

The ELG



SPECIAL CLUB ELECTION ISSUE

2020 Fleet Madness





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Junior/ Junior Family Membership Opportunities.

Christmas is fast approaching and if you're having trouble thinking of the right gift for your children, may we suggest a membership in the Erie Yacht Club.

The Club's Junior Membership program is available to the children of Regular and Associate members between the ages of 16 and 34 and our Universal Initiation Fee and Dues Schedule make it more affordable for our children when that day comes when mom and dad are no longer paying.

The Erie Yacht Club is a family club and it is our hope that the next generation of our families will come to enjoy the Club and the wonderful yachting heritage we have. To that end, we want you to be aware of the tremendous benefits available for a child of a member who joins the club.

What is a Junior or Junior Family member?

Junior members are children of Associate members, age 16-34.

Junior Family Members are children of Regular members, age 16-34

- Initiation fees are discounted (see Schedule)
- Junior Family members earn a 1/2 point toward acquiring a slip each year.
- Dues are discounted based on age (see Schedule)
- Dues are payable in three annual installments
- Junior Members receive their own member number and membership card
- Junior Family members automatic transfer to Regular membership in the year of their 35 birthdays. Junior Members transfer to Associate membership. Junior Members may transfer to Regular membership upon request.
- Both Junior and Junior Family members may dry sail, rent a jet ski dock and kayak rack.
- Reciprocity with other yacht clubs while traveling.

You can see what a great opportunity this plan offers our young people while enabling them to start their own sense of history within the Erie Yacht Club. Should you wish to provide this membership for Christmas, please return an application by November 30th. The Club will provide a letter on Club stationery for them to open on Christmas morning that indicates that they are now members of the Club. Membership Applications: <https://www.erieyachtclub.org/images/membership/MembershipApplication.pdf>

We are extremely proud of our Club. With our diverse membership, our beautiful facilities and the excellent food and beverage service, it's considered to be among the finest on the Great Lakes. We hope your will join us and continue the tradition!

Initiation Fee and Dues Schedule:

Age	Initiation Fee	Dues	Assessment
16-20	\$0.00	\$85.00	\$0.00
21-25	\$450.00	\$212.00	\$0.00
26-30	\$1,125.00	\$425.00	\$0.00
31-34	\$2,250.00	\$637.50	\$0.00

Sincerely,
Erie Yacht Club Membership Committee



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From the Bridge

by Commodore Dr. Peter Lund



It's hard to believe that a year has gone by and we are approaching the November election. Some of you may be thinking I am speaking of the national election but I am speaking of our EYC annual election. Again comparing ourselves to the national scene we truly have an excellent group of men and women running for either the nominating committee, the board, or fleet officers. This is a testament to our membership's engagement and the success of our Club. I want to thank all candidates for their willingness to run in an election and volunteering their time.

This summer's yachting season is coming to a screaming end. Soon the boats will be on the hard on their cradles and the docks will be empty. Considering the current pandemic, the Club did a remark-

able job this summer offering safe social activities, food and beverage services, and educational sailing programs all within our superlative yachting facility.

COVID 19 did not stop the mission of our Erie Yacht Club. As my year as Commodore comes to a close I must admit it is somewhat bitter-sweet. I must admit in a weird way I enjoyed the unusual challenge of this year but at the same time grateful that I can pass on the gavel to such a capable Vice Commodore as Vinny Cifelli. I will stand ready to serve if requested.

Peter Lund MD Commodore

Directory

Club House	453-4931	Club House Fax	453-6182
Fuel Dock/Guard House.....	456-9914	Canoe House	453-6368
EYC Web: www.erieyachtclub.org		E-mail: eyc1895@erieyachtclub.org	

EYC Catering: Elizabeth Dougan 453-4931 or catering@erieyachtclub.org

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

LOG Photographer Volunteers: Tom & Cindy Madura

Created, Designed and Published by Ashby Creative, Inc.
2741 West Eighth Street, Suite 6, Erie, PA. 16505 (814) 455-2757

On the Cover...

Dick Robertson's Pigs at Sea and Frank Jarecki's Voodoo race upwind in race two of RCR Yacht's Full Moon Series on September 2nd. The full moon did appear later that evening with the spooky crew on Voodoo falling to the sea-going swine team.



Photo by John Chludzinski

Officers

Com. Dr. Peter Lund 840-4392
svua@aol.com

V/C Vincent Cifelli 450-2448
House Committee
vcifelli@roadrunner.com

R/C David Sanner 450-0667
Dock Committee
dsanner@outlook.com

F/C Harvey Downey 434-2517
Grounds Committee
hdowney@navitekgroup.com

David Wagner (Club) 453-4931
Secretary / Treasurer
secretary@erieyachtclub.org

Directors

P/C William Gloekler..... 882-1722
bgloekler@sepcopa.com

Mike Squeglia 392-8491
msqueglia@bffields.com

David Davis 397-6662
dld2@velocity.net

Jeffery Benson 397-9784
jbenson5@yahoo.com

Alex Nagle 397-9389
alex.nagle@gmail.com

Russ Thompson 434-0485
russ@dbconsultants.com

Michael Mashyna 881-8203
mmashyna@roadrunner.com

Contributors to this Issue

P/C Dave Heitzenrater

Tom Madura

Norman H. Stark

Paul Jenkins

Karen Carns

Dave Waagner

P/C Gib Loesel

Dan Dundon

Dianne Cunningham

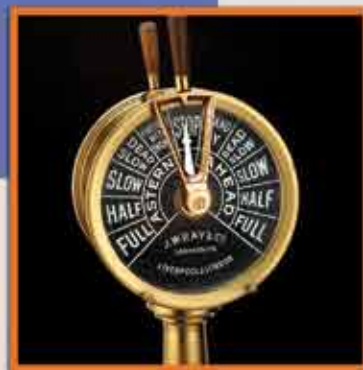


Scan to learn
about the Erie
Yacht Club

2020

FLEET MADNESS

BY P/C DAVE HEITZENRATER



The 2020 EYC Racing Fleet was anticipated to enter the decade resembling the Roaring Twenties, those wild crazy times of the 1920's however as we now look back it was a real dud! No one foresaw the delays, closures and restrictions to which we would all be subjected which led to the season being more of a 'mask-uerade' than the fond events of the roaring 20's era.

On the other hand, boating wise, once we were on the water it was a great summer with especially warm, dry weather and record-breaking high water helping avert those annoying unwanted groundings and subsequent fleet groundhog awards. It all began back in December 2019 when fleet chair Aaron Ackerman held the first of several organizational meetings.

