

VOLUME XIII / ISSUE III

May/June 2015

THE LOG



A Splash in the Bay



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From the Bridge

by Fleet Captain Greg Gorny



Congratulations on making it through another record setting Erie winter. Hopefully you took advantage of some of the great social events over the winter months to ease your cabin fever. A similarly full schedule of events await you this summer. Those events combined with the terrific summer weather promised to me by your Commodore will make for a memorable summer of boating.

You have probably noticed a number of projects in and around the club that have been completed or are currently underway. More are in the works for the remainder of the year.

Please take any personal inconvenience in stride during these efforts as the crews strive to improve our facility.

Make sure to put safety first as you prepare your boat for the season. Take care on ladders, using power tools, and always protect yourself from boatyard chemicals and other hazards.

Take the opportunity to make your club a better place by bringing your concerns and constructive criticism to the Bridge and Board and always sending your compliments to the staff.

Most importantly, enjoy your upcoming season on the water.

Directory

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Fuel Dock/Guard House.....	456-9914	Canoe House	453-6368
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EYC Catering: Elizabeth Dougan 453-4931 or catering@erieyachtclub.org

Mailing address: P.O. Box 648 • Erie, PA 16512

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On the Cover...

About 300 swimmers will make a splash on June 20th, 2015 in Presque Isle Bay to test themselves and celebrate a swimmable bay. Photo courtesy of Mark Bowens Studios



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Scan to learn about the Erie Yacht Club

BAY SWIM XIII

JUNE 20, 2015 • 9 AM

PRESQUE ISLE STATE PARK VISTA III TO THE ERIE YACHT CLUB

by Michele Curtze & Pat Davis
Photography by Mark Bowen

The ice has barely melted on the Bay but in less than 3 months, 300 swimmers will gather to celebrate a swimmable bay in Erie, PA. Weather permitting, the eighth annual one mile swim across Presque Isle Bay will begin with a 9 AM start at Presque Isle State Park, Vista III Boat Launch. The swimmers will finish their quest at the Erie Yacht Club. If you haven't witnessed this amazing event, please stop down to Presque Isle or EYC to view the spectacular scene of 300 swimmers working their way across the Bay.

The event began as an intended one time celebration event to mark the greatly improved quality of Presque Isle Bay. Because of its huge first time success, the BaySwim evolved into an annual event. Interestingly for many of the swimmers, for a number of reasons, it has turned into an annual event for them personally as well. Even though the BaySwim is intended to be a non-competitive, completion event, many of the swimmers are back each year to match their prior performance and/or to try to improve their time year after year. The BaySwim experience has generated so many incredible personal stories over the years from swimmers who have ranged in age from 14 to 84.

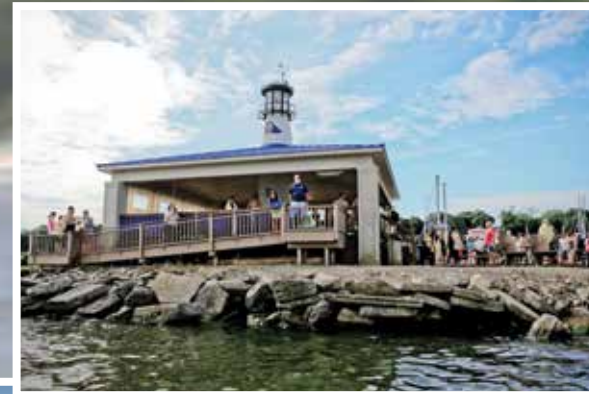
With their entry, in addition to an unforgettable experience, each swimmer receives a "goody" bag as well as a large beach towel that features the major sponsors of the BaySwim.

There are MANY volunteers who work together every year to make this the safest event possible. The BaySwim Committee meets from January until the event takes place, then again at the end of the summer to conclude and make the intended financial donations.

Many of the BaySwim Committee members have been on board since the inception of the event but we are always looking for more help. We need safety boats every year and if you volunteer, you'll have an excellent view of the swimmers! The BaySwim Safety Boat Committee is under the leadership of Fritz Curtze. If interested, please contact Fritz at fcurtze@earthlink.net.

With safety in mind as the top priority for this event, two CPR classes are being held for volunteers and/or the public. The March 30th class is full but there are still a few openings for the April 27th class. The CPR is a two year certification. For more information, contact Michele A Curtze, BaySwim Co-coordinator - mcurtze@aol.com 814.881.5904. Also contact Michele if you are interested in becoming a BaySwim Committee member.

(continued on next page)





BAYSWIM XIII

(continued from previous page)

The BaySwim is a non-profit event that benefits Presque Isle State Park (via the Presque Isle Partnership), the Erie County Diabetes Association, The Reyburn Sailing Foundation, The Presque Isle Lifeguard Association, the Carli Cummings Scholarship Fund and select non-profit organizations whose time, presence and assistance contribute to the success of the event. Every penny of sponsorship is reinvested in the Erie Community. If interested in volunteering the day of the event at the start on Presque Isle, please contact:

Pat Davis, BaySwim Co-coordinator
 patdavis1200@gmail.com
 814.450.9526.

We hope to have an open water swim workshop at LECOM Wellness before the event and will post the information through the EYC newsletter and www.discoverpi.com. Applications for Bay Swim VIII can be found at www.discoverpi.com or find us on Facebook at "Bay Swim - A Swimmable Bay in Erie, PA". Be sure to get your application in early since the event usually sells out by June and there will be NO registrations taken the day of event.

As you can imagine, it takes a lot of orchestration to pull this type of event together. The "e" (EMTA) transports swimmers and spectators from EYC back to Presque Isle. Many of the Erie safety organizations involved include the US Coast Guard, the Erie County Sheriff Rescue SCUBA Team, PA Fish & Boat Commission, St Vincent Hospital, Millcreek Paramedic Services, Emergencycare, Radio Association of Erie and Millcreek Volunteer Fire Department Companies.

The EYC Auxiliary provides an excellent breakfast buffet immediately following the swim in the EYC Ballroom. Breakfast is open to swimmers, families and friends. Cost is \$8.00 per person. Tickets can be purchased at the door.

Of course, it takes sponsorship to have an event such as this take place and we are always seeking sponsorship. Our predominant sponsor this year is Industrial Sales & Manufacturing. We would like to thank the Rutkowski Family for

their support. Major 2015 sponsors to date are LECOM Wellness, GE Transportation, the Carli Cummings Memorial Scholarship Program and Great Lakes Case & Cabinets.

Sponsorship donations can be made out to Presque Isle Partnership and mailed to:
 Bay Swim VIII
 c/o Presque Isle Partnership
 301 Peninsula Drive, Suite 2.
 Erie, PA 16505.

The BaySwim extends a special thanks to Mark Bowen for providing the Bay-Swim photography. Hundreds of Bay-Swim photos from past years can be viewed at:
www.markbowenstudio.com.



YOU'RE INVITED TO Opening Day 2015

BY COMMODORE BRAD ENTERLINE

Please join my wife, Lauri and me on Memorial Day, May 25th for the 121st Annual Opening Day at the Erie Yacht Club. With the dozens of events and parties that the Club hosts all year, none is more dear to my heart than Opening Day. If you are new to the Club, you must not miss this day. If you have been a member for years but have not joined us before, or it has been some time, please come, be inspired and usher in our wonderful summer season!

It is generally believed that Memorial Day grew out of what was known as Decoration Day, a solemn day that came about after the American Civil War. Over 600,000 men lost their lives, including both Union and Confederate soldiers. For perspective, that total number of lost lives is larger than all other U.S. wars combined. On Decoration Day flowers and "decorations" were placed on the graves of those Civil War soldiers who lost their lives. This practice continues today as flags are placed on the graves of all those who lost their lives in any one of our wars or conflicts.

So this day carries great significance for us as a people and Nation; particularly, with the state of the world and the threats and uncertainty that abound today. So while we bow our heads in reverence and respect, it does not mean that we must be downcast for the entire day. We must remember but not become locked in the past. It reminds me of funerals. I look to them as a celebration of life and not a focus on the loss. If you all are around when I am called to come home, I give you all permission to dance, laugh, tell stories and drink heartily at my demise!

