

The ILG



A Gamble Pays Off



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From the Bridge

by Vice Commodore John Orlando



I recently ran into a fellow member I hadn't seen since summer and asked him why I hadn't seen him at the Club recently. His reply was that he didn't go down much in the "off season". I couldn't help myself and replied "When is that?". Our conversation turned to what goes on at the Club during the winter months. I pointed out that we make a great effort to keep a full schedule of events and entertainment throughout the year.

This year's "off season" has been full of quality events here at the Club. Our Fellowship Dinners have been very successful. Members enjoy a great meal while listening to speakers on a variety of topics. Our Trivia nights have been filling the ballroom to capacity on Thursday nights with teams of players competing against one another. New this year is the popular Cocktails and Color event. This is a great way to get together with a group of friends and get creative painting with an art instructor (and a few adult beverages). This event will be held again on March 22nd. The ever popular 120 Days till Summer Party was held this

month giving members a taste of summer and a chance to dance off their cabin fever.

Upcoming events include 2 more Fellowship dinners in March and April. Our Easter Sunday Buffet is on April 15th. We have three "Tasting" events planned in April and May. We will be holding a Wine tasting dinner on April 11th, Beer tasting on April 24th, and Scotch tasting on May 8th. The Kentucky Derby party is on May 2nd this year.

The only real "off season" here is during our brief Club shutdown March 1st through the 9th. Check out the EYC website for a full schedule and take a minute to read the Club e-newsletter. I think you'll be impressed by what you see.



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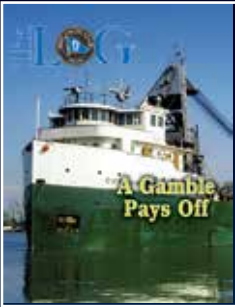
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On the Cover...

In 1943 the George M. Homphrey loaded with 10,000 tons of ore collided with the steamer D.M. Clemson and sank in 80 feet of water. Could Capt. John Roen raise her back to her glory?



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Scan to learn about the Erie Yacht Club

A Gamble Pays Off!

The Raising of the George M. Humphrey



Concept & Materials Supplied by:
Rett Walker

The *George M. Humphrey* was christened on December 29, 1926. Built by the American Shipbuilding Company in Lorain, Ohio for the Kinsman Transit Company, she was named for the executive vice-president of the M.A. Hanna Company in Cleveland who later became Secretary of the Treasury.

The *Humphrey* was a 600 foot long ore, coal and grain carrier, built as a lake self-unloading bulk freighter and was powered by a 2,200 ihp triple expansion steam engine with three coal-fired Scotch marine boilers. She served the Kinsman Company for seventeen seasons before becoming the focus of one of the greatest salvage efforts in Great Lakes history.



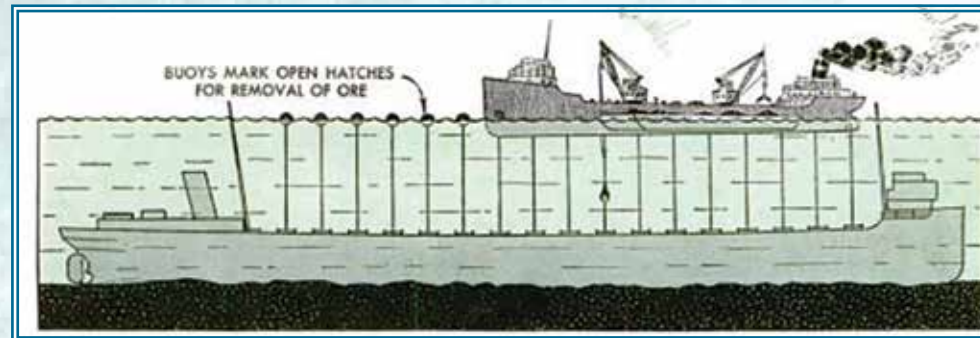
George M. Humphrey built in 1927 as a 600 foot long ore & coal freighter. Photo from Bowling Green University historical collection.

On June 15, 1943 the *Humphrey*, loaded with 13,992 tons of iron ore, set out for South Chicago. However, as she proceeded through the Straits of Mackinac in dense fog, she collided with the Pittsburgh Steamship Company's *D.M. Clemson* at 2:50am. The *Humphrey* was left with a gaping 18' x 20' hole on her starboard side and she went down within twenty minutes. Fortunately all 39 members of her crew were rescued by the *Clemson* and a nearby steamer, the *Lagonda*.

Kinsman abandoned the *Humphrey* to their underwriters as a total loss (valued at \$1,600,000). The underwriters in turn surrendered their claims to the *Humphrey* after leading salvage experts declined to try and recover the vessel. She lay on the bottom in 78' of water loaded with almost 14,000 tons of ore. Only a few feet of her bow and stern masts were above the water, marking her position in the very busy Straits. She was now in the hands of the United States Corps of Engineers for removal as a navigation menace.

The Federal Government requested bids to cut down the *Humphrey's* superstructure clearing the Straits for safe navigation. The contract was awarded to Captain John Roen, wreckmaster and shipowner from Sturgeon Bay, WI in October of 1943. But Roen's goal was not to simply remove the obstructive portions of the vessel. His plan was to salvage as much of the iron ore cargo as he could, then raise the *Humphrey*. The agreement was, if he could raise the *Humphrey* she was his, if he couldn't he would cut her down as requested and take a loss. He was given one year to either raise her up or demolish her to maintain a clearance of 35' of water above her deck.

The first step in his plan was the removal of the ore. Divers braved the currents to locate the huge steel hatches that had to be removed. Bouys were placed at each hold opening so the crane operators could lower their bucket and extract the ore. Roen was able to remove 8,000 tons of ore before winter's high seas and ice brought the operation to a close.



Over 10,000 tons of ore had to be removed before salvage efforts could begin. The last 2,000 tons were mostly unreclaimable and were dumped back into the water.

Roen and his crew utilized the winter months in planning how they would go about raising the *Humphrey*. At 600 feet, she was the largest ship to ever sink in the Great Lakes, so ingenuity was definitely required. In the end their plan was to raise the ship in a series of lifts and tows using other barges.

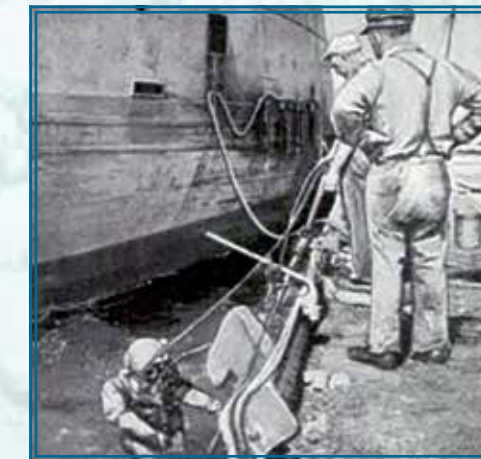
This was a new untried idea as far as any shipping men could remember. The captain's idea was to raise the *Humphrey* by a series of pickaback lifts and tows. The pickaback "rider" was to do a large share of the lifting. This proposed operation required Blueprints to be drawn up, special tools to be acquired or built, and a model representing 140 feet of the *Humphrey's* midship section to be constructed for tests.



A model of the *Humphrey's* midship section used in various tests to determine the effectiveness of each proposed stage of the operation.

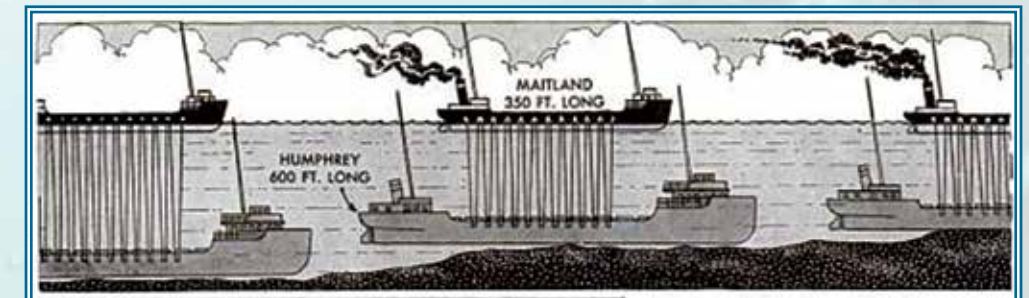
In May 1944, they were back at the site with a wrecking barge and a larger barge, the *Maitland*. Roen salvaged 2,000 more tons of ore from the wreck, most of which was unuseable and was dumped back into water. Now, with most of the ore removed from the ship, the underwater work began. The four divers hired by Roen found that the pressure created as the *Humphrey* went down had crushed the bulkheads and split the seams of the ballast tanks.

First divers applied quick seal cement to the split seams on the ballast tanks to make them airtight. Then the tanks were partly filled with water to stabilize the ship. (Thought was given to blowing air into *Humphrey's* tanks to bring her up but it was felt that this would cause her to overturn.)



Brave divers preparing the *Humphrey* by sealing her ballast tanks and attaching 100 sheaves to the *Humphrey's* gunwales, over 70 feet beneath the surface.

Next was the difficult task of attaching grooved wheels, or sheaves to *Humphrey's* gunwales. Three hundred 1-1/2" rivets had to be cut to put 50 sheaves on each side. Utilizing a steam hammer mounted on a powerful chisel the rivets were cut and the sheaves were then bolted to each side.