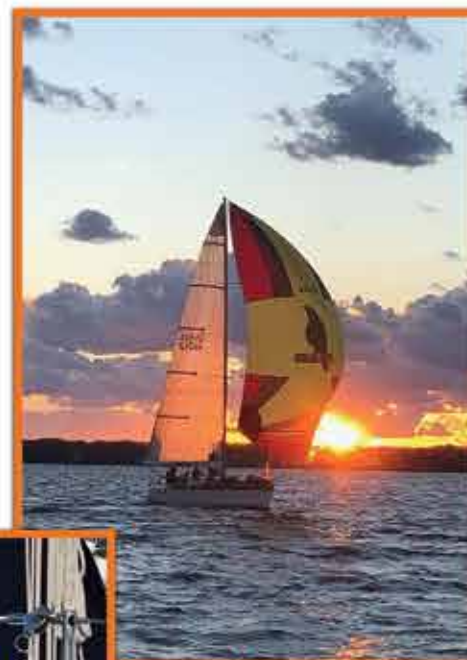
Shortly thereafter, we entered 2020 with both our social event calendar and race schedule completed and published to the fleet. Everything was normal and we continued "Full Speed Ahead" but shockingly all that extensive planning abruptly ended on Monday March 16th, 2020 when Governor Wolf mandated that bars, restaurants, clubs and marinas across Pennsylvania close for at least 15 days. Then just two days later on March 18th this cessation order was changed and establishments like our club received notice from the Pennsylvania Liquor Control Board that all clubs must close until "Further Notice". This never-ending directive included preparing and launching boats. Our fleet was now at "Full Stop".

Currently, as the leaves are falling and the boats are being moved to the hard, the EYC is open and operating however still under very limiting business restrictions.

Looking back at 2020, and we can't wait to do that, most of the social events were cancelled including those precious race critiques, war stories and celebrations held post-race in our lounge next to the bar.

Other notable events that fell victim were the long anticipated EYC Open Regatta - the 125th year EYC celebration with a host of associated events. Social guest speakers, EYC historian, P/C Gib Loesel, Great Lakes Single Handed Society member, Judge John Garhart as well as the North-U seminar with instructor Andrew Kerr from Olympia Washington. Also canceled were the EYC Foundation Raw Bar Fund Raiser, the 63rd annual Interclub Cruise, the Annual Charity Regatta and lastly, the Wolford Trophy races.

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Fleet Madness

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The fleet did finally begin racing on June 24th however under imposed virus social distancing restrictions that prevented our race committee from utilizing the Flagship committee boat. The delayed season start brought limited racing with the start/finish line and race committee established at our EYC lighthouse rather than offshore producing non-traditional off-wind starts and racecourses not considered appropriate for long established deeded race awards.

These conditions also brought crew member limitations on many boats due to no fault of their own resulting in the fleet officers initially proceeding with "non-sanctioned" events utilizing our Family Jam race format. Subsequently a handful of trophy races were eventually held but no season long awards were considered and the annual November fleet banquet/party/dance/bash was abandoned long before arranged.

Some notable trophies displayed in our lobby were awarded despite the season's limitations as follows:

Brier Patch Trophy: Taz III

Past Commodores Night Lighthouse Race: Schock Top

Summer Series: Outlaw

Koehler Cup: Pagan

Gilmore Cup: Outlaw

Eckerd Cup: Outlaw

Thomas Carrol Reverse Handicap: Pagan

Governor's Cup: Raven

Mayor's Cup: Heather's Kitchen

Flagship Niagara Cup: Raven

Le Femme Regatta:

Caroline Mashyna, Outlaw

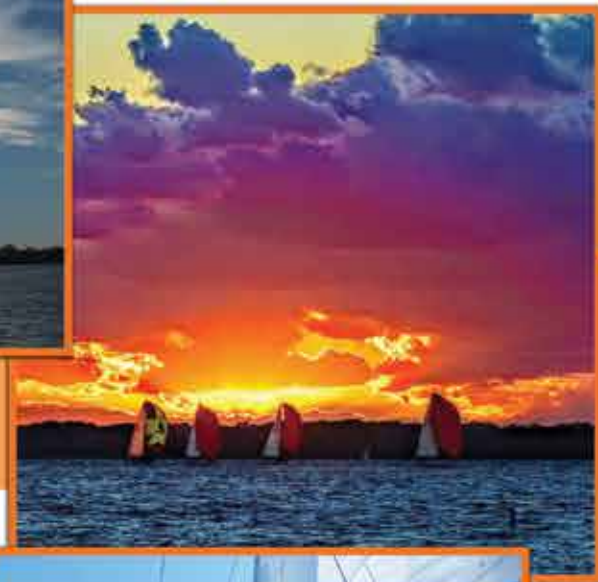
Jr. Racers Cup: A.J. Ficcardi, Joker

A few positives from 2020 include on-line only registration but it came not without a number of hiccups en route. EYCRF chairman Ackerman announced to the diminished 50 boat fleet that fleet member A.J. Ficcardi was approved by PHRF Lake Erie as a Measurer and that fleet member A.J. Miceli, President of American Cruising Sails's of Erie is now associated with industry giant Elvstrom Sails and the loft has been established as Elvstrom Great Lakes Sails.

Despite the confusion and changes, all agree that the racing season was fun and interesting yet the arrival of 2021 will be welcomed while happily viewing 2020 in the rear view mirror. Now at this point in time, only a look into that mostly cloudy crystal ball will determine if upcoming 2021 fleet chair, Fritz Busse will make it roaring again!

We thank our 2020 Sponsors:

American Cruising Sails
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Peter Lund-Urology Associates
Pony Express
RCR Yachts
Thomas Schuyler, IV
Urbaniak Brothers Quality Meats
Wolford Family



A Bad Day on Lake Erie

by Norman H. Stark

The troubled sky and turbulent seas on the day of our "experience".

A few years ago I interviewed several past Commodores as part of the Erie Yacht Club's oral history project. one of the questions was: "What was your worst day in boating? Two of them replied. "returning from Port Dover in mountainous waves, driven by 45 knot winds".

They couldn't remember the year, but it was probably Oct 6th and 7th, 1990. I experienced the same storm and agree that it was my worst day ever, on Lake Erie.

This is a thirty-year retrospective. Bruce Raimy owned a 45' Hans Christian Trawler with tempered glass windows and a very heavy door on a raised pilothouse. It had a single screw 300 hp diesel and was designed to go to sea.

Bruce planned a cruise to Port Dover for a perch dinner at the Erie Beach Hotel: spend an overnight on board and return to Erie the next day. He asked his brother Gary, to join him along with George (Jerry) Metcalf, Del Caryl, Bob Heibel and me.

Everything was very pleasant on the way over - good fellowship: 1-2 foot waves: blue skies and summer temperature. We berthed at the Port Dover Yacht Club on River Drive and called our friends, Dr. Micheal Hagen and his wife Lynn to join us for cocktails. They were away for the weekend, but their daughter Melissa came down for a short visit. The perch was tasty and was followed by "tall tales" and poker on board our trawler the "Clubhouse".

Photos taken by George Metcalf

We awoke at dawn, and after showers in the club, settled down to bacon and scrambled eggs As we were dining, Del, who had been listening to the weather radio, announced that it looked like "a rough ride home" because of the wind, coming back from Lake Huron, was blowing at 45 knots with gusts up to 55. That was hard to believe because it was so calm in the river next to the yacht club. But, when we looked up the river valley we could see the heavy response from the tree tops.