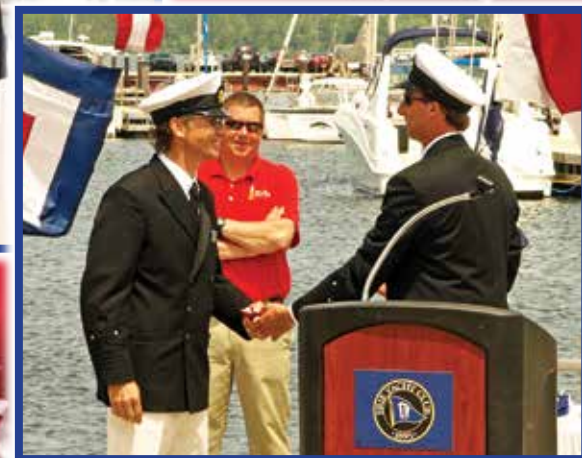
Did you ever wonder why we have the "Call to Colors" at 11:50AM? It is no accident and has significance in history. Traditionally, on Memorial Day the flag of the United States is raised to the top of the staff and then lowered slowly to the half-staff position until noon. It is then raised to full staff for the remainder of the day. The half-staff position remembers all those who have lost their lives in service to our country. When we raise the flag at noon, we remember those who have fallen and promise not to forget.

During the ceremony, I am moved by the prayer for our members and the fleet. The call of the trumpet playing taps both near and far; the Stars and Stripes being raised to full staff; the reading of the members who have passed the previous year; the bagpipes which fill the air with a soulful sound; the canon fire and shotgun blasts; the Past Commodores lined up in uniform as a demonstration of the leadership, service, and dedication; the sail and powerboats all dressed in their colors... and so much more.

This year we have even more reason to celebrate! The long winter's night has finally come to an end! Record low temperatures, significant snow fall, an entirely frozen Lake Erie have given us reason to celebrate the coming of summer!

Oh... a few more personal favorites for this day. Arriving early that morning to dress my boat; getting to the bar well before 1030 hours and having an awesome Bloody Mary before the bar closes for the ceremony; the punch bowl afterward with both regular and high test libation; a delicious lunch buffet with music from Acoustic Gypsies; the Reyburn Sailing School instructors taking kids for a ride on the 420's; and the excitement and smiles from so many members with the anticipation of the entire summer ahead of us!

And then there are the comments from the Commodore. Here is where the eyes glass over and everyone wonders if the bar is open yet! So rest assured, my portion of the program will be thankfully brief. My goal will be to get summer started and dismiss all the Past Commodores who are standing way too close to the water! I truly look forward to this day and seeing you all there.



Deep Freeze at the EYC



by Tom Madura



This one's for all you "Snowbirds" that went south this past winter.

While you were basking in Boca or lounging in Lauderdale, we stayed here and met Mother Nature head-on. We went mano a mano with Old Man Winter, and we got through it! We earned our bragging rights. We survived the Winter of '15 and we're proud of it!



Here are just a few of the things you missed in February alone:

- 10 days with low temperatures of zero or below
- 5 record lows in a 2 week stretch from the 15th to the 28th
- High temperatures below 30 for twenty consecutive days
- Tied the all-time record low for Erie (-18 on Feb. 16)
- Set a record for the coldest February ever recorded in Erie
- Seventh snowiest February on record in Erie

BUT - if you weren't here, or if you were here but spent most of the winter huddled in front of your fireplace sipping hot toddies, don't worry! Your intrepid EYC photographer was stupid / foolish / brave enough to document, for your viewing pleasure, just what the Yacht Club looked like during February. With a few contrasting photos from last summer for comparison. So as summer is approaching, look at these and eat your heart out over what you missed.

And then call your travel agent to book a condo in Key West next February. I may just join you.



More Freezing Fotos on Following Page



More Deep Freeze *at the EYC*



Thursday Sunset Happy Hours Are Back!

by Dan Dundon

Nice, warm weather is just about upon us! What better way to end a long Thursday than with a nice "cold one" down at the Club? With great food and music as well, and as an added bonus you get to take in one of the most beautiful sunsets in the world.

We are sure ready to initiate another season of terrific Thursday Evening Happy Hours on the EYC Deck. Count on EYC members to prove we don't really need a reason to party, just some good friends after a long day of work or a not so tough day of boating. Demonstrated each Happy Hour by everyone enjoying the good times and camaraderie.

Great Food and Drink Specials

Of course, every Thursday Happy Hour will include drink specials! Sometimes we will enjoy our traditional complimentary snacks like nachos, pizza, hot chicken dip, potato skins, or eggrolls. Other evenings the EYC will be serving nominal-cost-specials such as Shrimp-on-the-Barbie, Bratwurst, BBQ Ribs, and Specialty Burgers.

So there is never a reason to leave the Club hungry on a Thursday night, just another reason "Good Times" go hand in hand with great food!

Super Entertainment

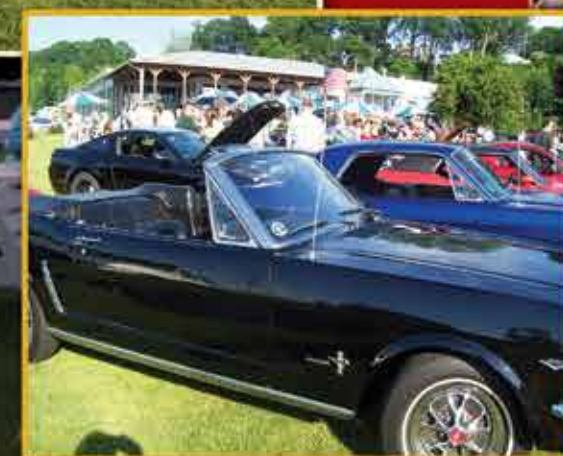
Again in 2015 we will be enjoying live entertainment with great groups like Doggone Good Band, Acoustic Gypsies, Uncharted Course, Mambo, Shally and the Riffriders, The Sam Hyman Band, Key West Express, and Encore.

Special-interest Clubs

We have all enjoyed admiring the beautiful automobiles and motorcycles of the guest clubs over the years, and in 2015 we intend to continue the tradition and host a special interest club each month.

Watch for Lake Erie Mustang Owners Club, Presque Isle Corvette Club, Erie Harley Owners Group, and the Antique Automobile Club of America. If you know of any other automobile or motorcycle clubs that would like to participate, by all means let us know! Call me 969-8631 or email me dandundon@gmail.com.

Make sure and keep your eye on the EYC web-site and check the EYC lobby easels for this summer's contests, entertainment and food specials. There's always something to do at the E.Y.C.! So we hope to see you at the best established and on-going summer happy hours on the Great Lakes!



Racing Fleet Member Profile

by P/C Dave Heitzenrater

The EYC Racing Fleet is comprised of many sailors from many walks of life and various life experiences. A question that always strikes my mind is just how did a particular individual become a sailor and how did they get involved in our racing fleet. Chris Laird, who recently joined the EYC and our fleet graciously agreed to an interview. Here is his very interesting story.

Q. How did you get involved in sailing?

In high school (Beaverhead County High, Dillon, Montana) I loved wood-working shop. In my last year, I came across a plan for "Tramp", a 15 ft knock-about sailboat and convinced the shop teacher to let me build it, even though it would take up nearly half of the shop. It took most of the school year, but with a little help from my older brother and working on weekends, the boat was finished and named "Aeolus", Greek God of the four winds. The local tent and awning shop managed to produce canvas sails, and that summer (1963) on various lakes and reservoirs around Dillon, I learned the fundamentals of sailing. I also learned that I enjoyed sailing more than I could have ever imagined.

Q. What boats have you owned or worked on?

My attention for the next several years focused on getting a college education (BSci Mechanical Technology, Montana State University) and starting a career. My first job was for a compressor com-

pany in Franklin, Pennsylvania (1969) and that first spring I purchased a somewhat dilapidated 16' Finger Lakes K-boat and after some refurbishment named it "Monida" after a small town on the Continental Divide between Montana and Idaho. It was off to Con-neaut Lake and my sailing career was back in swing. Eventually, I discovered Presque Isle Bay and managed to find a slip at the Presque Isle Marina. Sailing on the bay was such a pleasure that I decided Erie would be my next home and in 1974, I found an engineering position at A.O. Smith. It didn't take long before my attention turned to a bigger boat, this time it was a 23' Pearson Ensign which carried the name "Colduck" that I found at the Mentor Yacht Club. The first year, I could not find a slip in Erie and had to keep her in Ashtabula.



