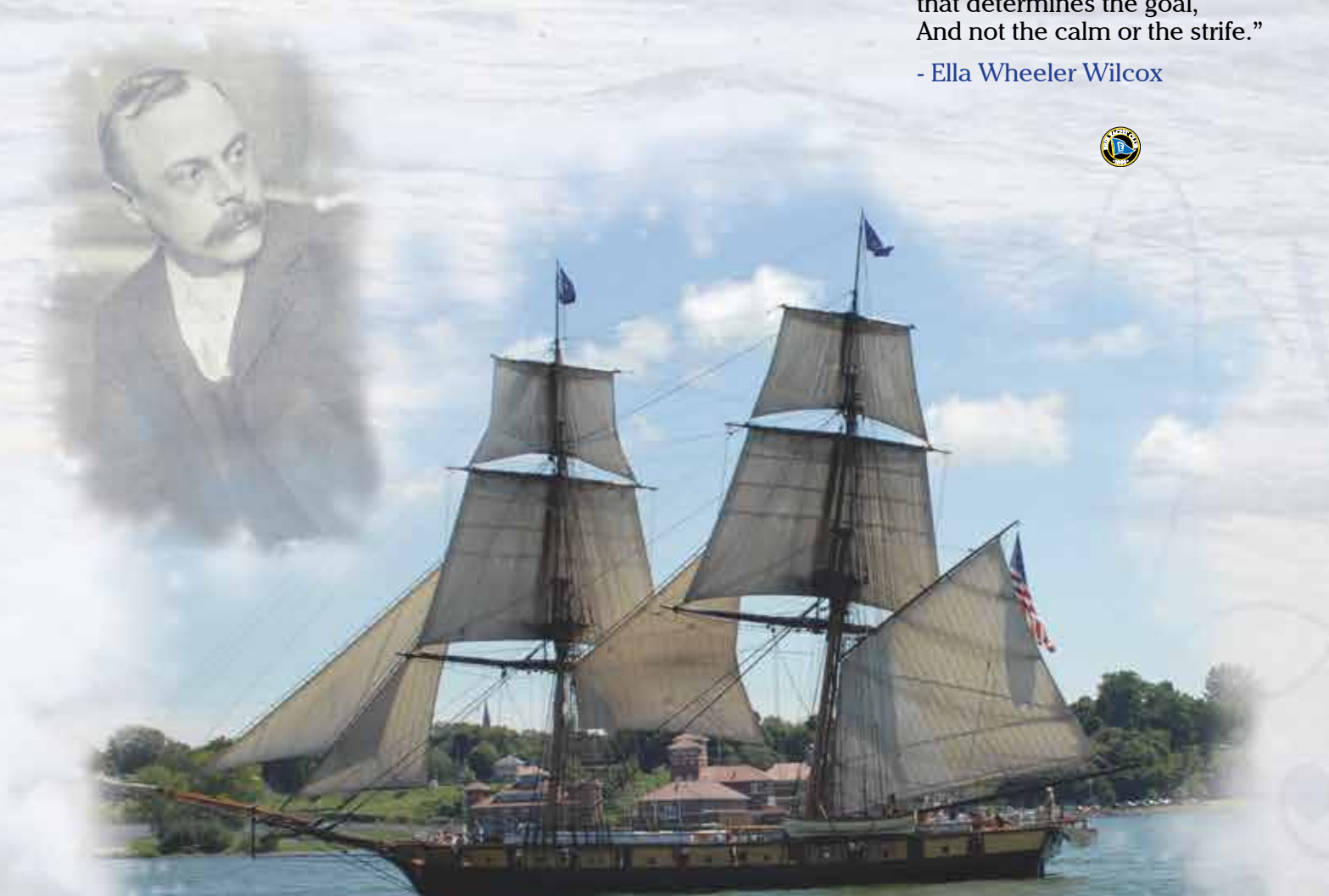
And every mind decides, the way his soul should go.

One ship sails East, and another West,

By the self-same winds that blow, 'Tis the set of the sails, and not the gales, That tells the way we go.

Like the winds of the sea, are the waves of time, As we journey along through life, 'Tis the set of the soul, that determines the goal, And not the calm or the strife."

- Ella Wheeler Wilcox





# Sailboat Racing Made Easy

## With the EYC Racing Fleet

by P/C Dave Heitzenrater

Improve your sailing skills,  
get away from the dock  
and use your boat  
more efficiently  
and more often...