The crew were a little concerned, but we had confidence in Bruce and the heavy displacement trawler that was fully enclosed with a large pilothouse. As we cruised down the river, we saw the condition of Lake Erie - It looked like a metropolitan skyline - with a lot of skyscrapers!

We were still in "relatively" sheltered water, because we were in the lee of Long Point. Nevertheless, it was a challenging passage. But, when we approached the channel into the inner bay that leads to Port Rowan, the Clubhouse got hit with a blast on the starboard side that knocked us down almost 45 degrees. Sailors can handle that kind of knockdown because the sails lose some of their driving force and the weight of the keel rights the ship.



The sloop being pulled through the top of a wave.

It is different in a high-profile trawler because there is no deep heavy keel to stabilize the ship. George Metcalf, an experienced yachtsman and sailor remarked, "Not many boats come back from a knockdown like that!"

That started us thinking. We could see the open lake ahead, beyond the relative shelter of Long Point and it was even more mountainous than the water we were just in. Besides, none of us "had" to get home that Sunday. We could just call our wives and return the following day after the storm subsided.

Just as Bruce was considering coming about, we got a call on the radio from the Canadian Coast Guard, announcing that there was a small

sailboat in distress, asking for aid from any nearby craft. Clubhouse responded and the Coast Guard determined that it was the closest ship that could rescue the crew from the stricken craft. We abandoned our plan to return to Port Dover and headed for open water.

In about an hour, we spotted the broken mast on a small sloop (22 to 24 feet) and made radio contact with the 3-man crew. The closer we got, the more obvious it became that it would be very difficult to come alongside because of the tumultuous seas. The waves were at least 15" high and coming in multiple directions. Moreover, the sloop's rudder was detached and it was simply bobbing from wave top to trough to wave top.

There was a real concern by the sailors that the sloop would capsize because it had a broken and swiveling mast; no rudder and was taking on water when some lateral wave crested over its cockpit. Del and George determined that the best thing we could do was to get a line on the sloop and stabilize so it was always pointed to windward. We tied all our docking lines together and attached it to a life vest that we floated downwind to the sloop.

(Continued on next page)



Floating the line to the sloop. I am the "yellow head" on the right.

A Bad Day on Lake Erie

(continued from previous page)

Its crew snatched the vest with their boat pole and lashed it to the mast because they were afraid of getting up onto the bow.

We soon realized that the tow line was only a partial solution. Yachts don't have as many lines on board as sailboats: therefore approximately 150 feet of towline was not enough to enable the small sloop to ride up and down the crest of the huge waves. in fact, at times, Clubhouse was pulling the sloop through the top of the waves, putting grave stress on the much smaller boat. Also, at times when it crested a wave it would sleigh ride down the front of the wave so fast that we feared it might collide with our stem and damage the single prop, thus marooning both ships to the mercy of the highly disturbed waters.

Fortunately, real help was on the way. A 75' Canadian fishing boat heard the distress call and was on the way about an hour behind us.

When it arrived its captain realized there was no way to save the sloop from its watery fate: therefore he radioed the crew of the sloop to release our towline and prepare to

leap from the tossing boat onto the fisher as soon as it came alongside.

The skipper of the fishing boat expertly positioned his ship to windward of the sloop and then in a guided drift, let his port side smack the starboard side of the sloop. His crew snapped open the large door on the side of the boat where they retrieve the fishnets, and instantly the three crewman on the sloop jumped from the deck of the sloop through the gaping hole in the side of the commercial fisherman. Then the door slammed shut and the sloop drifted downwind. the whole transfer took about three seconds... one second per man!

The Canadian Coast Guard discharged Clubhouse from its rescue mission; therefore we were free to return to Dover. By now, however, we were well beyond the leeward protection of Long Point, all alone in a very threatening sea.

It didn't seem practical to return to Dover. Capt. Bruce considered running with the wind down to Dunkirk, but by this time Clubhouse was holding up well and Bruce was getting used to handling her in such a rough sea. Since the wind and most of the waves were on the forward port quarter, he decided to head for the Erie Yacht Club.



The Canadian fishing boat heading for Port Dover with the sloop's crew safely aboard.

It was not an easy ride. Twice the Clubhouse fell off the top of a wave that was so steep that it didn't just slide down the other side... It just DROPPED - into the troth between the waves - with so much force that twice, Bruce, while standing at the wheel, was thrown to the deck of the pilothouse. Despite the wild jostling I was the only one who got sick. I headed for the leeward side of the pilothouse and gave Lake Erie the evening martini and perch and the morning's bacon and eggs. Bob Heibel held on to my belt to make sure I didn't get pitched overboard.

We called our wives after Bruce decided to return to Erie. K D and Sue Raimy, Jean Caryl, Beverley Metcalf and Suzanne Heibel joined my wife Marie, at our home on Presque Isle Bay to await our arrival. They were very anxious because the passage from Long Point lighthouse to the Bay took almost 5 hours. They couldn't even see the Clubhouse coming up the Bay because it was obscured by the white bursts of waves against the bow.

An epilogue to this mariner's tale, it was reported the following Tuesday, that the sloop washed up on the shore near Silver Creek, without a mast or rudder, but with only a few scrapes on it's gel-coat. It was subsequently recovered by its captain, whom we never met.



The sloop sliding down the wave toward our stem with the slack line flying.

We are all amazed and baffled by the new electronic stuff the younger generation comes up with. Who'da thunk years ago that if someone paid you with a check you could deposit it into your bank account using your phone? Or that you could have your choice of hundreds of channels on your television by simply plugging a memory stick in the back of your high definition Smart TV and streaming?

It all depends on when you grew up and what amenities and tools were available to you at the time. Pictured here are some items from days gone by, although some are still in use today they are all 80 to 400 years old. Lets see how many you can identify?

Hint: Sailors will have the advantage here as they do more work on their boat rigging!

After careful consideration you can find the answers to "What It Is" on page 19. Now think about it first, before looking up the answers.



What It Is...



Be a Part of EYC History

The Historical Committee is proud to present: "Erie Yacht Club, Continuing the Proud Tradition, 1995 -2020" in book format. As we did in the 100th Anniversary yearbook, there will be a signature page which will give each member a chance to go down in EYC history.