Chris Laird with his 16 ft Prospector Cedar Strip Canoe.



Chris with the 24' Glen L Hercules, "Wahoo"

In those days, Ashtabula harbor was a thriving ore and coal port. It was not unusual, when sailing in or out to have my nerves jangled when gondola cars would crash together almost over my head. Finally, a slip was secured in Erie at the old Chestnut Waterworks Marina and for the next several summers Cold Duck could be seen in the bay and in many ports around Lake Erie: Dunkirk, Ashtabula, Fairport Harbor, and Port Dover. In addition to "Take Two" and "Wahoo", I recently restored a 1968 15.5' wooden Windmill class which, being a planning sailboat is a hoot to sail. And years ago, I built two cedar strip canoes that have both been used on numerous canoe trips with June in the BWCAW (Boundary Waters Canoe Area Wilderness) and the Algonquin Prudential Park.

Q. How did you get involved in racing?

My first experience with sailboat racing came when "Colduck" was entered into the very first Mayor's Cup race (1976) and, with the help of a pretty good crew, we managed to not come in last. As happens to many of us, other activities began to take priority over boating and several years slipped past. I even moved away from Lake Erie to Pittsburgh and thought my boating days were history. Then, out of the blue one Sunday morning in 2007, I noticed an ad in the Pittsburgh paper for a "24' diesel powered cabin boat" in Erie. It turned out to be a Glen L Hercules trawler design and had been built in the back yard of Howard Freeman, a retired GE employee.

He had done an excellent job and the boat became mine and I was back into boating. During WW II, Howard had been a submariner and knew crew members from the ill fated "Wahoo" that was lost with all hands near the end of the war. To honor those fallen friends, he had named the trawler, "Wahoo". With a story like that, a name change was out of the question. This time the emphasis was on walleye and perch fishing with my grandkids.



Chris and boat co-owner Shane sailing their 15.5 ft Windmill Class sailboat.

Q. What is the story behind your current boat?

In the dead of winter last year over a couple of beers, my next door neighbor, Shane Wolrabe and I were reminiscing (yarns) about our old sailing experiences. He had been a part owner of a 30' Cape Dory on Lake Michigan and said the arrangement worked great. In a magical flash, we both realized the time had come to get back into it and we began a search for a nice sized sailboat. Within a few weeks, we had purchased Greg Gorny's old "Serendipity", a C&C 30 Mark 1. Greg made it clear that he was going to keep the name.

Q. How did you derive a new name for her?

After the purchase, it didn't take long before we agreed on "Take Two". Since Shane and I were in essence going to be replaying our earlier sailing days, a second take, "Take Two" was a natural.

Q. What brought you to the EYC racing Fleet?

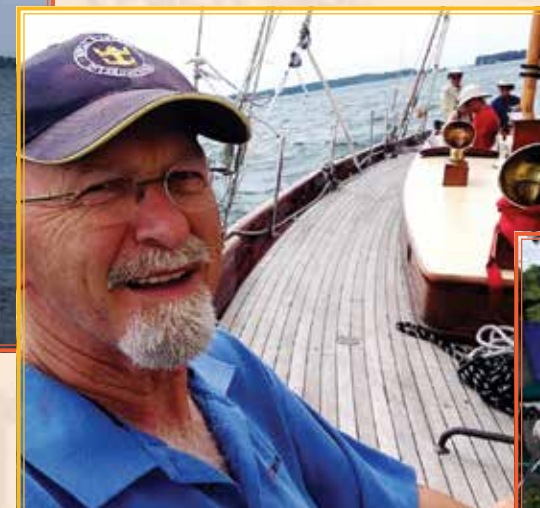
Since the boat came with good sails and we knew it was fast (based on Greg's records) the decision was made to join the EYCRF JAM and on July 16, 2014 we were in our first EYCRF race. It's hard to describe the thrill experi-

enced that evening, but I realized then that I had wanted to be a part of this sport most of my life and it finally had become a reality. My second season of racing will be starting in less than 60 days and I am anxious to see how the reconditioned sails perform and also to see if I can make use of the myriad of techniques learned in the two North U Racing Tactics classes recently taken.

Q. Where do you work and do you have any other interests?

After a 44 year career, I retired from Cameron International (Cameron engineers, designs, and manufactures value-driven solutions for the global oil and gas industry) and with my wife, June, moved from Pittsburgh back to Erie in 2013. We now live in a wonderful neighborhood just up the hill from the Erie Yacht Club. Retirement can present interesting challenges and I have seen others who failed to find purpose and become incredibly discontented in their retirement years. So, when my time came, I made up my mind to become involved with volunteer work.

This eventually led to tutoring ESL (English as a second language) students at the Multi-Cultural Resource Center and it has been extremely satisfying. I also volunteer at the BMC (Bay-front Maritime Center) where I mentor high school students in woodworking. This work has allowed me to become involved, at least on the fringe, with the reconstruction of the historic gunboat, "Porcupine" which will make a wonderful addition to our nautical community.



Chris Laird sailing on "Dreamer"



Wright Built Finger Lakes K-Boat.

Invasive Species of the Great Lakes

Ever wonder about the billboards you see along the highways asking recreational boaters to always drain, wash and clean their boats? No, these are not sponsored by the beautiful boat co-operative, they are brought to you by various branches of environmental protection agencies, designed to help take all possible measures in an effort to stop the spread of aquatic invasive species.



The invasion first began quite a long time ago, with the opening of the Erie Canal in 1825. Sea lampreys and alewives were the first recorded invaders after the canal opening. The first attack of these species only penetrated as far as Lake Ontario, as the massive barrier of Niagara Falls stopped the spread of these species into the upper Great lakes (Erie, Huron, Michigan and Superior).

These creatures as with all invasive species, disrupt the delicate balance of the native species, by altering the established food chain or contaminating the environment in other ways. By definition paraphrased from the U.S. Presidential Executive Order 13112 of February 3, 1999: Invasive Species is any species not native to a particular

ecosystem whose intentional or unintentional release into the ecosystem does or is likely to cause economic or environmental harm to human health.

Ripe for Invasion

Setting the table for the Great Lakes invaders was done through a number of factors. Where Niagara Falls had protected the upper great lakes from any outside invaders, the U.S. and Canadian Governments changed all that when they completed the St. Lawrence Seaway in 1959. The Seaway is an intricate system of locks, dams and canals that allows ocean freighters to sail up the roaring St. Lawrence River, around



The opening of the St. Lawrence Seaway in 1959 not only opened up the Great Lakes for large freighters and new business, but for new disruptive species as well.

Niagara Falls and into the once isolated upper Great Lakes. The upper great Lakes could now accept the cargoes from foreign countries... including the dozens of unwanted species that they carried in their ballast tanks.

This seaway opened the door for commerce to the upper Great Lakes and to the Mississippi river basin via an artificial canal at Chicago that linked Lake Michigan to the basin. Unfortunately the door was also opened to at least 56 non-native organisms that have been discovered since the Seaway's opening.

A warning came in 1981 as to foreseeing the future of species invading the

Great Lakes. A group of scientists took the time to examine the ballast tanks of foreign freighters bound for the Great Lakes. What they discovered was that these ships were basically a floating ecosystem, teaming with all varieties of life gathered from all there various ports from around the globe. The researchers specifically mentioned zebra mussels as a primary threat for possible invasion. Both the U.S. and Canadian governments did nothing in response.

These ballast discharge initiated invasions are not exclusive to our Great Lakes. The Black Sea has been made a mess by a jelly fish like creature the "Comb Jelly" formally known as *Mnemiopsis leidyi*. This baseball-sized predator was most likely brought to the Black Sea via a U.S. freighter's ballast tank in the early 1980's.



The Comb Jellyfish is not a "true" Jellyfish in that it does not sting.