The *Humphrey* was elevated 6 to 8 feet with each lift. The cable threaded through the sheaves mounted on both the *Maitland* and the *Humphrey* ensured an even lift, and was tightened after each lift.

Fifty sheaves were then also attached to the 350-ft. *Maitland*. Then using 15,000 feet of 7/8 inch cable the *Humphrey* was attached to the *Maitland* above her. The ballast tanks of the *Maitland* were then filled to lower her about 8 feet into the water. Then the *Maitland* was pumped out which lifted the *Humphrey* off the bottom making it possible to tow her a few hundred feet into shallower water. This was repeated five times which moved the ship a mile and a quarter southeast out of the shipping lanes.



The Bow of the salvaged *Humphrey* finally breaks the surface with the decks barely clear; and the pilot house was battered by ice. Note the white marks on the mast which indicated the distance of each of the successive lifts.

Now, in water too shallow to continue with the previous method, the lifting method was altered. Now the *Maitland* and another large barge, the *Hilda*, where put on either side of the *Humphrey*. The ballast tanks on these barges were separated by a lengthwise bulkhead, so by filling the ballast tanks with water they could keep the

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Waldameer Park is

Makin' Waves

THIS SUMMER!

BY DAVID GORMAN

Beachgoers will see a different view this summer as they drive down Peninsula Drive to reach Presque Isle. As part of a \$10 million expansion, Waldameer Park is installing the largest wave pool in the tri-state area.

The project is the family-owned amusement park's most ambitious addition in its 119-year history. The wave pool will be a major expansion to Water World, Waldameer's water park, which was constructed in 1986. The wave pool is the first component of a five- or six-year expansion plan for the water park. Paul Nelson, CEO and owner of the amusement park, spoke about his decision to take on such a project for Waldameer and the community. "I thought that a wave pool would improve our business and boost tourism for everyone in the Erie county area," he said.

Steve Gorman, Waldameer's president and general manager, explained an added benefit of installing a wave pool. "Not only are wave pools a popular attraction in water parks across the country, but they have the capacity to accommodate a large number of people," he said.

The water park expansion will extend into half the space that was previously the parking lot off of Peninsula Drive. The new area comprises approximately four acres, with the wave pool itself taking up almost an acre of that space. For reference, the wave pool will be just over half the size of a standard football field. The remaining parking lot space will be paved and expanded into land

that is currently occupied by the Inn at Presque Isle. At its completion, the expanded parking lot will be twice as large as it had been formerly.

Waldameer's wave pool will accommodate over 1,000 people. "We know of several other parks that built a wave pool and then grew and had to add a second one. We decided to plan for long-term growth and oversize ours to avoid that problem in the future," Gorman said.

Guests will be able to watch the waves from lounge chairs surrounding the wave pool. The new area will have seating for over 1,000 people.

The wave pool will also be equipped with safety features like built-in handholds for guests to hold onto during waves. The wave pool will have a very slight slope at its entry, making it easy for small children to enter. Rotating lifeguards, stationed on the peninsula that separates the wave pool into two sections, will be equipped with emergency

buttons to stop the waves if a swimmer is in trouble. Gorman estimates the park will hire an additional 20 lifeguards this summer to monitor the wave pool area. "They will be specially trained in deep-water safety," Gorman said.

The wave pool is not the only addition to the water park for Waldameer's 2015 season. The Waveside Grill will also debut this summer and serve spaghetti dinners, in addition to the Park's usual fare.

Nelson is especially proud of the new amenities the water park will feature to serve guests. A new restroom complex, located in the wave pool area, will include four family bathrooms for parents of small children and individuals with handicaps. There will also be

body and foot showers outside the rest-room complex for guests to rinse off and cool down. Water World's existing bathhouse, located at the entrance to the water park, will also be expanded adding 36 changing stalls, including designated handicap-accessible stalls.

Additional changes include converting Pizza Beach, which in the past served as a food/refreshment center, into a locker house and gift shop. Guests will have their choice of over 1,000 lockers, which is over triple the number of water park lockers available in previous summers. All-day lockers will be available in three sizes, with small lockers also available with a pay-as-you-go option. The gift shop will sell items guests may have forgotten or decided they needed, like sunscreen, towels, t-shirts, flip flops, and hats.

But the biggest improvement for 2015, according to Nelson, is the new admission booths, located at the entrances from Peninsula Drive and 6th & 8th Street by the bumper cars. The park

had six admission booths in the past, but that number will increase to a total of sixteen for the 2015 season. Eight of these will be express lanes for guests with season passes, discount tickets from Waldameer's website, or tickets from tourist outlets, which will minimize wait time. "We'll be able to serve our customers much faster than we have in the past," Nelson said.

The space which the former admission booths occupied in the Park's mid-way has been cleared out to allow for additional seating for a new sub sandwich shop and more open walking space. Nelson believes that customers will be pleased with the new arrangement which will really open up the mid-way.

Due to the installation of the wave pool, as well as being open seven days a week beginning June 15th, Nelson projects a 15% increase in attendance to Waldameer overall for this summer. He also believes this will increase demand for season passes.

Construction began in September and it is estimated that the wave pool will open Friday, May 22, 2015 if all goes according to plan. Faced with snow and the icy conditions characteristic of Erie, Nelson's confidence in a successful installation does not waver. "Special measures must be taken, but it is not impossible. You can work in the winter-time," he stated.

After the wave pool installation is complete for the summer of 2015, Nelson won't rest there. He plans to add more water attractions to the new water park expansion over the next five years. Guests will have more slides to choose from, including a bowl slide and children's racing slides. Younger guests will eventually enjoy a children's spray area and a slide complex with a giant water bucket.

One thing is certain: whether enjoying Lake Erie on his boat *The Carousel* or working at Waldameer Park, EYC member Paul Nelson is sure to make waves.



Come Tarry Here...

at the Erie Yacht Club

Spring Beer Tasting Party

• Presenting All New Seasonal Craft Brews •

By Tom Madura & Dan Dundon

*"Come tarry here and
welcome be
And quaff the foaming brew
A friendly smile, a word,
a song
Will cheer the heart of you."*

Way back in 2008, the Erie Yacht Club hosted our very first beer tasting event, and it was a tremendous success. For many years these tastings featured a selection of beers which were tasted "blind" – that is, the beer was not identified until after we had a chance to taste and evaluate it. These blind tastings were accompanied by a buffet of "beer-friendly" foods.

More recently, we changed the format and incorporated dedicated stations around the room, with each one featuring a different beer along with a specially selected food pairing. For 2015, our theme will be Spring and Summer seasonal beers, just in time to relieve those Winter blahs! Your Beer Tasting Selection Committee (see names at top of page) has worked very closely with our beer guru, Josh Solt from Erie Beer, to offer an array of totally new beers for you to try. Josh worked with our galley staff to pair special food selections with each featured brew, and as the Master of Ceremonies for the evening he will present the features and details of each beer and food pairing in turn. All we need to do is sit back, relax, and enjoy the tastes!

A new feature for 2015 will be a take-home case of craft beer given as a door prize to some lucky attendee. Woo-hoo!

"Other things don't make me nearly as happy as talking and having a beer with my friends."
- Drew Carey

While Drew will unlikely be appearing, his words certainly reflect the spirit of our ongoing series of beer tasting events, don't you think?

To prepare you and get you "in the mood," here are some instructions on "How to taste your beer":

- 1 - Observe the color, head and the consistency.
- 2 - Swirl the beer gently around in the glass to release aromas.
- 3 - Smell, first by breathing in through your nose... then another time breathing in through your mouth. It will be a different experience.
- 4 - The best part is last! Taste the beer by taking a small sip and letting it sit in your mouth to have the flavors reveal themselves.

Did you know the oldest written recipe is for beer? It's true! Written on a four-thousand-year-old clay tablet, the formula quenched the Babylonian's thirst, but was also thought to be handed down by the god Enki himself. Using everything from white and black barley to wheat and honey, the Babylonians often brewed and drank sixteen different kinds of beer. Additionally, the first to make beer, the Babylonians took their brewing very seriously. If someone brewed a bad batch, they would be drowned in it as punishment.

The origin of this rhyme is lost, but, it sure could have been Enki who said:

*"Whoever serves beer
Or wine watered down
He himself deserves
In them to drown"*

In ancient Babylonia, the father of the bride gave his new son-in-law all the honey beer he could drink for a month after the wedding. This is the origin of the word "honeymoon".

While, sadly, we cannot time-travel back to Babylonia, we can convene at EYC and enjoy our beer tasting party. So come on down to the Club on April 24th at 6pm and become part of the Spring Craft Beer crowd!

See you there!

"A fine beer may be judged with only one sip, but it's better to be thoroughly sure."
- Czech Proverb

My Erie Yacht Club friends
and the best of friends,
Loyal, willing and able.
Now, let's get started drinking our beer!

All glasses off the table!

- Irish Drinking Toast (slightly modified)

For more thoughts about beers and maybe additional inspiration to attend the EYC Spring Beer Tasting, see the article "What's the Good Word" on page 28.



Some Fireside Viewing of Maritime Adventure Movies...



to help make it through 'til Boating Season

Still some time to go before "soft water" boating season on Lake Erie begins. In the meantime you can fill those cold evenings "watching" adventures at sea.