### Join the Fleet!

Our Family Jam races are designed to be short, sweet and easy so to allow the exciting experience of the start and fun of the race and then to return to shore to discuss the on the water issues and to socialize with the other owners and crewmembers. This commingling of experienced and the not so experienced sailor allows ample post race coaching and constructive criticisms hopefully for future performance improvements of the entire fleet.

The Family Jib and Mainsail Division has been very successful because it provides for an inexpensive and very easy means for anyone to get started racing. The Family Jam Division is divided into four classes with new entries being placed in a class of peers based on experience of the owner and crew with a consideration of the speed potential of the boat. The boat is placed in a class where they generally have a chance in placing in the results column. This subjective boat placement translates into more racing success and more enjoyment on the water by all of the competitors. This is a departure from the hard line class division seen as standard throughout the racing community.

All Family JAM boats are assigned a handicap based on a standard sister ship's spinnaker PHRF-Lake Erie rating. Rating certificates are not required however are encouraged by the fact that those boats with a current certificate will see a slight improvement in their time allowance.

### Cheap!

First time racers new to racing and the EYCRF are attracted by a minimal \$85 entry fee for their initial racing season that includes 25 races and many free parties and events for the racing season. The hope is that each new entry and crew will get addicted and return to race season after season.

### Easy!

The Wednesday evening races start and finish 100 yards from our club entrance off our own lighthouse and pavilion. Our beautiful lighthouse deck is not only convenient for the race committee and interested spectators but also offers a prime site for photographers capturing the start and finish. The Lighthouse deck and the Club House deck also offer great venues for the many free post race parties and awards presentations held by the fleet.

### Bonus!

ALL racers who do not place in the top three positions in a race score a bonus in that those three boats who do place first, second or third in class lose nine, six and three seconds respectively in their time adjustment. This adjustment is cumulative for the entire season so more racers in an individual class have an increasing chance of success in their group as the season advances. This dynamic cumulative penalty for the winners is unique to our own EYCRF and is another departure from the world of sailboat racing.



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# 2019 Yachtswomen of the Year Caroline Mashyna

By Marybeth Dunagan Horst



This year's Erie Yacht Club's Yachtswoman of the Year is always friendly, smiling, out-going and, by observation, is always having an enjoyable time on the water. And, yes, besides all her wonderful personality qualities, Caroline Mashyna is also an amazingly, talented woman sailor!

This year's recipient, Caroline Mashyna, was born into a sailing family and had her first adventures on the family boat before she took her first steps. As a preschooler, she became the boat's secret weapon on Family JAM nights, distracting other sailors as she sang away while sitting on the cabin top. As a young girl, Caroline had her first small boat sailing experiences during family vacations on Crystal Lake in Michigan on a Butterfly, a 12 foot scow designed dingy with the odd name of "Weasel".

When she became old enough, Caroline started sailing classes at the Reyburn Sailing School. On her first day she was very nervous because she was the only "new girl". She was quite relieved when two of the older girls asked her to be on their crew. That led to a close friendship and a summer of fun that culminated with the 3 of them winning the sailing school's most important race, the Junior Cup.

During Caroline's years in the sailing school, she received the "tough as nails" award multiple times for her "windier the better" attitude, the bathing beauty award, the Most Improved Girl sailor award. She also took 2nd place as the skipper in the Friday Cup.

At age 16, Caroline became an instructor at the Reyburn Sailing School, with her friend from that first year becoming her mentor. Together they taught the younger sailors in the Opti program. The two of them co-founded the Opti race team, for which she served as a coach for the team for 4 years.

During her 7 years as an instructor Caroline learned how to skillfully drive a power boat, trailered boats to regattas with only one accident, and actually found a lost boat cushion that blew off at an exit ramp while traveling to the regatta the day before. She was the Head Instructor for 3 years and was honored with the Reyburn Sailing School's Jeffrey Potter Award along with a co-worker.

While in college, she became the founding president of the Penn State Behrend sailing team, a position she held for 4 years. Caroline's focus was mainly on meeting the very challenging administrative requirements for starting the program and fundraising the needed match. She and her teammates attended regattas at Christopher Newport and IUP while she planted the seeds for what has become a very successful college racing program.

During these years, she always crewed with her family in JAM and spinnaker races, becoming comfortable and capable at every position from bow to stern with the exception, as she says, of the main. Caroline enjoys flying the spinnaker and has done so on many white-knuckle Interclub races. She is competitive and you can find Caroline's name as the winning skipper on the Junior Racers Cup and the Regatta Des Femmes trophies.