Only 10 years later there were an estimated 1 billion tons of the comb jellyfish occupying the Black Sea according to the University of Wisconsin. This figure is roughly equal in weight to all the fish caught the world's oceans that year. This comb jellyfish inhabitation in the Black Sea was referred to as a pay-back from North America for Europe's introduction of the zebra mussel to the Great Lakes. The comb jellyfish's numbers have diminished in recent years, thanks to the arrival of another exotic species the *Beroe ovata*, a natural predator of the comb jelly. Which in turn has brought back "some" of the other native species including the anchovy and the commercial anchovy business.

During the early 60's the Great Lakes were a dumping ground for many pollutants. These phosphate and other nutrient pollutants were dumped in by everything from washing machines to

chemical factories. These chemicals stimulated plant growth such as so many varieties of algae. The ecology of the lakes were so disrupted at this point, most people had written off lake Erie as America's "Dead Sea". Every summer algae would wash up on the beaches along with millions of rotting alewives that had died when the algae had used up the oxygen supply.

In 1973 the Clean Water Act was passed and was the first major step in turning around the pollution problem in the Great Lakes. It quickly saw improvements to the water quality in the lakes. The states around the Great Lakes also tried to address the alewife problem by introducing other exotics to the waters that would prey on the alewives. Predatory Salmon along with Pacific chinook and coho quickly became favorites of hundreds of thousands of anglers throughout the region.

When trade opened up with the Soviet Union in the 1980's so did the floodgates to new invasive species from our new trade partners. These partners accounted for a huge increase in freighters entering the Great Lakes from the Baltic Sea and beyond. These ships are said to have brought a cavalcade of new species to the lakes such as quagga mussels, spiny water fleas and fish such as the round goby and European ruffe, and a new non-native species is found nearly every seven months.

The Invaders Zebra Mussel (*Dreissena polymorpha*)

One of the first invaders to get national attention was the zebra mussel, a bivalve from the Baltic Sea area that feeds on tiny organisms in the water. The fingernail sized zebra mussel first appeared about 1985 and spread quickly. Today the zebra mussel is almost synonymous with the term "invasive species". These mussels had already colonized rivers and lakes across Western Europe thanks to their extensive network of canals and locks.

These mussels spread at alarming rates and course through rivers, streams and locks like a virus spreading through a bloodstream. These infestations spread through western Europe devastating ecosystems. First in Hungary in 1794,



Zebra mussels get their name from the striped pattern on their shells.

London in 1824, Rotterdam in 1827 followed by Hamburg and Copenhagen in the 1830' and 1840's. It eventually made it's way to Lake St. Clair, (between lake Erie and Lake Huron) some 3,000 miles away from its closest known colony in 1988.

These zebra mussels are a huge nuisance to any industry that depends on Great Lakes water. It has cost billions of dollars over the past quarter century to keep water flowing through pipelines and valves, large or small, they get coated with these mussels and slow or stop the flow of the water. Within 10 years of it's arrival the clarity of the Great Lakes had increased by over 50 percent, largely due to the mussels removing vital nutrients from the bottom of the food chain.

This seemingly desirable effect came with consequences as Lake Huron became so sterile by 2003 that alewives disappeared, starving the salmon fishery into collapse.

(continued on next page)

Invasive Species

(continued from previous page)

Sea Lampreys (*Petromyzon marinus*)

Like something out of a horror movie, Lampreys are eel-like jawless relics from the earliest days of fishes. They have hooked teeth with sucker-like mouths that attach to other fish, then with file-like tongues they suck the bodily fluids from the host fish. Living on the blood of the host fish from 12 to 20 months until ready for spawning upstream. As few as one in seven fish survive a lamprey attack and even fish that do survive are likely to die due to infections left by the open wound.



The Sea Lamprey like an aquatic vampire sucks the blood out of the host fish.

Improvements to the Welland Canal in 1919 are thought to have allowed its spread from Lake Ontario to Lake Erie, and while it was never abundant in either lake, it soon spread to Lake Michigan, Lake Huron, and Lake Superior, where it decimated indigenous fish populations in the 1930s and 1940s.

With the help of pollution and overfishing by the 1940's Lampreys had driven lake trout to the point of extinction. Salmon, whitefish, cisco and burbot populations have also been effected by the sea lamprey. This devastating impact on both recreational and commercial fishing in the 40's and 50's led to the U.S. and Canada forming the Great Lakes Fishery Commission in 1955. This commission had taken effective steps in controlling this species.



These Alewives are considered invasive simply because of their numbers, going unchecked by natural predators.

Designed to target the various stages of it's life cycle including chemicals that selectively kill lamprey larvae and traps and barriers designed to prevent lampreys to move upstream to spawn. Although unable to eliminate the species all together these efforts have reduced the lamprey population by over 90 per cent. These efforts are encouraging but the remaining sea lampreys still affect the native fish species.

Alewives (*Alosa pseudoharengus*)

Alewives are a small silvery prey fish which is said to have gotten it's name from a comparison to corpulent female tavern keeper or "ale-wife". These invaders became most prominent in the 1950's and 1980's after the opening of the Welland Canal and were most abundant in Lake Huron, and Lake Michigan.

One of the biggest reasons for the overpopulation of the alewives were that there were no top predators to keep their numbers down. They often exhibit seasonal die-offs and are likely to be seen floating up on the beaches (and yacht clubs) around the Great Lakes. Controlling the alewives was a primary reason for the introduction of various Pacific salmon to the ecosystem. As these salmon (first Coho and later Chinook) Are predators to the alewives they both kept their numbers down and were a delight to local sport anglers.

The alewives populations have seen big declines throughout much of their range. This decline has been caused by both the increased predatory salmon population and recovering striped bass populations. Most of their declining population can probably be accredited to the loss of proper spawning habitats via man-made obstacles like dams and locks. In response to their declining numbers some Atlantic states have even instituted moratoriums on taking and possession.

Round Goby (*Neogobius melanostomus*)

Round gobies are a soft-bodied small fish, recognizable by it's distinctive black spot on it's dorsal fin. Large eyes positioned at the top of it's head is another identifiable feature in this fish that usually ranges from 4 to 10 inches long.

A relative newcomer to the invasive species list of invaders, the goby was first registered to the North American invasive species list in 1990.

Thought to have been introduced to the Great Lakes via cargo ship ballast discharge the round goby is anticipated to have a great ecological and economical impact.

The round goby has a complex role in the invasive species ecosystem. Serving as both predator and prey in the Great Lakes ecosystem food chain. An aggressive

fish the round goby out-competes most native fish for it's diet of snails and mussels as well as taking their nesting sites. They are also voracious hunters of the eggs of the native species that are very important to the angling industry.

These advantages over the native fish as well as it's natural ability to withstand degraded environments has many anglers concerned, but many of the native fish such as smallmouth and largemouth bass, walleye, salmon and trout have begun feeding on the abundant goby. To the point where soft bait lures are now being designed to look like the round goby.

These invaders from the Black Sea are now the dominant species of fish in the waters off Milwaukee. The goby often feeds on a shin high forest plant called Cladophora, which needs 3 elements for survival sunlight, nutrients and a hard surface, with the mussel beds of the lakes providing all three. The mussels diet of plankton clears the water for sunlight penetration, their hard shells provide a perfect surface for growth and the phosphorus-rich excrement the mussels emit provides the food the plants need to thrive. A wonderful buffet for the goby until the plants die and decorate the shoreline. When the gobies feed upon both zebra and quagga mussels, they pass along damaging toxins into the environment causing more harm to the food chain.



The Round Goby can survive in less than desirable waters which give it a distinct advantage for survival over many native species.

Quagga Mussel (*Dreissena bugensis*)

The quagga mussel is very similar to the zebra mussel, only slightly larger than the zebra mussel, about 20 millimeters wide. The quagga has very similar markings with many variations but in Lake Erie it is more pale towards its hinge or sometimes completely white.

In Lake Michigan three years after the Quagga mussel was identified there. The zebra mussel comprised 98% of the mussel population in the lake. By 1985 that lopsided proportion had completely flipped with the Quagga mussel now making up 97% of the mollusk population.

There are many reasons for this turnaround and none of them good for our lakes. The quagga mussel has many advantages over the zebra mussel. Firstly the quagga mussel is not restricted to the shoreline or shallow depths to survive. Zebra mussels typically are not found in depths below 60 feet. As the zebra mussel only creates a rim of habitation along the shoreline, the quagga mussel can thrive in waters hundreds of feet deep, essentially able to coat the entire bottom of the lakes.