We'll start with seven of the most popular at sea movies that I'm sure you have already seen but, if in need of water adventure, this is just a reminder that you could watch them again.

Captain Phillips (2013)

Based on the true story of Captain Richard Phillips, pirates hijack an American cargo ship for the first time in two hundred years.

Pirates of the Caribbean: The Curse of the Black Pearl (2003)

A blacksmith teams up with a notorious pirate, Jack Sparrow, (Johnny Depp) to save the woman he loves from Jack's former allies, who have come back from the dead.

Master and Commander: The Far Side of the World (2003)

This seafaring epic flies the flag as one of the best boat movies ever made, with Russell Crowe and Paul Bettany leading a stellar crew through stormy waters. The movie starts and ends with only the sound of the wind. Some feel it is the best movie ever made about the age of fighting sail.

The Perfect Storm (2000)

George Clooney leads a crew of fishermen, including Mark Wahlberg, on a late season deep sea fishing trip. But, as they retreat for the shoreline, their boat, the Andrea Gail, gets caught in gale force winds, high seas and all sorts of nastiness. Based on a true story, it makes you want to call and make sure your boat insurance is current.

Titanic (1997)

Leonardo DiCaprio and Kate Winslet star in what is perhaps the most famous boat movie of all time - certainly the highest-grossing boat movie of all time.

The Poseidon Adventure (1972)

Gene Hackman and Ernest Borgnine star in this classic film about a group of passengers who struggle to survive after their ocean liner tips completely over.

Now we'll move on to some water adventure movies that you may or may not have seen. Some of these can still be found on DVD or Roku, etc. while others you may have to search for - but it will be worth the effort.

All is Lost (2013)

Robert Redford plays the leading and only role. It's about a solo sailor who gets into trouble the moment he collides into a floating container, fallen off a cargo ship. From that moment on everything goes south...There's a big hole in his boat, water is entering fast and a storm is on its way. Redford's character tries to cope with all these obstacles, but it only gets worse.

White Squall (1996)

A modern story of tall ship sailing, directed by Ridley Scott and starring Jeff Bridges. Based on a true story, teenage boys discover discipline and camaraderie on an ill-fated sailing voyage. This is considered the best sailing movie not based on a classic novel, and ranks as one of the best sailing movies ever made. The story, sailing, and acting are rated excellent.

Crimson Tide (1995)

On a US nuclear missile sub, it focuses on a clash of wills between the new executive officer (Denzel Washington) and the seasoned commanding officer (Gene Hackman), arising from conflicting interpretations of an order to launch their missiles.

Sea Wolf (1993)

Charles Bronson as Wolf Larson, Christopher Reeve as Humphries, Catherine Mary Stewart, and the schooner Zodiac. TV movie adaptation of Jack London's story. The brutal Wolf Larson, captain of a seal-hunting ship, brings a shipwrecked aristocrat and a con woman aboard his doomed ship, the Ghost. Well acted, and even the interior shots were filmed aboard the Zodiac. Some of the sea scenes were actually taken from the 1941 version of the tale (with Edward G. Robinson) and colorized here. (Most reviewers agree, however, that the better version of Sea Wolf remains the earlier (1941) one, so you may want to try and find that one as well.)

Under Siege (1992)

Set on a U.S. naval battleship, former S.E.A.L. and now cook Casey Ryback, played by Steven Seagal, is the only crew member that can stop a group of terrorists as they try to take control of the ship.

Wind (1992)

In this action/adventure with a romantic storyline, Will Parker, played by Matthew Modine, loses the Americas Cup, to the Australians and decides to form his own syndicate to win it back. It is inspired by real events, starting from the loss of the 1983 America's Cup through the events of the 1987 America's Cup. Several of the 12-metre class yachts that participated in the Cup races were repainted and used in the movie. The boat and team representing the US to win used the name Geronimo in their comeback and take back the cup from Australia.

The Hunt for Red October (1990)

Based on Tom Clancy's novel of the same name. Sean Connery plays a rogue Soviet naval captain who goes off-mission in an undetectable Soviet sub. An American CIA analyst (Alec Baldwin) correctly deduces the captain's wishes to defect to the United States, and must prove his theory to the U.S. Navy to avoid a violent confrontation between the two nations. A masterful piece of sub-aquatic suspense.

Treasure Island (1990)

This version was done by TBS, with Charlton Heston and his son Fraser. They took one of the best adventure stories ever written, and did it justice. The movie was filmed in England and the Caribbean; the small boats were actually period wooden boats, superbly handled; they used a real sailing ship (the Bounty from the '63 version) for the Hispaniola. Fraser Heston wrote the screenplay, directed and produced it, and stuck to the story the way Robert Louis Stevenson wrote it, especially in the portrayal of Jim Hawkins as a teenager coming of age. Well casted and acted. Christian Bale as Jim Hawkins, and of course Charlton Heston incomparable as Long John Silver.

Dead Calm (1989)

Nicole Kidman, Sam Neill, Billy Zane, a gorgeous 60 ft ketch, and a dying schooner. An intense thriller that will keep you on the edge of your seat. Except for the first ten minutes, it takes place entirely at sea, and was in fact shot in the Whitsunday Passage in Australia. The boat handling looked real and the way the two characters handle the challenges presented them are very believable. The difficulty of navigating under adverse conditions was utilized perfectly to heighten the tension, and to make it a more believable sailing film.

Das Boot (1981)

The ironically dry title (The Boat, in English) belies the epic wetness of this submarine movie, credited with some of the most claustrophobic cinematography ever committed to film. Set during World War II, the film tells the fictional story of U-96 and its crew. It depicts both the excitement of battle and the tedium of the fruitless hunt, and shows the men serving aboard U-boats as ordinary individuals with a desire to do their best for their comrades and their country. Directed by Wolfgang Petersen with an all-German cast.

Raise the Titanic (1980)

Jason Robards and Richard Jordan star in this film. An excellent example of Cold War-era film, it follows U.S. and Russian crews as they try to harvest a rare mineral from the hull of the Titanic.

Riddle of the Sands (1979)

Some view this as simply the all-time best small-boat sailing/adventure movie! The movie manages to capture the spirit and ambiance of Erskine Childers' 1903 novel, and, with the exception of deleting the Baltic sequences, and the character of Capt. Bartels, remained remarkably faithful to the book. Simon MacCorkindale and Michael York are perfect as Davies and Carruthers, and are well supported by a superb cast. All the elements that made the book a classic are here. A must-see for all sailors.

A High Wind in Jamaica (1965)

Anthony Quinn and James Coburn in a tale of the last days of Caribbean piracy. An excellent movie, based on the novel by Richard Arthur Warren Hughes.

The Old Man and the Sea (1958)

Hemingway's classic tale about an old fisherman's journey when he lands a huge fish that takes him out to sea. Wonderfully done for the big screen. Oscar nominations for Best Cinematography and Best Actor (Tracy), Oscar winner for Best Score.

[continued on next page](#)



Fireside “Viewing”

(continued from previous page)

Twilight for the Gods (1958)

Rock Hudson, Cyd Charisse. Based on the novel by Ernest K. Gann, this is an excellent story about the twilight of commercial sail. In his autobiography Gann relates that the studio bought the movie rights from him, paid him to write the script, chartered his brigantine Albatross to use in the movie, and then paid him to captain it - every sailor's dream! This is the same Albatross that sank in the Gulf of Mexico in 1964 (after Gann sold her). The movie White Squall is based on that incident.

Moby Dick (1956 version)

Gregory Peck as Captain Ahab, with Orson Welles, Harry Andrews, and Richard Basehart. The movie is faithful to Melville's story, and much of it was shot aboard an actual ship, and in small whaleboats. It appeared as though footage of actual whaling was used in some of the sequences (this was, after all, 1956), and where models were used, it's not obvious, except for the rubber white whale. Gregory Peck is a superb Ahab.

The Caine Mutiny (1954)

For whatever reason, stories about mutiny seem to resonate with viewers. Humphrey Bogart and Van Johnson star in this tale of a first officer who relieves his captain of duty and then faces a court martial for mutiny.

Lifeboat (1944)

An Alfred Hitchcock film. Things get tense when the survivors of a torpedoed ship find themselves on a lifeboat with one of the men responsible for sinking it.

Captain Sirocco (1937)

Well-adapted from Rudyard Kipling's great story, and well-acted, this is an excellent picture in all regards. They filmed this using real Gloucester fishing schooners, and what looked like footage of actual fisherman. There are a couple of scenes that were almost certainly shot on a set, but they did an excellent job blending them into actual footage shot on the deck and interior of the real thing. The scenes of the schooners under sail are by themselves worth watching the movie. Oscar nominations for Best Screenplay, Best Editing and Best Picture. Spencer Tracy won the Oscar for Best Actor.

Captain Blood (1935)

The movie that defined Hollywood swashbucklers! Based on the Rafael Sabatini novel, it borrows heavily from the Henry Morgan legend. The film is about an enslaved doctor and his fellow prisoners who escape and become pirates on the open seas. This movie made stars out of Errol Flynn and Olivia de Havilland. Oscar nominations for Best Picture 1935, and Best Sound.

Mutiny on the Bounty (1935)

This classic film stars Charles Laughton and a young Clark Gable. The film tells the tale of Captain Bligh on the HMS Bounty, the crew's revolt against him and the revenge he takes a year later. The 1962 remake of this one features Marlon Brando, and is worth seeing, as well.