This year's recipient has helped her family win Boat of the Year honors, the Zurn trophy, class A Spinnaker and JAM overall. With all those race flags she was able to sew the flags into a tarp for the boat. She has raced in the Reyburn Sailing School Alumnae Regatta, winning recognition as the best non-Bloomstine team with her brother the first year.

Caroline loves to be on the water and her friendly, outgoing nature makes her a welcome addition to any crew. She's raced on many boats ranging in size from 12 foot RS Feva to a J-42 in addition to her family's Laser 28 and Farr 30. Caroline even has her own laser.

Since Caroline is in Erie most weekends in the summer, one might not be aware that she's been living and working in Cleveland for the past year. While in Cleveland, our recipient has sailed 420's at the Foundry and participated in the annual Crib Race. Through a connection made while racing with an Erie team at Cleveland Race Week, she is now crewing on a J70's at Edgewater Yacht Club, where she has represented the Erie Yacht Club well.

The EYC Yachtswoman of the Year should demonstrate excellent racing knowledge and skills serving as a Corinthian Representative of the Erie Yacht Club Racing Fleet. All of her experiences and personal qualities make Caroline Mashyna an excellent choice.



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"Cruise Day Tuesdays", a monthly event created in early 2019 by the EYC Cruising Fleet is happening the third Tuesday of every month.

According to Bob Cunningham, "The "happy hour" style event has three goals: to give the Cruisers a monthly date to get together during the entire year; to offer a forum to attract the interest of other EYC members (boaters or not); and to give back to the Club during the long winter months, not just during boating season."



During inclement weather Cruise Day Tuesdays is held at our favorite watering hole. . we typically belly up to a few high tops, enjoying the warmth of the fireplace. One or more of the Cruisers volunteers to host the monthly event. Appetizers are always provided by the fleet. Marilyn Russell, who with husband, Don, volunteered to host the Tuesday event in February said, "I love seeing everyone at these monthly sojourns to the Club. We always have a ton of laughs and share our high hopes for the upcoming boating season."

During the summer months, Cruise Day Tuesday events include raft offs, dinner cruises and picnics to name a few.



# Welcome ABOARD!

By Karen Carns

"We so enjoy hosting those EYC members who may be interested in joining our fun Club. New members-or potential members are always encouraged to join us," Marilyn continued.

"After last season's disappointing weather and high bay/lake waters, the fleet remains hopeful for summer 2020. Bob stated, "We're busy planning a mystery trip and fun cruising destinations for the summer of 2020. Of course a highlight of the 125th EYC Anniversary will be the Third Annual Venetian Night held the first weekend of August. Besides the fantastic boat parade, this year's soiree features a big fireworks display." EYC members surely won't want to miss this year's event!

EYC Cruising Fleet is spear-headed by Karen and Brad Carns and Dianne and Bob Cunningham.

Contact Karen (karelynncarns@gmail.com) or Dianne (dcunningham@homeinstead.com) to join the Fleet or for more information about the upcoming season.



In Honor of its  
125th Anniversary  
The EYC is pleased to  
announce the return of the

## Erie Open Regatta

Saturday, June 6th  
& Sunday, June 7th

### Laser Classes POC:

Greg Gorny, 814-323-1743  
grg817@gmail.com

### J22 POC:

David McBrier, 814-602-9881  
dmcmbrier@gmail.com

### Sunfish POC:

Tim Polaski, 814-746-6966  
GTim2001@yahoo.com

### Windmill POC:

Pat Huntley, 814-860-1462  
huntley@velocity.net

Or if you have 5 boats or more  
& would like to create a class  
contact Brian Lasher or Greg Gorny.  
(Fleets with less than 5 boats will  
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CHUBB



# The EYC Foundation Gives the Gift of Sailing

By Char Mashyna  
EYC Foundation Vice Chairman

A.J. Miceli and Katrina Byrd have something in common. They both work with students who have benefited from funding from the Erie Yacht Club Foundation. Miceli, the advisor and coach of the Gannon University Sailing Team (GUST) and Byrd, community school director at Strong Vincent Middle School, a United Way **community school**, also both believe that the funding can translate into a gift to these students that last for the rest of their lives. And according to both, the students really appreciate it!

The summer of 2019 was the first year that students from Strong Vincent Middle School, a **community school**, took sailing classes at the Reyburn Sailing School. Strong Vincent's principal selected students who would best take advantage of the scholarship opportunity by being there every day and representing the school well.

These students would otherwise not have been able to afford it and had good behavior and grades. Both students and their parents were nervous to start. Would they fit in? Would they be singled out as scholarship students? Some didn't even own a bathing suit! What they found was a welcoming environment where these youth blended in with the other sailors.