Quagga mussels also do not need a hard surface to attach to, as any soft surface as a lake bottom or other quagga colonies will do. Another destructive advantage for the quagga mussel over it's cousin is that it will feed year-round,



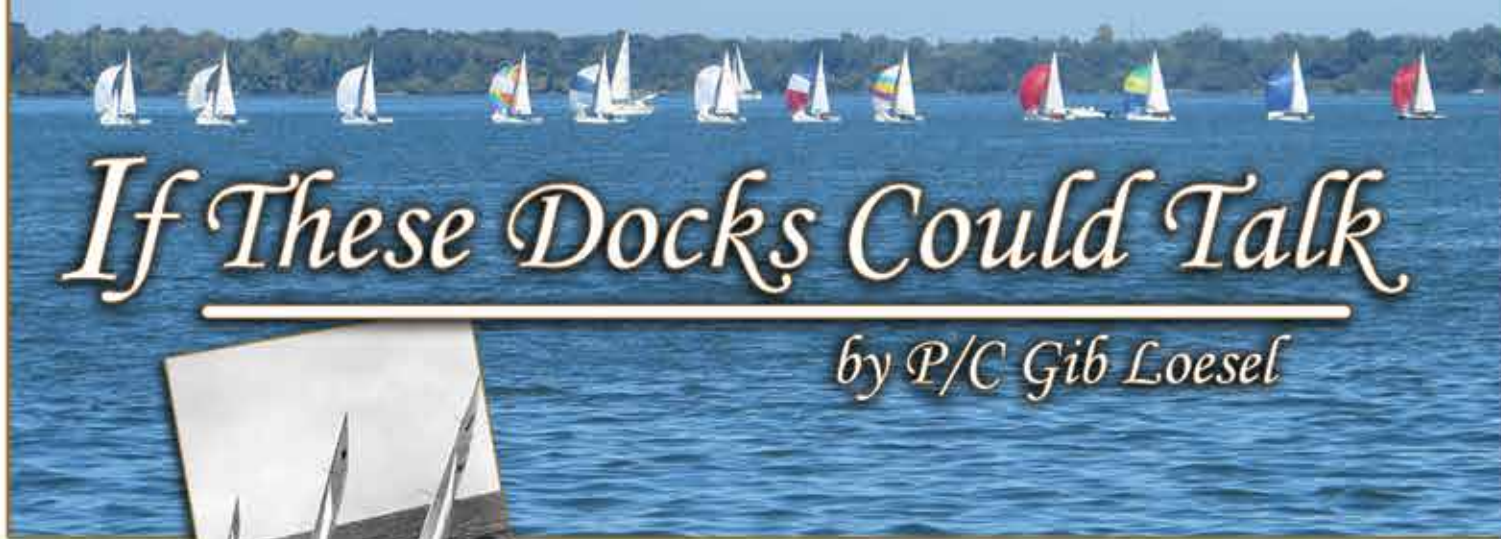
where as the zebra mussel only feeds during the warmer months. This year round feeding attributes to even more vital nutrients being depleted from the waters ecosystem.

From the surface of a lake you cannot see the infestation of the quagga mussel. Under the surface the landscape has changed over the past 30 years, with these mussels now almost covering the lake floor of Lake Michigan. Piling up on each other like coral and in some places clustering up in densities exceeding 35,000 per square meter.

The quagga mussel is also a prolific breeder with a fully mature female capable of producing one million eggs a year. Even with only a 1% survival rate to adulthood there is still astronomical growth in the species. When these numbers combine with all the essential nutrients they remove from the water they can greatly alter the food chain in any ecosystem they occupy.

People tend to believe that the lakes are a variety rich ecosystem teaming with all sorts of fish, but in recent years the quagga mass in Lake Michigan was estimated to be nearly 4 times greater than the schools of prey fish that sustain the lakes struggling salmon and trout. Essentially making it an exotic mussel farm.

(continued on page 28)



A Starboat sandwiched between two Lightnings on a weather tack.

One of the joys of living on Ferncliff Beach is watching what goes on out in the bay “before and after dark”. A few summers ago one of the main events on Thursday evenings and Saturday mornings was watching the newly formed Lightning Class racing and having a great time.

I got to thinking (again) I once owned a Lightning. I wonder if they need any crew? I finally asked and Pat Huntley called and invited me to sail with him and his girl friend (now his wife) Janet. I have to admit I was a little nervous but I did OK. It was a real thrill to be back in a Lightning! These guys and girls are once again demonstrating what small boat sailing is all about.

After my experience I was telling some of my “older” sailing pals (they would also be known as the senior research department) about how much fun it was to be back in a small boat and racing. Of course this all lead to some really good “sea stories” about the “good old days” so I asked my friend Lew Klahr to “spin a yarn” for “If These Docks Could Talk”...

Lew's Story:

Back in the “good old days”, EYC had a fairly large group of “small boat sailors” which raced every Sunday morning. These boats raced in individual classes, and consisted of Stars at 22 feet, and Lightning's, 18 footers and Seagulls all at 18 feet. There was also an “open” class of

boats that raced with a handicap depending on what type of boat it was. As I recall (don't hold my feet to the fire on this one) there was an International 14 footer (looked like a small Thistle), one or two Snipes, one Penguin a Comet and a few others which were one of a kind such as Gordy Gebhardt's Lund built Amber. This was before we had a Thistles or Rhodes Bantam Fleet.

Occasionally, the EYC would have a Club picnic at the Waterworks on the peninsula. As a side event, a sailboat race to the picnic grounds was one of the main and fun events, the race started just before the power boats left for the picnic. All of the classes were to start at the same time.

I had a Star boat, but Stars don't have spinnakers which help the boat's speed when sailing off the wind. We (me and my crew Al Rickloff) discovered that a Lightning spinnaker could be flown on a Star which would give us a nice advantage in the race, my buddy Fred Brehop loaned me one of his. Thinking we were being pretty tricky we vowed not to let the “cat out of the bag”.

The race contestants met at the old flagpole which was located between the Canoe House and the old Club House, south end of “D” dock.

Everyone lined their boats up on the old center dock (now known as “D” dock) just in front of the old flag pole. The rules required us to keep our sails in the bag until we were in the boat, which was good because we had our spinnaker tucked out of sight (part of being tricky). When the starting gun was fired the race was on, rig your boat and get going (lucky for us a southwest wind was blowing) no doubt we would be there first!!

Well you know what they say about “the best laid plans of mice and men”. Much to our surprise, after the starting gun was fired, six guys carrying canoe paddles ran down the dock and jumped aboard Paul Brener's new “light weight” THIS-TLE, four paddled and two rigged the sails. With the guys paddling (Tom Haught, and Bob Herzog were the only two I can remember) they reached the south wind long before the rest of us and were gone!!! Much to our woe, we were soon left far behind. “Tricky” but, greatly out smarted!

- Lew Klahr -



If These Docks Could Talk they would borrow the following words from the story “Wind in the Willows”... when the character Rat says to his friend Mole, “Believe me, my young friend, there is nothing - absolutely nothing - half so much worth doing as simply messing about in boats. Simply messing”.