For those of you who like to “keep it real” here are some documentaries to help satisfy your water adventure needs.

Beta Centauri: The Voyager of Haidar (2014)

This sailing adventure documentary follows young Captain Dino Poulson and his daughter Sasha as they carry on the family dream of exploring and sailing around the globe. All while trying to overcome a tragic past set of events that left the young Captain's wife and Sasha's young mother deceased. Captain Dino and Sasha triumphantly explore and travel the world's oceans - over 12 years and 3 countries. Simultaneously Dino raises his daughter abroad, single handily skippering his 41” Morgan Out Island sailing vessel. Sasha diligently works on her daily curriculum, as she gains more than just education from a book. All while documenting and capturing the picturesque beauty of their ventures on video for all to experience.

Sea Warriors: The Royal Navy in the Age of Sail (2004)

Captain Richard Woodman as host, this is not a work of fiction but it is a documentary specifically designed to serve as a companion to the works of C.S. Forester, Patrick O'Brian, Alexander Kent, et al. It explores what life was like in the King's navy during the Napoleonic Wars from the Captain to the pressed man, gunner to cook, through interviews with historians and world-renowned authors and recreations of shipboard life on the frigate, H.M.S. Trincomalee.

Charlotte: A Wooden Boat Story (2011)

This documentary is about an extraordinary boatyard, the Gannon & Benjamin Marine Railway, located on Martha's Vineyard. Ross Gannon and Nat Benjamin established the boatyard in 1980, designing, building, and maintaining traditionally built wooden boats. In the process they transformed Vineyard Haven harbor into a mecca for wooden boat owners and enthusiasts.

After a career of designing and constructing boats for others, Nat embarks on building a 50 foot gaff rigged schooner, christened Charlotte, for use by himself, his family and friends. The film follows the everyday activities of the boatyard, emerging as a meditation on tradition, craftsmanship, family, community, our relationship to nature, and the love of the sea.

Tall Ships: The Privateer Lynx (2011)

This is the story of the tall ship Lynx and the lives of the young men and women who sail her. A 122-foot Top Sail Schooner, she is inspired by an earlier Lynx built as a war machine in 1812.

This modern day sailing ship takes us on an unforgettable adventure at sea, witnessing natural wonders, battling treacherous weather and offering time-tested solutions to the environmental perils facing our planet.

Morning Light (2008)

In reality TV style, join a group of young men and women as they prepare themselves to race a 52 foot high-performance sailing yacht in the TransPac race against professionals. They are trained and monitored by the best. The race is more than 2000 nautical miles long and goes from Los Angeles to Honolulu in Hawaii.

Deep Water (2008)

Deep Water recounts the first nonstop round-the-world boat race, and the tragic adventures of Donald Crowhurst. At the end of the sixties, the Sunday Times held the first round the world yacht race. They were 9 competitors: Robin Knox-Johnston, Bernard Moitessier and Donald Crowhurst were three of them. The outcome of this race was unique, Robin won the race, although Bernard was leading it, but chooses to head for the Pacific again, instead of the finish. This documentary focuses on Donald Crowhurst, a friendly amateur sailor who had big dreams and high goals. His boat wasn't ready, he faced huge financial problems if he stepped out of the race and of course, the humiliation. Realizing he wouldn't win the race, he tries to fake the circumnavigation and finish first. For weeks he drifts around while disintegrating psychologically.

Lionheart: The Jesse Martin Story (1999)

Jesse Martin was the youngest person to sail around the world solo, non-stop and unassisted. He was 17 years old at that time. The documentary shows you how he prepared himself and how he lived onboard. You will see him going through the emotions of fear and loneliness, but you will also see his courage to push his own limits.

Island of Whales (1991)

(Nat. Film Board of Canada)

Great shots of the schooner John Muir with whale scientists on an expedition around Canada's Vancouver island. Spectacular photography and sound, both above water and below. Gregory Peck volunteered to narrate it. This is one of Peck's last film enterprises.

Alone Across the Pacific aka Taiheiyo hitori-botchi (1963)

The true story of an ordinary twenty-three year old who crossed the Pacific in a small yacht, a feat which no Japanese had ever accomplished. Kenichi Horie is determined to challenge his family, the law and the nature crossing the Pacific to America in a small sailboat. Despite his careful planning many unforeseen events test his determination.

These are just some of the many water adventure movies and documentaries out there. So curl up on the couch with a hot toddie and enjoy watching someone else's water adventures while you wait for your own to begin. And fear not, summer IS coming!



Many older movies are now in public domain.

You can LEGALLY download & watch them for free.

Here's a good link to get you started:

<http://emol.org/movies/adventure/index.html>



The Mysterious Tale of

Joe Root



Joe was born in 1860 and was a fisherman's apprentice, eventually becoming a full fledged fisherman. Not happy just simply fishing around the peninsula, he decided to make it his permanent home in his early adolescence.

Joe built a number of shacks in various locations around Presque Isle to accomodate the weather or activity of any given day. These shacks were made of driftwood or any other suitable materials Joe might find washed up on the shores. His main residence was a dirt floor shack near to what now is known as Water Works Park.

As for food, The peninsula offered roots, raw fish, and berries especially cranberries that were quite abundant at the park in his time. Sometimes he would even charm peninsula visitors into sharing their lunch.

Although he became particularly fond of raw fish it was said that a dead cow washed upon the shore and Root fed off of it for an entire week (without using any implements to either cook or eat the animal.) Joe was also believed to eat other such exotic foods such as wild cattails, duck potatoes, spatterdocks, dewberries, and wild strawberries. He claimed that he never went hungry because when

the raw fish ran out, he would eat fried mosquitos. Since man does not live on mosquitos alone, he would often visit the city where - for the price of a beer - he would delight the patrons of Sullivan's Tavern with one of his stories or wild schemes.

Although he lived close to the lake, he was averse to bathing and, on dark nights, if you couldn't see him... you could smell him. A believer in the 'natural look,' Joe shaved his grey beard only at Christmas. In spite of his frightening appearance, he remained a friend to many of the townspeople.

It is said that the diminutive bearded man who walked with a limp and wore an old felt hat entertained children and adults alike with his excellent ventriloquism skills. He would pretend to carry on conversations with his hat or a hollow tree stump. A natural ventriloquist, he would converse with an imaginary duck that the children had named Joe. He also delighted the children with his bird calls and his stories about his unseen friends, the Jee Bees, (GBs) who were highly invisible nature spirits that possessed an uncanny knack for predicting the weather.

Joe Root was ultimately a hermit, but on long winter nights, Root would walk to Erie to spend some time at the local poorhouse. Locals could sometimes see him walking on State Street with either a fishing net or a cane pole.

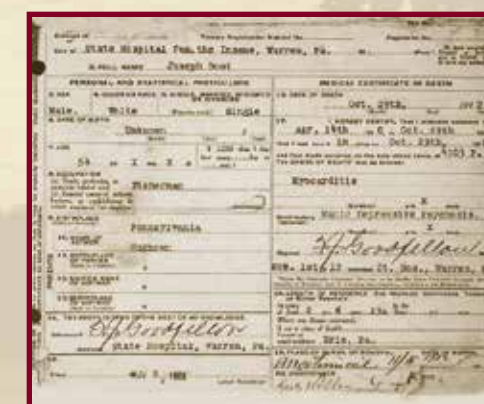
Insisting that the only thing he needed was capital, Joe would reveal plans of a balloon factory that would fly passengers from the Peninsula to Buffalo, using the prevailing westerly winds. His other schemes included a 'feather farm' and Joe's favorite idea which was the creation of a circus whose main act would involve a tightrope strung between the

peninsula and the mainland across which wild animals would be transported in a wheelbarrow.

But a lack of capital wasn't his only problem. Although he was quite harmless, his eccentric appearance would often frighten potential investors. He dressed in a bear skin coat and an old felt hat. He wore only one shoe; his other foot was covered with a burlap bag. But the hermit's pride was his trousers. Wearing up to five pairs of pants at a time, he would arrange them so that each pair covered up the holes in the pair beneath it.

His evenings were spent in his small shack where he was protected from the heat by an air conditioner that consisted of ice chunks placed in the pockets of a pair of trousers that hung from the roof.

Eccentric but harmless appears to be the consensus regarding the inimitable Joe Root. Like many before and after him, Joe's eccentricity may have been his downfall. It is said that Joe was the victim of a scheme to have him removed from his beloved Presque Isle for fear that he would claim squatter's rights to the peninsula.



Joseph 'Joe' Root died of myocarditis and manic depressive psychosis at Warren State Hospital on October 29, 1912. His body was sent to the Anatomical Board in Philadelphia, PA. Joe Root has become a legendary figure in the history of Erie.

It was claimed that Joe had been involved in a violent altercation and he was removed from Presque Isle under a shroud of secrecy and committed to Warren State Mental Hospital (WSMH) in Warren, PA on April 14, 1910.

In 1912, the man who had loved the outdoors died within four walls. 'He wasn't insane,' explained John Carney, author of "Tales of Old Erie" 'people were just afraid of him.'

"It was a sad end for a good man, especially a man like Joe Root."



Joe Root is remembered in the Erie, Pennsylvania area as a mysterious yet colorful character and something of a symbol of Erie's history.