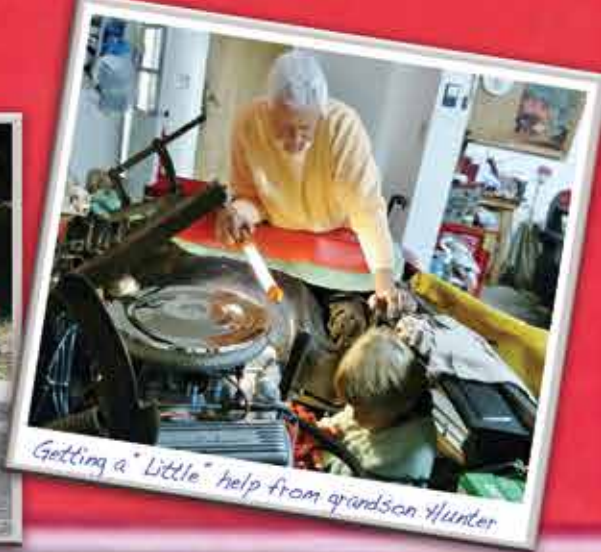
To have your signature in the book, you must pre-order your book.

Book price \$25. Signature \$10. Total with tax.\$37.50

For additional immediate family member's signatures \$10.

Please go to EYC front office to pick-up your pre-purchase & signature order form





Do you ever think about your very first car and wish you still owned it? Meet a man who never got rid of his.

The American love affair with the automobile was a very real phenomenon in the 1960's and 70's.

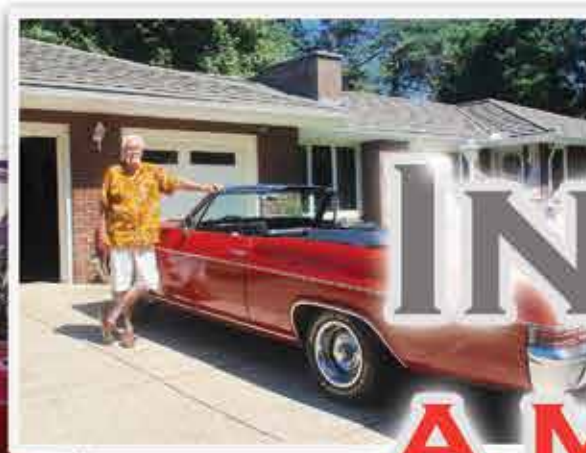
For teenagers, turning sixteen and getting a driver's license and, if you were lucky, your own car, was a rite of passage. Detroit was turning out great-looking cars with big engines, and every high school kid dreamed of owning one, and many of them made it happen. One of those lucky kids was my good friend and fellow EYC member Dan Dundon.

But there is a big difference between Dan and most other high-school "gear-heads" - after more than 50 years, Dan still owns and drives the very first car he bought when he was a 17-year old senior at Tech Memorial High School in 1969!



The car is a 1966 Chevrolet Impala Super Sport convertible. Dan saved up for the \$1700 purchase by mowing lawns, shoveling snow, doing odd jobs around the neighborhood and borrowing some from his father.

With the help of his friend Bob Ore (who now owns a professional auto restoration business), Dan made a few modifications to the car - most notably replacing the original 275hp 327CID engine and automatic transmission with a 350hp, 327CID Corvette L79 engine and four speed manual transmission. In the late '70's to early 80's, there were many 1966 Chevys being sold for parts for just a few hundred dollars.



Dan would watch for such cars with factory options his car did not have and buy those parts or buy the whole car and scrap or resell what he didn't need. Some of the other parts he added included:

- Tilt and telescoping steering wheel
- Bumperettes (Dan saw these on a beat-up Chevy Bel-Air on State Street, paid the owner \$10 and removed them then and there.)
- AM-FM radio (Traded an AM radio to someone with a car for sale.)
- Stereo Multiplex four speaker sound system
- Four-gauge console package (temperature, ammeter, manifold vacuum and oil pressure)
- Power brakes
- Rear axle 12 bolt positraction

Eventually, the Impala went into storage in Dan's garage while he pursued other interests - raising his children, an engineering career, sailboat racing, and getting his MBA. These types of things tend to distract a person from maintaining a classic car.

But upon his retirement in 2010, Dan once again had time for his passion. His first project was restoring another classic car that he had acquired along the way that had been in his garage for a while - a 1968 Ford Mustang. Again enlisting the help of his longtime friend Bob Ore, he completed a meticulous ground up restoration of the Mustang, which he then sold. Finally, it was time to get back to his original "first love"... the '66 Impala SS.

After 37 years in storage, the Impala needed some work. First up was the cosmetic work - many hours spent hand polishing the chrome bumpers brought back their original luster and a meticulous hand washing and waxing did the same for the original red paint job.

The interior, according to Dan, "was a nightmare of mold, mouse stuff (including a skeleton) and who knows what else? But with a total disassembly and cleaning, and miscellaneous repairs he brought it back."

That was the easy part. Next came all the mechanical restoration, the first of which was installing all new hydraulic brakes, wheel cylinders and master cylinder.

Then of course, there was the heart of the beast - the 327 CID Corvette engine. In Dan's words,

"Sadly, the engine had frozen. I tore it down and thoroughly rebuilt it. Jason Ore [Bob Ore's son] at 955 Automotive did a great job with pistons (reduced from 11:1 to 9.8 to one), camming to better suit the full size car, hardened valves to run on unleaded gasoline, blue printing and balancing and many other tweaks. The engine dyno-tuned at 340HP at 5000 RPMS."

All of this tear-down and re-assembly required months of back-breaking labor, occasional fabrication of parts, skinned knuckles and more than a little swearing.

But eventually, Dan's labor of love was ready to get back on the road! Although it's certainly "Cruise-In" or Classic Car-Show worthy, Dan and his wife Kathy just enjoy taking it for rides around Presque Isle with the top down. They never fail to get a lot of admiring comments and friendly waves from onlookers and other motorists.

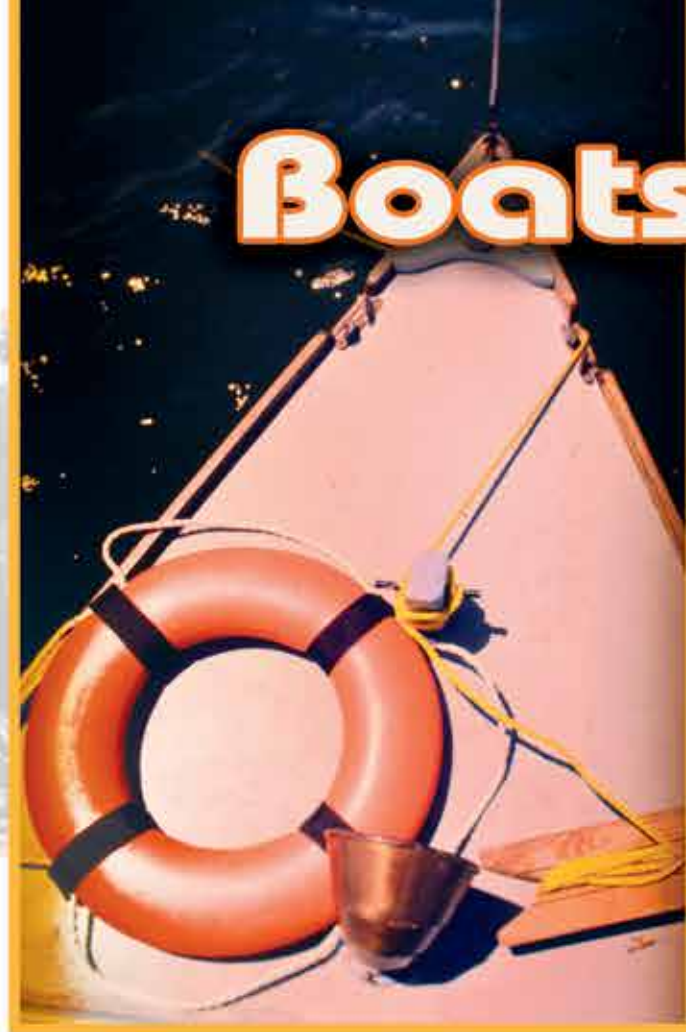
All those admirers would be amazed to realize that the white-haired guy behind the wheel drove that same car to high school over 50 years ago.