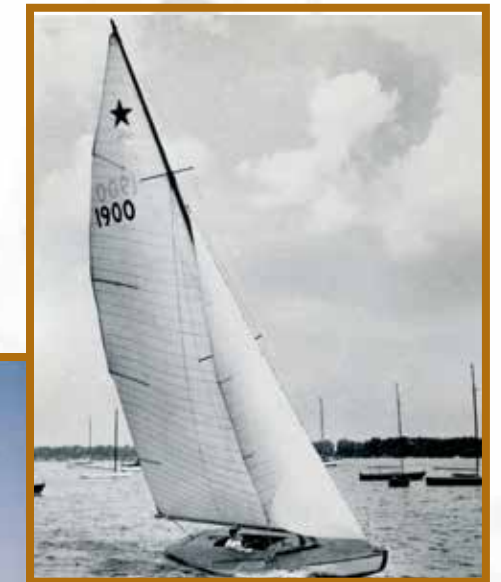
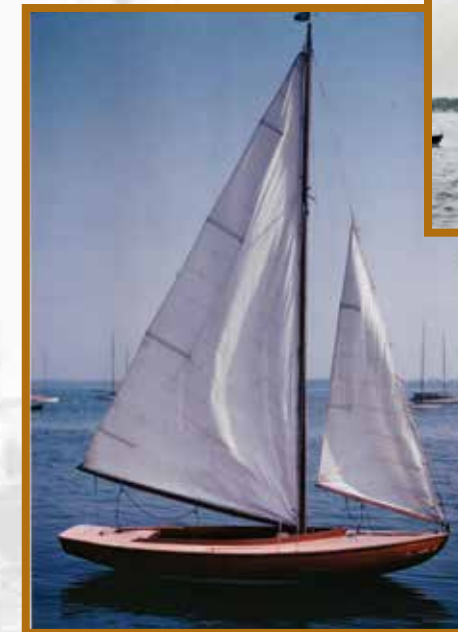
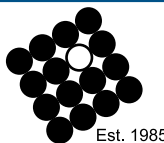


Photo of Lew Klahr's Star that was also used in the family's Christmas Greeting.



Amber built by Herman Lund ... 60+ years old and currently owned by member Mark Wells.



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Erie Yacht Club Racing Fleet Report 2015

by P/C Dave Heitzenrater



Actually racing season planning began back in December when EYC member Jon Stull became the chair for 2015 relieving A.J. Ficcardi's command over the 64 boat fleet. Discussions resulted in a full schedule running from the normal mid-May through October 4th. Meeting topics include race management decisions as well as many fleet events beyond racing. The full schedule of some 45+ races that includes the Women's Regatta, the Junior Cup, overnight trips to both Ashtabula and Port Dover, the five day Interclub Cruise plus the infamous Chile Cup not to mention the many post-race parties.

The schedule has been set and the boats are being readied for launching. The starting flag will be hoisted at 7:00 PM sharp on May 13 to mark the beginning of the EYC racing fleet season. Many were wondering if it would actually happen as the brutal winter had the ice boaters setting a local record by extending their season until the last rides were taken on March 29th. This arctic scene with over 110" of snow to-date at ERI is the result of a record breaking 2014-15 icy winter following the previous record setting polar vortex winter of 2013-14. Locally, February 2015 alone featured multiple zero and sub-zero days with coolest at negative 180 F with its lowest daily high topping out at 10. The average temperature for the entire month was 13.10 brrrrr. We had an unusually thick twenty four+ inches of ice on our bay that survived well until April.



Much more than racing!

In addition to organizing races, the fleet holds many social meetings and programs. The offerings for 2015 including Jeanette Schnars, Executive Director of the Regional Science Consortium on the return of the near shore weather buoy; Dr. Bruce Gebhart MD from St Vincent Family Health spoke on lightning strikes on the water; presentation on the Bayfront Maritime Center's Porcupine restoration project by Executive Director Richard Eisenberg; Flagship Niagara Captain Billy Sabatini and Joe Lengieza, Director of Marine Operations with an update on the historic ship and its supporting volunteer organization.

Past topics have included a weather forecasting seminar by Mark A.

Thornton, American Meteorological Society Past President; P/C David Amatangelo's presentation on his cruise around Cape Horn; Naval officer and Mercyhurst Professor Dr. Allan Belovarac's exciting sailing adventure to the Fuji Islands; a presentation by Ladies of the tall ship Unicorn; fleet member Patrick Faller entertaining presentation of an exciting 40 day voyage on a 38' catamaran from the Canary Islands to Puerto Rico; Red Cross certified CPR classes; a boat lifeline replacement demonstration; a Safety at Sea seminar synopsis by fleet member John Garhardt; a Flare Day flare demonstration with USCGA including vessel safety inspection; Erie Fire department fire extinguisher use demo; a hands on cardboard boat building presentation by builder Steve Giewont; an introduction to the Lake Erie Solo Challenge by Fleet Captain Greg Gorny and Commodore Brad Enterline; a video presentation by Robin Davie, one of a very few people to have sailed around the world solo three times; a complete boat safety presentation by former Erie Fire Chief, William Hertel; a program by local sailmaker Robert Arlet on the re-building of Dreamer, the 1929 55' Alden Ketch; the Regional Science Consortium's planned near shore weather buoy presentation; racing instruction sessions by various fleet members; US Coast Guard, Coast Guard Auxiliary and US Border Patrol law enforcement presentation plus numerous North-U Tactics, North-U speed and North-U cruising seminars.

The fleet has also volunteered hundreds of man hours for various EYC projects including construction of the handicap ramp for the lighthouse pavilion. The 2015 project is the demolition and removal of the pavilion decking to be remodeled by the EYC and completed prior to the club's opening day.

Now is the time to join the fun, use your boat more often and learn to sail better. The 2015 entry application, schedule with complete fleet information is available on the EYC website.



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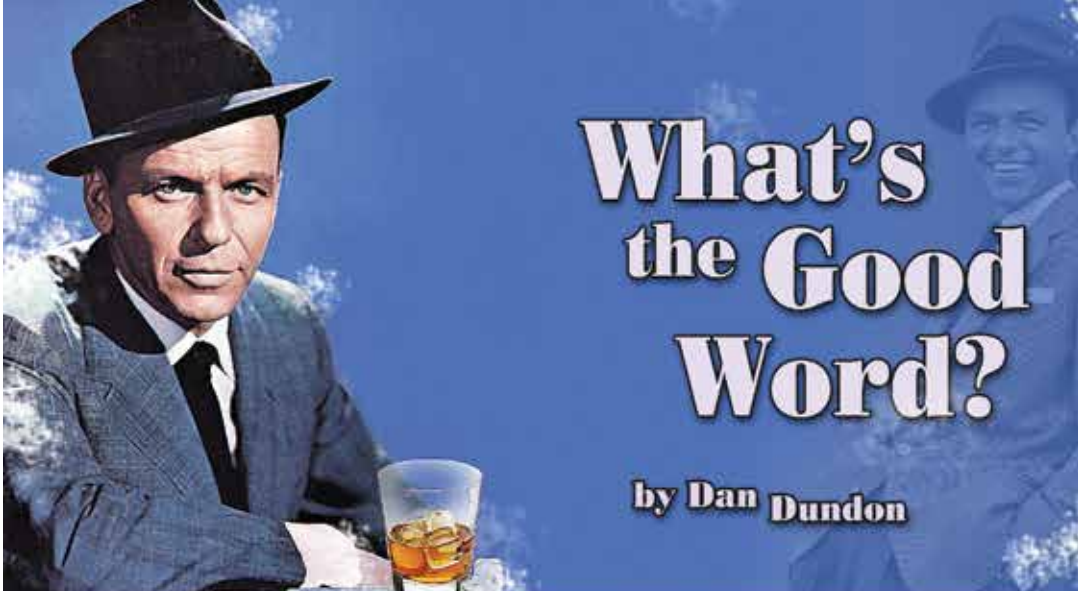


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What's the Good Word?
by Dan Dundon



Having made it through another delightful winter, we can now anticipate another season of terrific Happy Hours on the EYC Deck. Since so many of us so thoroughly enjoy these weekly gatherings with our EYC friends, I figured we might reflect on words some famous people have to say about enjoying such events. Sure these are offered in the spirit of amusement, rather than suggesting overdoing anything is ever a good idea.

When I read about the evils of drinking, I gave up reading.

- Henny Youngman

The problem with the world is that everyone is a few drinks behind.

- Humphrey Bogart

It only takes one drink to get me drunk. The trouble is, I can't remember if it's the thirteenth or the fourteenth.

- George Burns

Alcohol never solved anything. Neither did milk.

- Unknown

If you know someone who tries to drown their sorrows, you might tell them sorrows know how to swim.

- Jackson Brown

Alcohol may be man's worst enemy, but the Bible says love your enemy.

- Frank Sinatra

Fell in love with a beautiful blonde once. She drove me to drink. And I never had the decency to thank her for it.

- W. C. Fields

War and drink are the two things man is never too poor to buy.

- William Faulkner

Here's to alcohol, the cause of – and the solution to – all of life's problems.

- Homer Simpson

You can't drink all day if you don't get started in the morning.

- Ray Daniels

I drink 'til I fall, fall 'til I rise, I rise to drink, drink to be wise.