A local restaurant... Joe Root's Grill, honors his name, as does a winter golf tournament, Joe Root's Frostbite Open (which is sponsored by the restaurant, and other local businesses).

Much of what is actually known about Joe Root is speculation. As with most things, the way something or someone is perceived is influenced by one's own background or point of view. The tale of Joe Root is very subjective. Many believe he was the appropriately named "King of the Peninsula" whereas others find him as a simple hermit with nuisance tendencies.

Therefore we can offer no guarantees as to the truth of any of these tales, only a simple collec-

tion of what has been passed down through the years as folklore or legend. Leaving the reader to decide what side of history his story should fall on. He was considered "mysterious" and "a hermit" but there are a few consistent bits of information running through Joe Root lore.

It cannot be denied that Joe Root was one of the most colorful characters to ever set foot on Presque Isle. A man who lived off the land and all that the Peninsula and Erie had to offer.

A WAVE FROM IT ALL



IT'S ALL IN A NAME

If you are buying your first boat or buying a new or different boat, she has to have a name. Not just any name. A good name. A really clever name. A name that is a reflection of her owner, her purpose, her mission. A name that she will proudly bear for years to come. Wow, that's pressure.

There are some great names already at the EYC, so be sure to check them out before you settle on a name. (You don't want to steal someone's name by accident.)

In case you need a little inspiration here is a sampling of some clever names....

A LOAN AT SEA





Yep, There's an App for That...

Like it or not, cell phones have become as essential to us as clothing, food, and fuel. Chances are there's a smart phone within your reach at this very moment. It's amazing how much information and useful functions can be packed into apps, turning your phone into a powerful resource. New apps are developed daily that would be valuable tools for a boater to help you keep organized, get discounts and keep you safe and on course. Here is just a small sample of some boater useful apps:

Boating Suite – Boating Suite by Boating Café, Inc. turns your iPhone into a digital filing cabinet with built-in spreadsheets. It has six modules to keep you organized. They include: Log book to keep detailed records of trips, Fuel and Maintenance Logs, an Expense Log, To-Do List and a Shopping List. The sixth module is entitled My Boat and is a central place to record insurance information, registration, engine information, towing contacts and more.

BoatUS - This free app features three components. The "Call for a Tow" feature provides contact info, boat type/size, location, and whether you have a working VHF onboard automatically when you call for a tow. "Share Your Location" gives you your latitude and longitude even if out of cell phone range, and can share your location via Facebook. The third component is "The BoatUS Directory". If you are a BoatUS member, you can use it to display your membership card to get discounts, get a quote or file a claim for BoatUS insurance, or check the latest BoatUS news.

Drag Queen Anchor Alarm - This app is easy to use, free and does the job. It alarms you if your anchor has dragged. Like many apps the GPS runs continually and can drain your cell's battery, so it's best to plug it in.

EarthNC – A good basic, all-around marine application, EarthNC includes marine charts, weather data, and real-time GPS tracking. Charts are a seamless version of NOAA's raster-based cartography, with the complete NOAA library included. EarthNC also includes marina, bridge, anchorage, and service listings, which are from the Marinalife, Cruisersnet, and Waterway Guide databases.

iNAVX – This relatively advanced nav-app takes advantage of NOAA raster cartography, but can also expand your charting options with the X-Traverse service which allows you to wirelessly transfer charting data from your PC or Mac to your phone, and vice-versa. It's compatible with Navionics Gold, Hot-Maps, and Fish'N'Chip charts, plus topography maps for the US and Canada. X-Traverse also brings social networking to boaters, enabling you to upload or share data points and locations with Facebook updates. It essentially turns your smart phone into a smart chart-plotter, and supports a multitude of real-time chartplotting functions - including speed, course, and bearing data, anchor alarm, track logging, etc. It also gives you the ability to import and export waypoints and routes with Google Earth, and includes tides and currents data and GRIB weather forecasting.

Navionics Mobile – Another navigation app for your smart phone. Mobile turns your mobile device into a fully functional chartplotter. It includes features like wind forecasts, terrain overlays, panoramic pictures, and cartography updates. It also includes a unique "community layer" of data, which is user-generated. In other words, boaters can add to the database as they discover changes that aren't reflected on the charts - a channel marker that moved by drifting ice or a sandbar that shifted after a storm. You can add info like this into the database and so can other boaters, making navigation safer for everyone. Mobile also has the added ability to share tracks, routes, and pictures on Facebook and Twitter.

Windbuoy – A relatively simple app for iPhones, but it has a wealth of good weather data directly from NOAA buoys. Wind speed and direction, air and water temperature, wave period and height, and atmospheric pressure are some of the conditions you can check out.

Clinometer – If you want to know the exact angle at which your sailboat is heeling, this is the app for you. Just download Clinometer onto your smartphone, and the screen becomes a clinometer, accurate to one degree.



SailSim – If you are a racer, SailSim can help and it's fun. You can use this sailing simulator while you're on dry land, to discover how changes in boat heading, the set of the sails, center-board, and boat speed relate to the direction of the wind. As you turn your boat (just turn your smart phone), wind direction stays constant relative to the boat but the sails adjust and change shape as they would in real life. Cool!

WindGuru WAP2 – This simple little app gives you the current and forecasted wind speeds and directions worldwide.



myLite Flashlight and Strobe - You have flashlights aboard, but what if you need one in a hurry and can't put your hand on it or worse the batteries are dead? myLite Flashlight and Strobe provides a strong LED beam as well as a variety of lighting effects on the screen. One of those special effects is an SOS signal - just in case you ever need it.

Boat Essentials – USCG Safety Gear - This app from the American Boat and Yacht Council provides a simple checklist to identify the safety items required to have on your boat. It also makes suggestions on other items that will make your boat safer and more comfortable. Storing information for up to three boats, it also gives maintenance reminders and allows boaters to email float plans, lists and boat details.

Boat Trader - The Boat Trader app provides a GPS enabled boat search putting more than 100,000 new and used boats, yachts and sailboats at your fingertips.

My-Villages: The Boat Village - This digital boat management platform from allows you to keep a running trip log while out on the water and to log hours of critical equipment, such as engines and generators. These logs are then used to generate automatic service reminders. Boaters can also manage an inventory of spare parts and maintain to-do lists..

Skipper - This app provides a seamless chart-plotter with data synced across all of your devices and backed up to the cloud. Skipper downloads official NOAA raster charts and seams them together on your device. It uses a powerful set of weather, tide, routing and tracking tools to aid your journey.

MyWeather - MyWeather gets high marks from most sailors. It's free and easy to use, providing forecasts as well as information about current weather conditions. You can see predictions for this evening or as far ahead as 10 days. Boater-friendly, you can adjust its radar images to show expected wind speeds. It will give you weather information for exact map coordinates and it's easy to switch between where you are and where you're heading so you'll know what to expect.

Radar in Motion - Provides animated weather radar for anywhere in the U.S. You can search by zip code or location.

Weather Alert - A weather notification app that warns you of dangerous weather in your area.

Emergency Distress Beacon - Sends out a distress call with your latitude and longitude to someone who cares.

Beacon - With a cool radar-like screen you can set a "beacon," for somewhere you want to return to (like a favorite fishing spot). Gets you back there every time.

There are thousands of other apps out there that could be useful or fun for boaters. (Actually, according to Google there are something like 65,000 of

them.) Many of them are free or very inexpensive, simply Google them and learn where and how to download them. Then when boating season rolls around and you prepare to take your boat out, find a safe spot at the helm for your app-equipped smart phone.

But a word of caution, apps are great to have, but don't depend too heavily on them. After all, you never know when your phone might fail or fall overboard. It's critical to have conventional boating tools as well. So don't skimp on your marine electronics in favor of a phone. Continue carrying a GPS and VHF, and back-ups for each. Never allow yourself to be lulled into a false sense of security by that cell link to the outside world.



REMEMBER...

Now that you have all those cool boating apps on your smartphone you'll obviously have your phone on the boat with you. That means it could get splashed, sprayed or even dropped overboard. Some people rely on a zippered plastic bag while on the water, but this is just plain inconvenient and not all that effective. There are a variety of waterproof cases available that protect your phone as you use it. Many of these cases fits snugly, so you can use the phone as you talk, take pictures, use the keyboard or recharge. The cases also protects against dust, snow and impacts. So it would be a wise investment.



Run for the Roses at the Erie Yacht Club



You know summer is coming down the stretch when they run the 3 year olds down in Kentucky. What better place to celebrate the fastest two minutes in sports than in the EYC barroom with a hundred or so of your closest friends?

So if you're a horse racing fan or just like a good time partying around ladies with fancy hats be sure and head down to the Club on Saturday May 2nd, for the 141st Kentucky Derby party.

Be sure and reserve your table early in the Ballroom to watch the race on the Club's 12 foot big screen at 453-4931. If you prefer the Grill Room to watch on one of the 5 other televisions there, be sure to come early. Seating will be limited in the Grill Room and no reservations are required or accepted, it is first come first serve, and no complaining allowed if you are stuck behind a lady with a large but stylish hat!

The fun starts at 4:30 with dinner service beginning at 5pm. Coverage of the "Run for the Roses" begins at 6pm. Come early and stay late to celebrate your favorite horse's victory.

Whether you choose to win, place or show the EYC is the place to be the first Saturday in May to say hello to some old friends and to the beginning of a new boating season.