INSEPARABLE

A MAN AND HIS CAR...

BY TOM MADURA





Boats Seem to Find Me

by Paul Jenkins

There has always seemed to be a strange boat phenomena at work in my life. I noticed it first when I was 16 years old. While at the Bayfront to buy some bait I saw a half sunken MFG runabout near the bait stand. When I asked the bait shop owner about the vessel he said that it floated up one day and had been bobbing around the pier ever since. "If you want to do me a favor, get it out of here," he said.

"Do you mean it's a free boat?" I asked. "The old wreck doesn't have Pa. numbers, a motor or any gear, please take it," he said. After bailing it out and tying it up tight, I waited to see if it leaked. Now all I needed was a few small things like an outboard motor, trailer and a place to keep it.

When the boat seemed to be dry. I jumped in my 51 Chevy and headed home. When I asked my brother John about finding a trailer he said that his friend Pete had a rickety old trailer that he might lend me. In no time I was at Pete's door with my request and he said I could borrow his old dig for the rest of the summer. Then with a big smile he added, "I only ask one thing" - I held my breath. "All I want is for you to take me fishing once and awhile." No problem I said, in fact you can use my boat whenever you like, as soon as I get an outboard motor."

Pete's smile quickly faded, then he said "It's still a deal," He also let me keep the boat in his yard. Now only two things remained, a summer job and a cheap outboard motor that eventually came in the form of Mercury 30 horse which ran well and could even pull two water skiers.

The next boat that found me came years later. It was an antique, 21 foot wooden sloop with lots of dry rot and peeling paint, all at no extra cost. The boat belonged to a friend who offered me the vessel at a bargain price and said I could pay him whenever I could. Wife Kathy reminded me that we had little room in our budget for extravagances like boats because we were preparing for our first child, As she put it, "you may need to find a weekend job.

When I started removing the boat's soft wood I realized there was a rotted chine stringer that ran from stem to stern inside the cabin. After cutting the bevels on the new white oak stringer, the next problem was getting it through the main hatch in one piece.

Time to visit my friend Ed Taylor at Lund Boat Works to get some advice about an idea I had. I told Ed my plan was to cut the new stringer and then rip it into three pieces so it would be bendable enough to get through the hatch, once inside and glue and screw the strips together.

As I explained my idea, Ed asked a simple question, "Don't you realize that shipwrights have been doing that for hundreds of years, but now we have resin glue for laminations that will make that stringer much stronger."

At the end of my year long restoration my classic little sloop looked like new and one morning while sailing with my cousin Rob Praetzel, we pulled into the EYC basin to get breakfast when we spotted a man waving his arms excitedly. It turned out to be a gentleman named Jack Raimey, who said he built my boat in his parents garage when he was a teen and named it Jack Tar. It was the first of many with that name over the years. It was great to discover the boat's history and also meet the builder.



12 ft. Yellow speedboat being driven by the author.

Some people say that the two best days in a boat owner life are the day he buys a boat the day he sells it. I don't see it that way. I enjoy the adventure of buying an old vessel and the challenge of restoring it to it's original condition. I prefer boats from 14 to 20 feet long because they fit into my boat shop, which occasionally serves as a car garage. Cars are great but they can't compare to the craftsmanship and beauty of wooden boats.

Vehicles are stamped out of cold metal in large factories and made by machines with little touch from humans. Maybe that's why wooden boats seem to have souls, like the people who build them.

Some boaters have snobbish attitudes and only like sailing crafts and even call power boats, "Stink boats," On the other side power boaters have been known to call sailboats, "Rag boats." I try to avoid that stuff because there is beauty and enjoyment in almost anything that floats, except maybe the barrels that are used by thrill seekers go over Niagara Falls.

I seldom own anything smaller than 14 foot except for a cute little 12 foot speedster I refurbished just after my retirement. I spruced it up with an oak planked front deck, then painted the plywood hull bright yellow, and added an antique looking split windshield.

For power I used my beloved Johnson 18 horse outboard. Johnson's aren't known for their speed but on my tiny and light vessel it went like the wind and could reach speeds of almost 40 miles per hour.



The first boat was an MFG runabout Shown here on a borrowed trailer. In the boat are friends Walter Wilhelm, front, and Gary Filippo, back.

(Continued on next page)

Boats Seem to Find Me

(continued from previous page)

One summer day when out for a ride with my wife on calm Presque Bay water, we encountered a huge boat wake that through our bow skyward and then headlong into a wall of water that rolled up and over the windshield and into or laps.

My wife screamed with fright, and then screamed at me to get back to shore or else. I didn't want to know what the "or else" was so I headed back and also decided right then to sell my cute little speedboat.

You may have noticed I have written several LOG stories about a famous boat named Tinkerbelle which was the first 13 foot vessel to singlehandedly be sailed across the North Atlantic. The skipper was Robert Manry of Cleveland. One of the things that made this small boat voyage so special was that it was achieved by a regular guy to fulfill a lifelong dream. Manry's book about the voyage was a masterfully written and describes so well why boat lovers enjoy their sport so much.

The voyage took place in 1965 and his bestselling novel came a few years later. The story touched the hearts of countless sailors and boaters of all persuasions and ages. Several years ago while kicking around the bayfront I ran across an old wooden hull on the East Dobbins landing.

After making some inquiries I learned that the Bay Front Martine Center owned the wooden shell. When I talked to Rich Eisenberg, who manages the Center he said they would give me the hull for my Tinkerbelle project and even advise me along the way. This time it was a piece of history that found me, and presented me with one of the most challenging projects ever.



Look alike of Tinkerbelle, the famous 13 ft. sloop that sailed across the Atlantic Ocean in 1965.

My creation wouldn't be a replica but I wanted it to be at least a look-alike version of the famous sloop. After two winters of working in my garage boat shop, and sometimes used for cars, I crafted my version of Manry's vessel. It was a enjoyable boat to work on but not a very practical boat to sail. After it lived in what we call the south forty of our yard, with little actual sailing time, it was time to move on to other projects.



White sailboat with Rob Praetzel at the tiller.