- Polish Drinking Toast

So, I hope you enjoyed these Good Words! I also look forward to enjoying another season of Happy Hours on the Deck with you. See the article on page 14 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!

One last quote (do you agree I saved one of the best for last?):

Oh, you hate your job? Why didn't you say so? There's a support group for that! It's called EVERYBODY and they meet at the bar!

- Drew Carey



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Invasive Species

(continued from page 21)

Asian Carp (Hypophthalmichthys molitrix)

From the Boat Tavern in Bath Illinois a small craft armada of 78 leaves port for a very unique fishing tournament. This tournament is different in that no one was allowed to use a fishing rod. What could possibly be caught with such limitations? Three hours later they returned with a staggering 1,804 fish ranging from 5 to 20 pounds. Every fish was either scooped out of the air with heavy duty nets or simply fell into the boat!

This is the Redneck Carp Tournament an event held to draw attention to a developing environmental disaster. Silver and bighead carp from southeast Asia that have invaded Midwest rivers and that may soon move into the Great Lakes

Whats at stake? If these Asian Carp should reach the Great Lakes they have the potential to destroy a 5 billion dollar commercial and sport fishing industry. After the United States and Canada have spent hundreds of millions to restore after pollution caused the last biological disaster.

Unlike the other invasive species to invade these Asian carp were not introduced via newly opened passageways or in ballast tanks from foreign freighters. These fish were introduced to the United States in 1831 by the U.S. Fish Commission as a foodfish. Later in the 1970's they were imported from China by fish farmers, mostly in the South & Mississippi basin, to clean their commercial ponds. Unsubstantiated reports of flooding aquaculture ponds allowed these carp of all varieties to establish themselves in the Mississippi river basin and it's tributaries. Another theory is that many of these fish farmers released their oversized carp into nearby rivers &



The Silver Carp is the one variety of Asian carp that are known to jump high out of the water when spooked, often injuring recreational boaters and fishermen.

streams. Although common carp are found throughout the Great Lakes no silver or black carp has yet to be found in any of the Great Lakes.

The silver carp have a reputation of being easily frightened by both personal watercraft and boats, which causes them to leap high out of the water, sometimes from 8 to 10 feet out of the water.

In some instances these carp can grow to almost 100 lbs. but most are of the 5 to 20 lb. range. There have been instances of serious injuries to fishermen from these flying fillets. Cuts from fins, black eyes, broken bones and concussions have all been attributed to these leaping silver carp.

There have been attempts to commercialize these fish as food or their eggs for caviar, as they have been eaten in China for years. Despite renaming these as "Silverfin" or Kentucky Tuna" eating these carp has really not caught on in the U.S. as these Asian Carp are associated with the common carp a bottom feeding and highly bony cousin.

All these varieties of carp damage their ecosystems in any number of ways, from simply overcrowding native species from their habitats to depleting the water of the plankton needed for larval fish and native mussels survival. It is this filtered bottom feeding habit that also makes them difficult to capture using conventional angling methods.

They have such devastation potential that in 2007 the U.S. Department of the Interior declared all silver carp to be an injury species under the Lacey Act.



As an amendment to a transportation bill congress passed the "Stop Invasive Species Act" which required the Army Corps of Engineers to speed up measures to protect the Great Lakes from the Asian carp.

Before this the Corps had already taken measures to contain the Asian carp. In 2002 they completed a demonstrative electric fish barrier in the Chicago Sanitary and Ship Canal, the only navigable marine link between the Mississippi drainage basins and the Great Lakes. Following the demonstrative barriers success a second permanent barrier was put into place. The Corps has since identified 18 more sites of possible invasion into the Great Lakes by Asian carp from Minnesota to New York.

Finding Solutions

As mandated by law, the Environmental Protection Agency now requires all incoming overseas ships to decontaminate their ballast water before discharging it into the any of our fine Great Lakes.

All of these invaders combine to destroy native populations of wildlife both above and below the waterline of the largest freshwater ecosystems. As evidenced by the large growth in seaweed which rots in reeking masses along the shoreline. These foreign organisms are a contributing factor in botulism outbreaks that have suffocated tens of thousands of birds on the eastern shore of Lake Michigan. They are also responsible for toxic algae blooms in Lake Erie that endanger public water supplies.

The hope is that the new E.P.A. ballast regulations will shut the door to any new invasive species to threaten the lakes. This will only be effective if properly enforced. The tiny overseas shipping industry only averages about 2 ships a day through the St. Lawrence Seaway but officials must remain diligent in enforcing the ballast tank regulations as just the introduction of one new species to the Great Lakes can seriously alter it's delicate balance.

What You Can Do

The spread of invasive species is not a problem exclusive to the Great Lakes. Invasive species of these mentioned as well as other variety's have spread to all parts of the country. In these landlocked lakes and rivers these undesirable species are spread almost exclusively through recreational watercraft.

These aquatic Hitchhikers can:

- Reduce game fish populations
- Ruin boat engines & steering equipment
- Increase the costs of operations for clean drinking water & at powerplants
- Reduce native species populations
- Degrade ecosystems
- Reduce property values
- Effect the local economies of water dependent communities


For you and I stopping the spread of these species is really quite simple if everyone follows a few basic procedures.

Simple preventative procedures include:

- Remove any visible mud, plants, fish or animals before moving equipment
- Drain any water from any equipment before transporting
- Clean & dry anything in contact with the water including boats, trailers, outboard motors, clothing or even your dog
- Never release plants fish or animals into any environment that they did not come from

There are more and more laws being passed to stop the spread of these aquatic hitchhikers for both freighters and recreational watercraft. Heavy fines are being given to both, but do not follow the simple steps put forth out of a fear of paying fines, do it because if everyone is diligent we can stop the spread of invasive species and all the damage they do to our beautiful lake.





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Question: Who are the EYC Trivia Night Champions?

by P/C Dave Heitzenrater

Congratulations goes to the Dover Stairmaster Team of Ross Aresco, The Lillis's The Woolard's, Andrew Holland, The Froehlic's, Matt Wilson, Casey Bowes and Tom Tredway. They are repeat winners who have won the 2015 trivia games. As this years winners they have been awarded a \$1,000 prize to be donated to the charity of their choice and have selected the EYC Foundation, Inc. to be the recipient of this generous gift.

A huge thank you to Mike Batchelor, Executive Director of the Erie Community Foundation for providing this very generous gift.

We truly hope that everyone who participated in one of the Club's most popular ongoing events had a great time. Hope to see you again next year!



The "Trivia Night" champions for 2015 the Dover Stairmaster team.

Only in Erie Hard & Soft Water Sailing Side by Side



Laser sailor Phil Mashyna and DN sailor Cutter Niemic after morning snow boarding at Peak n Peek, completing their bucket list trilogy to do each sport locally in a single day. Mothers, be assured that they surveyed the ice very carefully prior to staging the rare photo opt.

They spent much of the day on the foot thick ice with many other ice men but could not resist launching their Laser in the small open area for photographers Alex Miller and V/C John Orlando.



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For the Love of the Club



John enjoyed the water, even when it was hard!

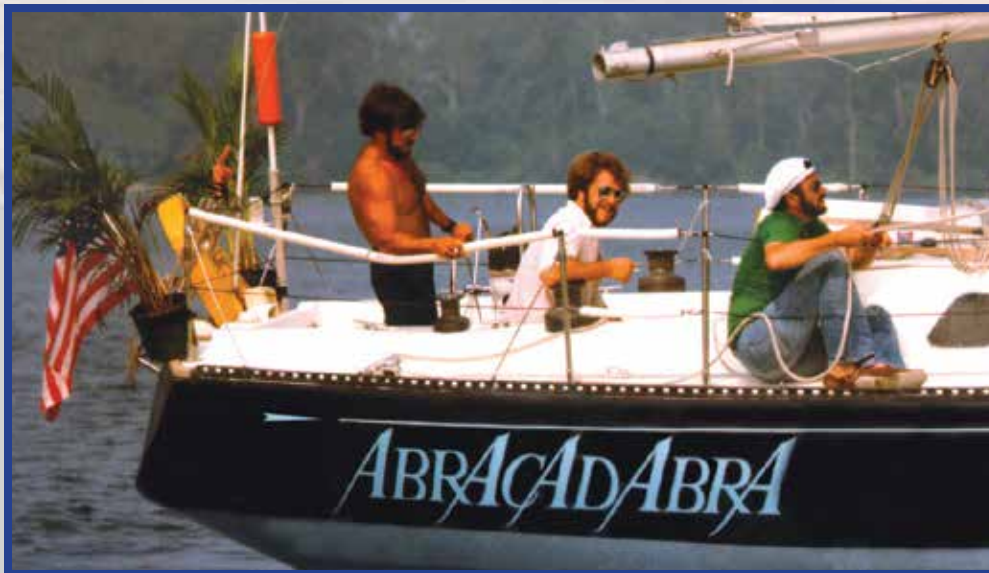
The EYC "LOG", in this current magazine format, was the creation of John Ashby and his company, J.G. Ashby Advertising Inc. The very first issue was July/August 2003. Over the course of the next nine years, John took great enjoyment and pride in putting together the LOG every other month for the Club that he so loved.