If These Docks Could Talk

by P/C Gib Loesel

Not to long ago I had a little email exchange with our Dock Master Bill Vogel and this got me thinking (again) about the men we entrust the care of our boats and Club to. So once again I turned to our history book and the section on Dock Masters starts with a quote from Commodore Bliss's "call for a yacht club" letter written about 1894...

"The Club House must be situated in some accessible place, with the yachts anchorage nearby so that the attendants at the Club House can keep their eyes on the boats at their mooring. A telephone must be placed so that a man can send word for his boat to be gotten ready, and when he reaches the Club it will be in shape for sailing, rowing or fishing."

Now try and imagine this scenario: I keep my row boat on the dingy dock across from the Canoe House... Bill is at the lift well pulling a very expensive boat with our 50 Ton Travel Lift and it is hanging just over the edge, his cell phone plays some goofy tune, he answers and I say "I will be down for a row please get my boat ready"... now make up his reply...

My oh my how things have changed. Here is a quick review of the men we have entrusted our treasured "yachts" to:

The earliest Dock Master the history book recorded was Paul Malinowski, he was before my time for sure... Old Timers that I have reached out to remember him as a grumpy guy who didn't like the "canoe house kids" kicking at least two of them up the hill, Brother Richard for using a friends boat which he had permission to use and Lew Klahr, just because...

They remember "Cap" Herridy as a good guy... I remember that he kept cats around the Canoe House and if one of the EYC brats was mean to them it was "up the hill".

Next was Bill Hare from Silver Creek, NY. Brother Richard said he didn't know much about boats when he arrived on the job but he was nice to everyone especially the "canoe house gang" and they pitched in to help where they could. It was also reported that Bill would let a little smooching go on during the night time submarine races off the west dock.

After the war, the Club was growing and reached out for a professional... Leo Hess, was a retired US Navy Chief Petty Officer. He was a tough "cookie", had a deep gravelly voice like Louie Armstrong, played a mean saxophone with a local band, liked by all and ran the club well. He left the EYC and opened "Leo's Boat Livery" which was located across the bay next to "Stink Hole".

The book also mentions Tom Shorts, but as hard as I try I cannot place him. He must have been a flash in the pan. Our next D/M was Hank Lorence who had a local business moving large equipment, so boats were right up his alley. Hank later joined the club and many of you will remember him as a fun loving guy, an avid fisherman and each Christmas he would paint seasonal scenes on the Club House windows.

What the book does not mention are the men who have served us on the second and third "trick" and there have been quite a few. Our "senior research department" came up with "Dad" who apparently did not have a given name but was a good guy. While there are several others

the two most notorious that stick out in my mind are Harry Edler the retired railroad worker who carried an eight cell flashlight and would use it for self defense and Louie Narducci who was a "jack of all trades" and served us for 20 years - coincidentally his wife Barbara was the Club's first office employee.

And then came our beloved Marty who served as Dock Master for 28 years, starting in 1953. Interesting fact: there are less than 10 of us who were members when Marty started, and less than 125 of you who were members during his tour.

Many stories have been written about Marty and a song by Boyd Bert that can be found on page 108 of the history book. When Marty retired, his nephew Doug Pomorski (now our Erie Harbor Master) stepped in and did a wonderful job for 7 years.

When Doug left, Gary Copple was selected from the ranks and served for a very short time. Bill Vogel was then selected to step up to D/M. This was a very lucky day for the Club.

Looking back at my story about Marty, Bill stated "in 1978 Marty hired me to do "grunt" work for his boat blocking business, I guess I must have done alright because he hired me." In other words Bill has worked for EYC for about 37 years and as D/M for 26 of those years.

His responsibilities are enormous. With the help of his able crew he coordinates moving and storing 400+ boats each spring and fall, supervises a small army of employees. Maintenance and care of several

buildings and equipment that includes two travel lifts, trucks, tractor, hydraulic trailers, fork lift, several miles of floating docks, gas well, safety records, answering hundreds of questions and doing that "special little favor" members often ask him to do.

My oh my how things have changed...

If these docks could talk they would say, "Bill, you are a busy fellow. I will get my own boat ready for rowing!!"



(L to R) Current Dockmaster Bill Vogel, past Dockmaster Doug Pomorski along with past Dockmaster, I. Martain (Turn-Around) Pomorski. Photo taken at the EYC "Old Timers Night" Sept 1995.



Bill Vogel Dockmaster - Once again hard at work. "literally on the Clubs grounds"



Just another of the Dockmasters chores. Operation and maintenance of the Club's 50 ton travelift.



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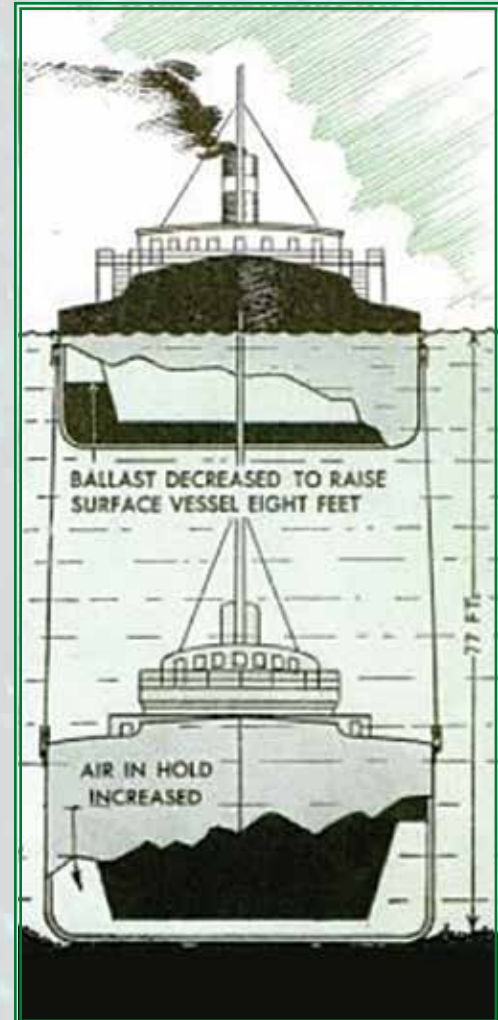
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The Raising of the George Humphrey

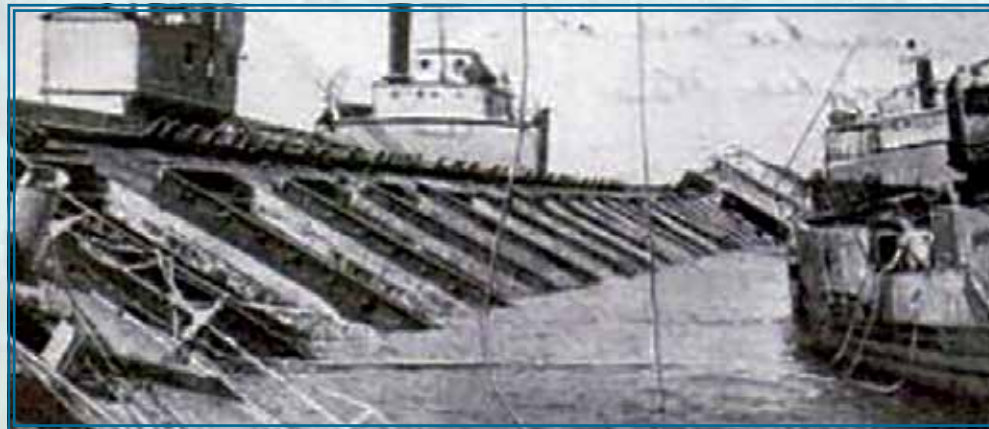
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Humphrey stable. Air was then pumped into the *Humphrey* enabling her to lift off the bottom and the two barges then towed her. After three of these lift and tows the *Humphrey's* deck was above water and she was within a half mile of the beach.



The pickaback method, gives vessel below lift by manipulating the water level of the ballast tanks in the ship above.

The *Humphrey's* forward end was then tilted up and the 18 x 20 foot hole in her starboard side was patched. She was then pumped out and was back afloat after almost 15 months submerged in the Straits of Mackinac. Roen's gamble had paid off. The United States Corps of Engineers claimed, "The raising of the *Humphrey* is a feat unparalleled in American marine history."



When the ballast tanks become unbalanced the *Humphrey* begins to roll. A quick thinking operator fired a shot piercing a hole in an air hose and re-stabilizing the ship.

With the help of Captain Roen's tugs, the *Humphrey* limped into the Roen shipyard at Sturgeon Bay partially under her own power. Repairs were made and after passing inspection the barge was put back into service under its new name *Captain John Roen* in May of 1945.

Captain John Roen was chartered to the Pioneer Steamship Company in 1945, then to the Interstate Steamship Company in 1946. In 1947, she was sold to Boland and Cornelius and in 1948 was converted to a self-unloader at Manitowoc Shipbuilding Company. She was rechristened the *Adam E. Cornelius* and her gross tonnage was increased to 8,217. The ship was repowered in 1955 with a 5,500 horsepower DeLaval steam turbine engine. Then in 1958, in honor

of an important customer of the American Steamship Company the *Adam E. Cornelius* was renamed *Consumer Power*. Over the winter of 1965-66 a bow thruster was installed and during the winter of 1975-76 she was converted from coal to oil-firing with automated boilers.