My most recent, boat phenomena episode came about in an unusual way. I called the son of a good friend who had recently passed away to ask what the family estate was doing with an old Larson runabout that his Dad was refurbishing before he died. His son then surprised me by asking if I would like to have his dad's old boat. I didn't take it as a gift but we reached agreement on a fair price. His dad had given me help with many of my projects and enjoyed seeing me resurrect old boats, and do my boat magic, as he called it. I truly believe that my dear friend now lives in heaven and is looking down and saying, "go for it Paul, do your magic one more time."

I can't wait to start this project and I already decided on a name. It will be called it the P.J. Huntley.



What's the Good Word?



by Dan Dundon



Here is a mix of quotations to help us wrap-up another year of Good Words. I hope y'all enjoy reading these as much as I enjoy putting them together for you. Somebody named "anonymous" had a lot to say, so here are more "good words" from him or her for us to ponder:

All the darkness in the world cannot put out the light of one small candle.

Now that food has replaced sex in my life, I can't even get into my own pants.

Marriage changes passion... suddenly you're in bed with a relative.

Sign in a Chinese Pet Store: "Buy one dog, get one flea..."

I have my own little world. But it's OK... they know me here.

Golf was invented by the same people who think music comes out of bagpipes.

Some people are alive only because it's illegal to kill them.

A person's character is like a fence - it cannot be strengthened by white-wash.

I care not so much what I am to others as what I am to myself.

When someone hurls a grenade, you do not examine it to be sure it is a grenade. You duck.

Patience is a priority. We cannot learn to swim by jumping off the high dive.

You can be pleased with nothing when you are not pleased with yourself.

Trying to do too much will only give us a great excuse to end up doing nothing at all.

I hope among these quotations you heard a few new ones? How about you? Don't you have some favorite quotes or such words-of-wisdom? Why not send them to me: (dandundon@gmail.com) for us to maybe include in future EYC log articles?

In closing...

Give a man a fish and he will eat for a day. Teach a man to fish and he will sit in a boat drinking beer all day.





Like for many nonprofits and the Erie Yacht Club itself, 2020 has been a challenging year for the Erie Yacht Club Foundation. We were disappointed not to host our annual fundraiser, the Boathouse Party, and several of the programs we chose to grant funds to could not actually be held. But there were positive moments as well and for those, we are both appreciative and grateful.

August was a busy month for the Foundation with both Erie Gives Day and our online auction being held. It's always exciting to check in at various times during Erie Gives Day and watch as both the number of donors and the amount given to the Foundation increases. We were fortunate to raise \$6,756.20 from donations that were matched by \$373.80 from the Erie Community Foundation and its partners for a total of \$7,130. Of note is the donation of \$2,000 from the Erie Lightning Fleet 24. Thank you to all who supported the Erie Yacht Club Foundation on this special day of giving.

A fun part of the annual Boathouse Party has always been the silent auction. This year the auction went online and was open to all. Our thanks to our auction sponsors who donated nearly \$17,000 and also to those who donated the 24 auction items. Those items ranged from parties at the Rickloff Community Boathouse to custom artwork and everything in between, with bidding wars on several pieces! A total of 41 bidders participated and over \$7,000 was raised from the auction itself for a grand total of approximately \$24,000.

As we approach year-end, we're hopeful that 2021 will allow us to once again have a positive impact on the Erie community. We'll continue to seek out and fund programs that meet our mission of supporting maritime activities and education. We're considering how to incorporate the online auction into the Boathouse Party. When allowed, we'd like to gather EYC members together to share information on how to support the Foundation through planned giving. In the meantime, if you haven't supported the Erie Yacht Club Foundation yet this year, we hope you will consider a donation as part of your year-end giving.

P/C Bill Lasher, Chair
Erie Yacht Club Foundation



The Flag Officers
would like to extend to you
a personal Season's Greeting at the Club's

Tom & Jerry

Friday, January 1st 2021
1100 to 1300 Hours



Members Only, No Guests

What It Is... Answered

Okay Now That you have given all the photos careful consideration and not simply flipped back and forth between the question and answer pages here are the pictures answered:

- 1) Marlin Spike - a metal spike used to force its way into very tight knots - Separating the rope strands so that you can untie the knot.
- 2) FID - is used like a marlin spike except it separated the individual strands of a single rope for easier splicing.

3) Phone spinner - a phone operator's tool that attached to a pencil for use when dialing phone numbers all day long on rotary phones. Most often used by sales reps and customer service employees.

4) Sail Palm - most often used in sail making and heavy duty sewing. It allows the operator to put his or her entire arm strength against the needle.

5) Lockout/Tagout - this clamp device holds the switch in a fuse box in the "Off" position. The handles with holes can accommodate up to six vendors working on the same overall project. Plaster people, electricians, plumbers, phone installers etc. - with each man putting his own padlock in one of the holes. No one vendor can turn the power back on until ALL the workers are safely off the job.

These old school devices show that sometimes simpler is better...



A Windabart Cruise Day Tuesday

Serves Up Hope for Future Cruises

By Karen Carns & Dave Wagner

Although COVID kept us apart this past summer, on Tuesday October 13, 2020 "CRUISE DAY TUESDAY" many new and long time members of the Erie Yacht Club Cruising Fleet enjoyed an outdoor OKTOBERFEST HAPPY HOUR at the always beautiful EYC Lighthouse Pavilion. It was a crisp and sunny fall evening with the warmth provided by the Cruisers' camaraderie.

The Fleet hosted this complimentary fellowship event to introduce our group to new members and to gather the Fleet after a crazy COVID summer! Cruisers enjoyed an array of hearty Oktoberfest appetizers and desserts skillfully prepared by Chef Michelle, including mini reubens, bratwurst bites, buttery pirogies, chicken schnitzel kabobs and apple strudel, just to name a few!

As always, Catering Manager Elizabeth Dougan added the extra flair with festive fall table decorations and décor and made sure all ran flawlessly.

Thanks to EYC member Josh Solt, Erie Beer generously donated several German and pumpkin beers for the Cruisers to pour and sample. The planning committee of Marilyn Russel, Dianne Cunningham, Peggy Schwab and Karen Carns was pleased that the evening was well attended and was a fun-filled event, full of GEMUTLICHKEIT!!

Who Is the Cruising Fleet?

We are EYC members, mostly power boat owners, but there is no need to be a power boater or even be a boat owner. All are welcome. Non-boaters are invited to ride with another member to local events.

What Do We Do?

We share camaraderie and boating and cruising information, both on our boats and at the Club. We hold numerous social and educational events throughout the year and have cruised to various destinations along with supporting various charitable entities.

What Does It Cost to Be A Member?

The cost is a nominal \$50 per year for new and \$35 per year for returning members. This cost is returned to the members via parties at cruising destinations and at our EYC monthly and special events. Membership is open to all Erie Yacht Club members.