As Alzheimer disease took more and more of John it became increasingly difficult for him to positively contribute to the production of the LOG. Eventually it became necessary for his employees to take over.

John was forced to enter nursing care in November of 2012 and, following a massive stroke, died on April 2nd, 2015.



A much younger John Ashby (right) with his older brother David who died of cancer in 1996.



The Ashby boys, John Ashby (at the helm) with his younger brother Ed and older brother David, enjoying a sail together on John's Morgan 31', ABRACADABRA.



John Ashby was Commodore during the Erie Yacht Club's Centennial Celebration in 1995.

A member of the Erie Yacht Club his entire life, he served as Commodore in 1995, chairing the Erie Yacht Club Centennial Celebration. A lifelong boater, both power and sail, John held a United States Coast Guard Merchant Marine 100 Ton Captain's License, covering both power and sailing vessels.

As Board Chairman for the NWP Chapter of the National Multiple Sclerosis Society, he developed the "Sailing Regatta for MS" at the EYC in 1984. That fund raiser is still held annually at the Club, benefiting various charities in our community.

John also enjoyed volunteering for "Frolic on the Bay", helping to provide a day on the bay for children with disabilities who may not otherwise get a chance to enjoy the pleasure of being on the water.

The "Turkey Time Trials" was also John's creation. This just-for-fun sailboat race was held on Thanksgiving morning for those die hard sailors who refused to let the sailing season end. John sponsored the race for many years, providing unique awards for those crazy enough to participate.

John had many, many stories to tell of his days at the Club, beginning when he was just a young child - learning to sail and hanging out at the canoe house. His love of the Club was evident in each and every tale he told.



As per Erie Yacht Club tradition the following poem was read at P/C Ashby's memorial service by current Commodore Brad Enterline:

Crossing the Bar

• Alfred Lord Tennyson •

Sunset and evening Star,
And one clear call for me!
And may there be no moaning of the bar,
When I put out to sea.

But such a tide as moving seems asleep,
Too full for sound and foam,
When that which drew from out the
boundless deep,
Turns again home.

Twilight and evening bell,
And after that the dark!
And may there be no sadness of farewell,
When I embark;

For tho' from out our bourne of Time
and Place

The flood may bear me far,
I hope to see my pilot face to face
When I have crossed the bar.

To honor John's love of the Club, we are asking that you contribute to the EYC's Reyburn Sailing School in his memory. We know he would love to see future generations of young boaters "learn to sail and hang out at the canoe house".

We thank you in advance for your contribution and are sure John would greatly appreciate the gesture.

To donate, make checks payable to:
Erie Yacht Club
P.O. Box 648
Erie, PA 16512

Indicate: Donation to Reyburn Sailing School in Memory of John G. Ashby

As longtime contributors to the LOG already know, two of John's long time employees, Dale Gregory and David Leising, took over ownership of Ashby Advertising in 2012.

We continue to create and produce the "LOG" for the EYC. Your input and editorial and photographic contributions are welcome and support through advertising is urged. With your support, we will continue to make the LOG a quality publication that EYC members can be proud of, just as John would have wanted.

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the boathouse **RAW BAR** party

A summer shindig to benefit
the Erie Yacht Club Foundation.

FRIDAY, JULY 10TH
6:30 – 11 P.M.
\$100 PER PERSON

Martinis and Open Bar • Auction
Raw Bar and Other Gourmet Dishes

More information to follow. Tickets will be limited.
Please contact Heather McBrier at
hmcbbrier@gmail.com with any questions.



May Calendar of Club Events

- 2nd Kentucky Derby Day
4:30 Party Starts • Race coverage
begins at 6pm
12 ft. Screen in Ballroom
Ballroom tables by reservation
Grillroom first come - first serve
- 5th A la carte Breakfast • 10am - 2pm
- 8th EYC Scotch Tasting Event
Sample Single Malts from each
Scottish region • Hors d'oeuvres
Haggis & Shepherd's Pie • 7 - 9pm
Reservations at 453-4931
- 10th Mothers Day Celebration
Brunch Buffet • 11am - 2:30pm
Music by the Marty O'Conner Duo

Dinner Service 5:30 - 7:30
Dinner Specials • Entertainment by
Keys & Strings • Reservations are
required for both dining options
453-4931
- 14th Spring Launch Bawl • 6pm - 9pm
Boat Launch Celebration
Hors d'oeuvres • Drink & Dinner
Specials • Entertainment by From
the Hip
- 17th A la carte Breakfast • 10am - 2pm
- 24th A la carte Breakfast • 10am - 2pm
- 25th 121st Opening Day Ceremony
Buglers Call to Colors 1150 Hours
Punch & Picnic Buffet
Entertainment by Acoustic Gypsies
at 1100 hours
- 31st A la carte Breakfast • 10am - 2pm

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by the EYC Members!
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Good for Your Business
and Good for the Club

Help Wanted for the EYC Racing Fleet

by P/C Dave Heitzenrater

Do you enjoy the fresh sea air,
water, boats sunshine and good
friends?

If so, then we have the just the
position for you. Yes, lucky for
you the Racing Fleet is looking
for a little help with its race com-
mittee duties. There is no heavy
lifting, college or doctorate de-
gree required, nor is there any
drug testing or doctors physical
needed and most importantly,
no experience is necessary.

The actual requirements are
that you can count, tell time
and raise/lower a flag but you
must have a good sense of hu-
mor. Ok, you are over qualified
but not to worry, we do not dis-
criminate. You can leisurely try
it out and see how we fit your
needs. Come meet our 65 boat
fleet with its captains and crew.
There are many free parties and
other great events to enjoy as
well. You can check it all out
on the Fleets' page on the clubs
web site. Just click on the link
to send a quick note indicating
you would like to volunteer.

If you don't do computers,
simply call Dave at 449-5126
Come join the fun !



June Calendar of Club Events

- 4th Thursday Sunset Happy Hour
Let the Fun Begin! 6pm - 9pm
Complimentary Mini Pretzels
Music by the Doggone Good Band
- 7th A la carte Breakfast • 10am - 2pm
- 11th Thursday Sunset Happy Hour
Mustang Owners Night • 6pm - 9pm
Pony Buckets & Grilled Brats
Music by the Riff Riders
- 14th A la carte Breakfast • 10am - 2pm
- 18th Thursday Sunset Happy Hour
Bud Light Night • 6pm - 9pm
Complimentary Fried Raviolis
Music by Uncharted Course
- 20th Bay Swim Breakfast Buffet
9:30 - 11:30 • Hosted by EYC Auxiliary
\$8 pp • Bayside Ballroom / Clubhouse
- 21st Fathers Day
Traditional Champagne Sunday
Brunch • 10am - 2pm
Reservations Recommended
- 25th Thursday Sunset Happy Hour
Yuengling Night • 6pm - 9pm
Complimentary Buffalo Chicken Dip
Music by The Sam Hyman Band
- 26th Inter-Club Regatta
Entertainment by Pink Cadillac
www.erieinterclub.com/event/
default.php
- 27th Inter-Club Regatta
Entertainment by Street Level
- 28th A la carte Breakfast • 10am - 2pm

**Visit The EYC Website
to stay up to date
on all the Clubs Activities**

www.erieyachtclub.org

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