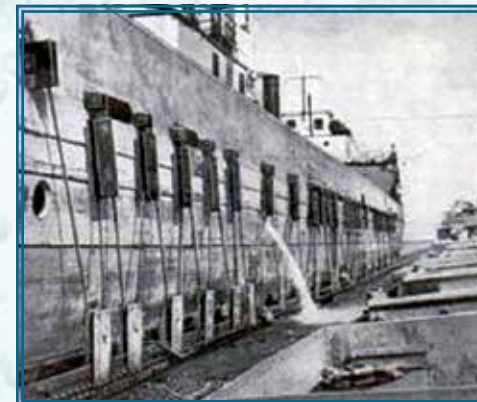
It was in 1980 that this incredible story connected with Erie, when *Consumer Power* was chartered to the Erie Sand Company. Erie Sand utilized the *Consumer Power* for the next five years. She was laid up in Erie for the last time on December 6, 1985. The American Steamship Company sold *Consumer Power* for scrapping to Corostel Trading Ltd of Montreal and on May 2, 1988 *Consumer Power* was towed out of Erie.



The repaired and renovated George Humphrey was renamed "The Captain John Roen" followed by the "Adam E. Cornelius" and finally "Consumer Power" in honor of a very important customer of the American Steamship Company.

A great deal of credit must be given to salvage expert John Roen. When no other salvage company would accept the challenge, he pulled off a remarkable feat when he raised the steel ore carrier *George M. Humphrey*, the largest boat to sink in the Great Lakes.

It was such an engineering feat that "Popular Mechanics" magazine felt it worthy of it's lead story in it's December 1944 issue. (Many of the graphics and photos for this story were borrowed from that issue) This was during the midst of World War II when all the engineered military advancements were underway.



Bolted to the side of Barge and carrier are the sheaves (grooved wheels) through which the cable is laced with the ends attached to a deck winch.

Not only did Roen salvage and repair the ship, he recovered and sold 10,000 tons of ore she was carrying. After over a year underwater, she went on to sail for another 44 years, finally ending her days as the *Consumers Power* right here in Erie in 1988.



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Scotch Tasting at the EYC

by Gerry Urbaniak



So just what makes a really great Scotch? Water, barley, and yeast... that's it. Water that slowly bubbles up through a dense strata of rock, stone and peat, flowing into streams and rivers as fresh as a winter morning is combined with barley, grown in the soil of a rugged nation dedicated to honor, dignity and a fierce love of freedom. Both of these ingredients are then sprinkled with strains of yeast identical to those of a thousand years ago. And then the magical process begins. Although the exact origins of Whisky are subject to a great deal of debate, there is no doubt where the greatest whisky in the world comes from. It is, of course, Scotland.

What make Scotch Whisky truly remarkable, despite the fact that there have only ever been three ingredients? The answer lies in the make-up of the mountains, hills, valleys and seascapes of this ancient land of the Scots. Fields of clover and thistle, damp from the morning dew, and dancing in the breezes give sweet and mellow flavors to the Scotch's of the Lowlands. Stronger, rain and sleet laden winds whip the jagged and rugged areas of the Highlands, imparting a deeper, richer flavor to the Scotch's from that area. And then there are the salty, briny, and peaty waters of the Islands that impart that unmistakable flavor to the Islay Scotch's.

It is with that background that we present this year's Annual Scotch Tasting. Our very own 'Maestro of Malt', Captain Eric Marshall (U.S.N. retired) and P/C Gerry Urbaniak, will host this year's tasting at the Erie Yacht Club on Friday evening, May 9th. Delicious food pairing will accompany each of the Scotch's that we savor, prepared by our very own Chef Daniel. And of course, no Scotch tasting would be complete without the proper Address to the Haggis, complete with Bagpipe accompaniment.

So, whether you're curious as to what all the fuss is about when it comes to Single Malt Scotch, or if you are a Scotch aficionado, we will have something wonderful in store for you. Join us for this year's trip to the Isles, right here at your Erie Yacht Club.

This event is for members of the EYC and their guests. Please call in your reservations to (814) 453-4931. Call early, as this event will sell out quickly.



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What's the Good Word?

by Dan Dundon



In the spirit of anticipating another great boating season as well as attempting to set-the-mood for our spring beer tasting, this installment of Good Words will offer thoughts from some famous (and some not-so-famous) people on the golden nectar so many of us enjoy during the boating season (ok... all year 'round)... beer!

It was as natural as eating was to me as necessary and I would not have thought of eating a meal without drinking beer.

- Ernest Hemmingway

We are here to drink beer... and live our lives so well that Death will tremble to take us.

- Charles Bukowski

From man's sweat and God's love, beer came into the world.

- Saint Arnold of Metz

Who cares how time advances? I am drinking ale today!

- Edgar Allan Poe

This is grain, which any fool can eat, but for which the Lord intended a more divine means of consumption... beer!

- Friar Tuck

(I recommend) bread, meat, vegetables and beer.

- Sophocles' philosophy of a moderate diet

Hmmm... bread and meat = burger... potatoes, lettuce and tomatoes are vegetables, eh? Seems Sophocles is one of us, recommending a burger and fries with our beer!

Fermentation may have been a greater discovery than fire.

- David Rains Wallace

Give my people plenty of beer, good beer and cheap beer and you will have no revolution among them.

- Queen Victoria

Maybe another of Victoria's secrets?

A beer in the hand is worth two in the fridge.

- Unknown

I know it says "unknown" but how many of your friends at the EYC came to mind when you read this?

It takes beer to make thirst worthwhile.

- German Proverb

The mouth of a perfectly happy man is filled with beer!

- Ancient Egyptian Proverb

So, I hope you enjoyed these Good Words! I also hope to see you at our Spring Beer Tasting. See the article on page 8 and the EYC Web-site for details.

Don't forget to send me your favorite quotes and words-of-wisdom (dandundon@gmail.com) for us to include in future EYC log articles!

Article continued on page 157



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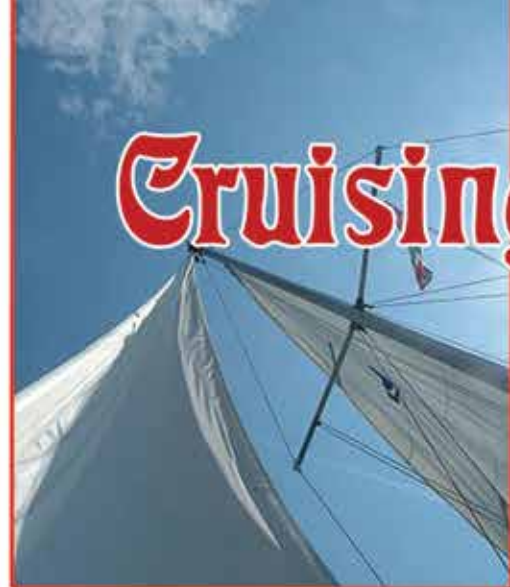
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Cruising & Seamanship Seminar

North U. Presents
Saturday March 28th at the EYC

The revised North U Cruising Course teaches sailing, cruising and seamanship skills. Prepared in conjunction with John Rousmaniere, author of the Annapolis Book of Seamanship, the course focuses on techniques for improved performance, safety, and enjoyment.

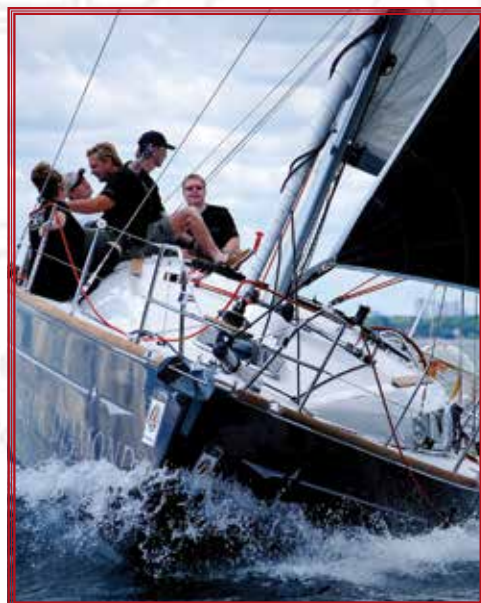
This unique approach to techniques for upwind trim and balance will translate into faster, more comfortable sailing (and less motoring) in the coming season. Whether you sail under jib and main, Gennaker, or spinnaker, our coverage of downwind sail trim will improve your reaching and running performance in all conditions. A segment on the wonder and challenges of night sailing is sure to open your eyes and expand your cruising horizons.

Cruising is more than just sailing. At the North U Cruising and Seamanship seminar, special emphasis is placed on heavy weather sailing and seamanship, safety, and emergency techniques. We look at the equipment, preparation, and techniques needed to prevent and handle a variety of challenges.

All these issues are addressed in detail to show you how to build the skills you need. As described by North U Director Bill Gladstone, "About half the day will focus on safety, heavy air, and emergency techniques you should know, but hopefully never need; while the other half will cover sailing and seamanship skills which you can use every day."

Included with the class is the North U Cruising Disc (PC and Mac compatible) which presents a full take home version of the seminar, with animations, video and voice over by Bill Gladstone. Also available is the 3rd edition North U Cruising Workbook, which is filled with practical hands on techniques, challenging problems and real world solutions. A Suddenly Alone Workbook is also available to help you prepare your boat and yourself for safe short-handed cruising.