If you want to meet other Club members, make new friends AND use your boat, this group is for you! Here's a summary of some of our past events:

Summer Fun

In addition to a couple of raft ups at Presque Isle State Park's Marina Lake and local dinner cruises, we arrange destination boat trips that have cruised near and far including to ports such as:

- Put-In-Bay
- Port Dover
- Ashtabula
- Geneva
- North East
- Mentor
- Downtown Erie
- Buffalo Launch Club
- The Cleveland Air Show

Off Season

During the fall/winter months, we host Cruise-Day Tuesday Happy Hours in the Club Grill room, where we provide complimentary hors d'oeuvres and share the company of the Cruising Fleet members who stop by. We also host social events for our members that have included Christmas parties, chili/soup cook-offs and Spring kick-off picnics and the recent Oktoberfest Happy Hour.

COVID certainly crushed our cruising and party plans for this past season but we are looking forward to the future with high hopes. We hope to have some educational/entertainment events indoors at the Club this coming winter, COVID-dependent, of course.

Our next event will be a February 16, 2021 CRUISE DAY TUESDAY Happy Hour in the Grill Room of the EYC from 5:30-7:30. Complimentary appetizers will be provided by the Fleet. Mark your calendar to stop by and say Hi!

For further information on the Cruising Fleet, contact any one of our Fleet officers: Karen and Brad Carns @814-881-5367, Bob and Dianne Cunningham @ 814-873-4753, Dave and Kathy Wagner @ 814-450-4784 or Don and Marilyn Russel @ 814-450-4733. You can also check our Facebook page at:

EYC Cruising Fleet.



Breathe Easy...

The EYC's Got You Covered

Knowing the warm summer weather was going to come to a close, the Club took steps to make the Clubhouse air safer in hopes to make you, the members feel more comfortable coming inside.

Besides following the CDC guidelines on masks and social distancing inside, the Club installed the IWave Bi-polar Ionization system, throughout our HVAC units.

Independent third-party laboratories have tested this system and it has shown to eliminate many bacteria such as methicillin resistant staph, E. Coli, TB, and even Legionella. It also has been shown to eliminate airborne mold spores and kills viruses such as SARS, Cov 2- (COVID-19), influenza and many others.

Besides the IWave we will be installing new exhaust fans that will allow the inside air to be changed ten times per hour, which improves the system from 3.1 times per hour. In order to keep the air constantly being purified. These exhaust fans will be running constantly.

It's our wish that you feel comfortable, and have Peace of Mind when coming inside and using your Club.

And when coming and going around the Club, to pick up your Take-out or anywhere else for that matter. Be sure to do it safely and in style by sporting your new EYC facemask. This classic Navy Blue mask features the EYC logo and is available at the Club store for only \$7.00

Staying safe never looked so good!



Thank You for standing by us through these tough times...

During these uncertain times the Erie Yacht Club and the publishers of their LOG magazine would like to send out a heartfelt thank you to all the advertisers in the LOG magazine both past and present. It is through your advertising that we are able to put together this informative magazine and bring it to the members and guests of the EYC.

Without your generous LOG advertisers none of this would be possible. Even as they deal with the difficulties placed upon their own businesses they continue to support the Club and this LOG magazine. Therefore we strongly urge you to support them in return. Whether you are looking to repair your car, doing some home improvements, or looking for a caretaker for an elderly relative, please consider all the LOG advertisers first when making your choices. Just as they have considered the EYC members when deciding to support the continuing publication of the Club's LOG through their advertising.



If These Docks Could Talk

The Sinking of Bill Behr

by P/C Gib Loesel



The other night I was at the Club for a History Meeting and noticed on the electronic board that P/C “Doc” Bressler’s wife Dee had slipped her anchor. A few minutes later when I returned to the meeting the section we were working on, had her name right in the middle of the screen. Well this got me to thinking (again) that if I didn’t tell the following story there was a good chance it would never be told again, in as much as I was the last person on earth who could lie about it.

One of my favorite poems is “The Cremation of Sam McGee”, and every since this happened I always thought it would be fun to write a poem called the “The Sinking of Bill Behr”, however not being a poet I had better stick with writing the story, and being the last person on earth who was there... it is now or never.

Let me set the stage:

Cast of charters: Past P/C John Ashby, P/C Doc Bressler, Dee Bressler, wife of Doc, the Widow of P/C Bill Behr, Marge Behr, P/C Pete Traphagen and myself.

The Plot: Bill Behr served as our Commodore in 1985, he slipped his anchor in March 2004. Bill’s wife the Widow Marge wanted him cremated and scattered on the lake, which in March, is a problem.

Scene One: Erie Yacht Club Bar; the Widow mournfully tells John Ashby she wants Bill’s ashes spread out in the Lake... John (who was always full of good ideas) quickly concocts the following plan, “Don’t worry Marge we will get Pete to take us out on Sojourner, Gib will play the bag pipes and Dee will read “Crossing the Bar” as Doc slipped Bill to his final resting place. The bottom of Lake Erie”. (Sounds good right?) Well Sojourner was on the hard and the Lake was still a little icy)

Scene Two: Lake Erie just outside the channel, late spring, very windy from the North West. Cast of Charters on board plus “the box” with Bill’s ashes.

Captain Traphagen makes the decision that it is too rough to venture out further into the lake and it’s best that we “tuck” in behind Seagull Point. Once we hit a little calmer water, I make my way to the fore-deck and Dee prepares her reading. Upon John’s signal I start into Amazing Grace balancing with both feet planted firmly on the deck.

With the wind and waves, it is a little hard to tell exactly what is going on but by the time I was on the third time through I figured something was not going as planned.

Scene 3: Back in the cockpit “Doc” and John couldn’t get the box open so we were in postponement. John came up with another brilliant idea, let’s break it open with a wench handle, this seemed like a reasonable idea, since the handle was heavy and the box was light.

I can’t honestly remember who was holding the box and who did the smacking but the results were the same, the box with “lid” intact flew overboard!

Scene 4: Captain Traphagen maneuvers Sojourner along side the box but the distance from the deck to the water was about 4 feet, too far for any of us to reach. This I remember for sure, John said to me, “I will hold you by the ankles while you grab the box”. Woah, how about, “I hold you by the ankles and you grab the box” that turned into a bad idea! “Pete, do you have a net on board?”... “No but I have a big shopping bag, maybe you could hook it on the boat pole and make a net”. A bag appeared, it was a big white shopping bag with handles, but it was made of paper - oh well let’s try. Once it hit the water it was soaked and fell apart quickly... another bad idea!

Scene 5: Now it was my turn for a brilliant idea, “give me the pole and I will try to break the box by “poking” it. Next I corralled the box up-tight against the hull for leverage and gave it a mighty jab, and lo and behold the box, now water logged, came apart and I announced to the crew “there he goes” and Dee started to read!! You may think this is the end? Please move onto the scene 6.

Scene 6: Everyone was happy now and as Dee read and the “Cast of Charters” assumed a “heavenly” pose, I watched as the ashes sealed tightly in a plastic Zip-Lock bag slowly but surely drifted toward Beach 11, mum was the word!!