Perceptions were changed by both the students and parents, and per Katrina Byrd, in addition to a fun summer on the water learning to sail, the students realized that despite different economic backgrounds, kids were just kids!

Like the sailors from Strong Vincent Middle School, some team members at GUST may never have been on a sailboat before and with graduations, the team make-up is constantly changing. During their years on the team, these students attend 5 - 6 regattas a year and while GUST typically places in the bottom of the middle tier, they took 3rd out of 9 at the Penn State regatta in 2018. Quite an accomplishment!

Expenses for the sailing team typically fall into 3 categories: boat rental, travel and equipment. Travel costs range between \$500 and \$800 per regatta and the funding from the EYC Foundation enabled the team to attend regattas at Penn State (University Park) and Michigan. It also funded the purchase of safety equipment in the form of an additional dry suit and water helmets. These helmets will protect the sailors from concussions and will be used at practices and regattas on windy days.

According to A.J. Miceli, the grant from the Foundation makes a huge difference. Outside funding shows a commitment and belief in the program and is used as leverage for support from the university and the student government. The Foundation also funds sailing teams at Mercyhurst University and Penn State Behrend.

If you know of an organization that would benefit from a grant, they can access the application on our website: [www.erieycfoundation.org](http://www.erieycfoundation.org).

The application period for the 2020 grant cycle is now open with applications accepted through April 30, 2020.

A graduate from the GUST program recently shared, that because he learned how to sail through Gannon's race team, he was able to rent a small dingy while on vacation with his family. That enabled the whole family to enjoy being out on the water. The students from Strong Vincent Middle School went back to school in the fall and enthusiastically shared their love for the program and hoped that they could participate again this summer. These are just 2 of the programs that the Erie Yacht Club funded this past year. We believe we are making a difference on Lake Erie.

Help us continue to do so!





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# Share Your Story...

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

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

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

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

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

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



## March Calendar of Club Events

- 1st Club Annual Shutdown  
to Reopen Tuesday March 10th
- 11th EYC Fellowship Dinner  
"Ashtabula: Visualized and  
Revitalized"  
Presented by Kyle Smith  
Commodore Ashtabula Yacht Club  
Cocktails 6pm • Dinner 6:30pm  
Reservations Required online or at  
453-4931
- 12th "Trivia Night" Fun & Prizes  
7pm - 9pm
- 15th A la carte Breakfast • 10am - 2pm
- 19th "Trivia Night" Fun & Prizes  
7pm - 9pm
- 22nd A la carte Breakfast • 10am - 2pm
- 26th "Trivia Night" Fun & Prizes  
7pm - 9pm
- 29th A la carte Breakfast • 10am - 2pm

### • REMEMBER •

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

You are welcome to use the  
Kahkwa Country Club,  
Lakeshore Country Club or the  
Erie Club during our shutdown

Be sure and check the hours  
of operation of each of these  
Clubs when planning a visit.

## Go Ahead and Make Waves this Summer!

### with the EYC Rental Program

Paddleboards  
Kayaks  
J-22 Sailboats

## Coming This Summer



## April Calendar of Club Events

- 4th Wine Tasting Dinner • 6pm  
Five Course Menu  
Limited to the first 30 reservations  
\$75 per person plus gratuity
- 5th A la carte Breakfast • 10am - 2pm
- 8th EYC Fellowship Dinner  
"U.S. Coast Guard Operations in the  
South China Sea" with Lieutenant  
Commander Patrick M. McMahon  
Cocktails 6pm • Dinner 6:30pm  
Reservations Required online or at  
453-4931
- 11th Easter Egg Roll & Hunt  
Egg Roll • Egg Hunt  
Bunny Sack Races  
Easter Bunny Visit  
Activities are Complimentary
- 12th Easter Sunday Brunch  
Serving from 11am - 2:30 pm  
Buffet Menu with made to order  
omelet station • Entertainment by  
American Songbook  
Reservations Required
- 19th A la carte Breakfast • 10am - 2pm
- 24th EYC Scotch Tasting  
Sampling single malts from the  
Scottish regions • Hors d' oeuvres  
Haggis and Shepherds Pie  
6:30 - 9pm • Limited to the first 100  
Reservations
- 26th A la carte Breakfast • 10am - 2pm

### Slip Fee Reminder:

All charges associated with slip or  
mooring occupancy must be paid  
prior to launch and in any event by  
March 31st.

Any payment received after  
March 31st will be assessed a late  
penalty equal to 20% of the slip fee.  
So let's avoid those fines and remember  
to get your payment in on time.



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