Iver Franzen will be your instructor. He is a seasoned sailor, whose combined sailing skills and teaching experience mean the course will emphasize your sailing, not their sea stories. Bring your questions... Leave with answers.



Class Outline (Course runs from 9:00 - 4:30)

Upwind Sail Trim & Performance

- Wind, sails, and the wonder of upwind sailing
- Trim fundamentals and sail controls
- Angle of attack, depth, and twist
- Helm balance, speed, and pointing
- Powering and depowering
- Sail selection
- Trimming to wind and sea
- Trimming for an autopilot
- Tacking

Downwind Sailing

- Under mainsail and jib
- The boom vang and preventer
- Powering and depowering
- Wing-and-wing
- Spinnakers and Gennaker
- Snuffer
- Set, Jibe, Douse

Heavy Weather Sailing

- Shortening sail
- Sailing in waves
- Slowing down and heaving-to
- Heavy weather boat handling
- Safety harnesses and jacklines
- Squall!
- Storm sailing
- Misery and danger

Anchoring

- Principles
- Types of anchors
- Anchoring in current, shoals, and storms
- When and how to use multiple anchors

Safety

- Risk and prevention
- Formula for disaster
- Preparing the boat and crew
- Eternal vigilance
- Emergencies!

Emergencies/Suddenly Alone

- Crew Overboard Rescue
- Fire
- Grounding
- Injury and seasickness
- Dismasting
- Sinking
- Calling for help



Sailing Toward a Destination

- Predicting wind and weather
- Using wind shifts to advantage
- Tides and current
- Basic coastal piloting and dead reckoning
- Navigation aids and rules of the road
- Night sailing: pleasures and cautions

So sign up today! This is an open invitation to all, not just fleet sailors. Registration will be handled through North U at: www.northu.com

Hope to see ya there!



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AHHH... SMELLS LIKE ANOTHER EYC SOCK BURNING PARTY

Ode to the Sock Burners

*Them Erie boys got an odd tradition
When the sun swings to its Equinoxial position,
They build a little fire down along the docks,
They doff their shoes and they burn their winter socks.*

*Yes, they burn their socks at the Equinox;
You might think that's peculiar, but I think it's not,
See, they're the same socks they put on last fall,
And they never took 'em off to wash 'em, not at all...*

*So they burn their socks at the Equinox
In a little ol' fire burning nice and hot.
Some think incineration is the only solution, '
Cause washin' 'em contributes to the Lake's pollution.*

*Through the spring and the summer and into the fall,
They go around not wearin' any socks at all,
Just stinky bare feet stuck in old deck shoes,
Whether out on the water or sippin' on a brew.*

*So if you sail into the Basin on the 21st of March,
And you smell a smell like Limburger sautéed with laundry starch,
You'll know you're downwind of the Erie Yacht Club docks
Where they're burning their socks for the Equinox.*

- Jefferson Holland

Ahoy Springtime! Warm weather ahead. Time to start realistically looking forward to another boating season. What better way to give the one-fingered wave goodbye to winter than a good old fashioned sock burning party.

On Wednesday March 18th the EYC will play host to our annual Sock Burning Party on the Club-house deck at 6 PM. Fabulous dinner and drink specials will be featured as well as live entertainment by Uncharted Course of course. Be sure and bring your smelliest winter socks to offer up in sacrifice to gods of warm summer weather and a beautiful sailing season ahead.

The act of sock burning began as a tradition in the town of Annapolis, MD in the mid 1980's, according to the Annapolis Maritime Museum.

It is celebrated in conjunction with the spring equinox when day and night are of equal length everywhere on earth. In the boating community, it is highly frowned upon to wear socks with your shoes between the spring and fall equinox.

The act of burning socks began with the boatyard employees who worked on the boats year round. Their socks would get filled with paint, sawdust, fiberglass, and other materials throughout the winter months and come spring they lit their socks on fire as a way to show their hard work was done and the boats were ready for another season.

There is one exception to this "sockless" rule: If on a given day the temperature drops below 30° Fahrenheit and the wind gusts over 17 knots, one can wimp out and don socks. This is known as the "Wimp-Chill Factor."

The Erie Yacht Club will be wimp free as we host your Sock Burning Happy Hour.





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"i dream oceans"

*i dreamed a dream of ocean gales
rocky reefs and atlantic whales*

*i saw a sailing ship upon the sea
but on that ship i saw not me
the details were blurry and i cannot tell
but the waves seemed to play music with that old ship's bell*

*oh she heaved to and pitched fro! -
as her courageous captain steered on, the others, hiding below*

*i dreamed a dream, of cold winter gales
sandbars, currents, and embellished sailors tales*

*but enshrouded in fog of sea, of mind
the storm blew on - and i without time
came to reason, it must be a dream
but how, this ocean, this storm, so real it all seemed*

*so real everything was, but not quite the same
as if butterflies could be viscous and wilderness tamed*

*so clear were these scenes, so clear and yet blurred
my thoughts, too, seemed mixed up, especially the words*

*like... should i die before i rouse,
i pray the lord my soul to house
and should i love before i die,
i thank the lord - how blessed am i?*

*and on that final note, ended my star struck wallowing,
salty eyes, sea-sickness and cotton mouthed swallowing*

*i landed in my warm morning bed
heavier than an anchor made of cast iron or lead*

*be told all this, the truth to you i tell
when i stood up, i still staggered, from the nights oceanic swell.*

-Blake Ragghianti



March Calendar of Club Events

- 1st Club Shutdown
- 10th Club Reopens
- 11th EYC Fellowship Dinner III
"Shipwrecked" presented
by Dennis Hale "Reflections of
a Sole Survivor"
Cocktails 6pm • Dinner 6:45pm
Reservations at 453-4931
- 12th "Trivia Night" Fun & Prizes
7pm - 9pm • Form a Team of 3 - 8
Only 20 open spots each week so
Call 453-4931 to reserve a table
- 15th A la carte Breakfast • 10am - 2pm
- 18th Sock Burning Party • 6pm on the
Clubhouse Deck • entertainment
by Uncharted Course • Featuring
Dirty Drink & Dinner Specials
- 19th "Trivia Night" Fun & Prizes
7pm - 9pm • Form a Team of 3 - 8
Only 20 open spots each week so
Call 453-4931 to reserve a table
- 22nd A la carte Breakfast • 10am - 2pm
"Cocktails & Color" • 4pm
Canvas Art Class at the Club
\$35pp includes art supplies needed
Painting Lesson approx. 2 hrs. long
Call for reservations at 453-4931
- 26th "Trivia Night" Fun & Prizes
7pm - 9pm • Form a Team of 3 - 8
Only 20 open spots each week so
Call 453-4931 to reserve a table
- 29th A la carte Breakfast • 10am - 2pm

Remember!
The Club Will Be
Shut Down From
March 1st - March 9th
For Annual
Maintenance



EYC Seasonal Reminders

• 2015 Slip Fees are due March 31st or a late fee of 20% of the slip fee will be assessed. So let's avoid those fines and remember to get your payment in on time.

• If you intend on Dry Sailing your vessel this year please remember to fill out a Boating Use Application with the Front Office to obtain the appropriate seasonal sticker. Vessels found on the property without the proper Dry Sail sticker will find their boat locked up.

• All disposable winter tarps are to be disposed of in the large roll off container. Do not use the Galley dumpsters.

• Please remember to dispose of all trash in the appropriate containers.

• Remembers that the trash dumpsters are here for all members use and that disposing of trash from home is not permitted.

• After launching your boat, please police the area in which your boat was winter stored. Place all blocking and shims in the pallets located in your area.

• If you anticipate not being in the water by Opening Day, a letter or e-mail to the Dock Committee is due by May 15th. Send all correspondence to the General Manager.

• Learn to Sail Class Online
In 2015, almost every class was sold out by May 15th. Don't delay; register your children before the classes fill. Download your registration form from the 2015 Learn to Sail season.
http://www.erieyachtclub.org/files/Membership/reburn_sail_school_bro.pdf



April Calendar of Club Events

- 5th Easter Sunday Brunch Buffet
11am - 3pm • Entertainment by
Marty O'Conner / John Dauber
Adults \$21.95 • Ages 11-15 \$15.95
Ages 5-10 \$10.95 • 4 & under Free
Plus Tax & Gratuity
Reservations Required
- 8th EYC Fellowship Dinner IV
"Restoration of the Porcupine"
presented by Dave Frew
Cocktails 6pm • Dinner 6:45pm
Reservations at 453-4931
- 11th Wine Tasting Dinner • 6pm
"Country Refined French"
Five Course Menu • Limited to the
first 40 reservations at 453-4931
\$75 pp plus gratuity.
- 12th A la carte Breakfast • 10am - 2pm
- 15th Taxpayers Bawl • 5pm - 9pm
Wallow in the misery of paying
your taxes with fellow taxpayers.
Drink and Select Dinner Specials
priced at \$10.40 • Hors d' oeuvres
- 19th A la carte Breakfast • 10am - 2pm
- 24th Spring Craft Beer Tasting • 6pm
Beer Representative Josh Solt to
speak about the many craft Beers
paired with Hors d' oeuvre Buffet.
reserve your group at 453-4931.
- 26th A la carte Breakfast • 10am - 2pm

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