The End: P/C Behr had a little dog that had also died and the Widow wanted his ashes with Bill, she produced a coffee can with “Fluffy’s” ashes and before any of us could say anything she tossed them, unfortunately into the wind and we all ended up with a little mouthful of Fluffy.

If These Docks Could Talk: They would say, “The Cast of Characters” have all now slipped their anchors, I hope in Fiddlers Green they are all having a good laugh over the “Sinking of Bill Behr”!



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Twelve years ago a bunch of us were talking about the Summer Solstice celebrations held in Europe, specifically the Scandinavian countries like Norway, "the land of the mid-night sun". Folks up there party all night long as the sun never sets. A few months later, we were sitting at a waning summer Happy Hour on the Deck reflecting on ways to extend the summer season with more partying on the EYC deck. We figured why let those Europeans who party-all-night-long with their Summer Solstice Parties have all the fun? After a little more discussion, thinking and a few more beers and drinks, we hatched the idea to use our newly installed natural gas heaters to heat-up-the-deck for a late December Winter Solstice Party. Sure, the Scandinavians party-all-night-long with Summer Solstice Parties! We were sure we could beat them Europeans at their own game and continue our deck happy hours on the shortest day of the year!

As with our other 2020 events, it is likely The Winter Solstice Party will need to be reconfigured or cancelled due to Covid19 restrictions. Watch for notices on what might be held.

Just so you know, this is how The Winter Solstice Party has come together in "normal years". We thank our small army of workers for their great efforts preparing our deck for these parties. EYC Dockmaster Mike Argeny sees the deck is clear of snow and frames-in the south-deck-opening for us, complete with a nice door and test-fires the deck heaters to assure we stay warm. Then PC Matt Niemic, Cutter and crew make the tricky job of enclosing the entire deck in construction plastic look easy assisted by PC Greg Gorney, and PC Tom Trost.

Later, PC Ed Schuler brings his heat-gun and shrink-wraps the plastic enclosure. Day of, Tom Madura and I decorate the plastic with seasonal and goofy drawings to set-the-mood for winter solstice celebrations. Old Man Winter extends his gratitude to all these good folks for pitching-in so everyone has a wonderful time enjoying our quirky party!

We had hoped to close out our 125th anniversary year listening to the great tropical sounds of Erie's own Jimmy Buffet tribute band, Key West Express! keeping warm with heat provided by EYC's own gas well and deck furnaces on the deck enclosed and decorated by EYC's own members and staff. We hoped to order a Hot Buttered Rum from EYC's own bartenders and rub elbows with everybody's good friend, Old Man Winter!

If COVID19 compromises our Winter Solstice Party, mark your December 2021 calendars to come double-celebrate the turn-of-the-seasons as well as soon-to-be-increasing daylight hours with Old Man Winter and your EYC friends! Wear your best Siberian explorer gear, grass skirt or ugly sweater! Have fun with your attire! In no time at all we will again be enjoying summer Thursday Sunset Happy Hours on the EYC Deck!

Many folks told me last year's party was the best ever... just as they told me the year before that, and the year before that.

Old Man Winter and I look forward to seeing you at the next Winter Solstice Party whenever it is we can put one on!



12th Annual Winter Solstice Party On the EYC Deck • 19 December 2020

by Dan Dundon

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The EYC Safety Committee sends a big "Thank You" to the members of the EYC!

In July the EYC Safety Committee conducted its annual audit of all EYC boat electrical connections, pedestals and junction boxes, identifying only 12 potentially unsafe electrical concerns.

Boat owners were notified of their use of improper electrical cords and instances where cords were submerged in the water - both issues having the potential to create dangerous electrical currents, risking harm to individuals who may come into contact with EYC basin waters.

EYC members rose to the challenge, correcting all but one of these issues immediately (a plan is in place for evaluation of the remaining issue).

EYC members are to be commended for their responsiveness. As a reminder, swimming in the basin is prohibited for your safety!



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Notice: Regarding Voting for Officers at the 2020 Annual Meeting:

Please be advised of the following:

1. You may vote via "Absentee Ballot". If you requested an absentee ballot from the Club office, please mark your ballot and return it in the specially marked envelope provided. A ballot returned in any other type of envelope may not be counted.

IT IS HIGHLY RECOMMENDED THAT YOU MAIL THIS IN NO LATER THAN 10 DAYS PRIOR TO MAKE SURE THAT ANY DELAY FROM THE USPS IS ANTICIPATED.

Ballots can be returned to the Club up to the start of the Annual Meeting on November 20, 2020 at 7:20 p.m. If you are going to drop this off, for your convenience please use the Drop Box outside of the Club.

Please note: that there are no resolutions being presented for your consideration this year.

2. If you wish to attend the Annual Meeting and vote at that time, please be advised that due to the current restrictions on meeting size, we are limited to a maximum of 75 individuals to be in attendance including staff for this event. All seats will be filled on a first come, first serve basis, via RSVP to the Club Office prior to the meeting,
453-4931 • Ext. 210

All RSVP's must be to the office no later than Monday, November 16th to assure that we are able to set up the rooms to comply with all COVID 19 guidance.

3. If you wish to cast a ballot prior to the Annual Meeting but do not wish to attend, Tellers will be available in the Lobby beginning at 6:30 PM and will be able to take your votes until 7:20 PM at which time only those with reserved seats in the meeting may be in the building.

In closing on behalf of your Board and Bridge, I thank you for your understanding and cooperation in these challenging times. I remind you that, as always, you must wear a mask while in the Club, maintain social distancing and follow all other COVID guidelines if you plan on attending the Annual Meeting.

Also as is always the case, although the Grill Room will be open subject to occupancy limits that evening, all service will cease at 7:00 PM and any person in the Club at that time who has not reserved a seat for the Annual Meeting will need to vacate the building by 7:20 PM



The following regular members of the Erie Yacht Club have been nominated for the indicated office. The following Slate of Candidates is for consideration by the regular members at the Annual Meeting on November 20th, 2020.

CANDIDATES

COMMODORE - ELECT ONE:

Vincent Cifelli

VICE COMMODORE - ELECT ONE:

David Sanner

REAR COMMODORE - ELECT ONE:

Harvey Downey

FLEET CAPTAIN - ELECT ONE:

Thomas Madura

Michael Squeglia

BOARD OF DIRECTORS - ELECT TWO:

Neal Baker

Richard Hersey

Carrie Knox

George Willis

NOMINATING COMMITTEE - ELECT THREE:

Daniel Burhenn

Patrick Faller

Molly Herr

William Lillis, Jr.

P/C Christian Wolford

To assist you in your evaluation of these candidates, each of the nominees was asked to prepare a statement for your consideration. These statements follow. Please plan to attend the Annual Meeting on Friday, November 20th at 7:30pm to vote for the candidates of your choice.

The Officers and Board of Directors thank the following Board members who have completed their terms on the Board for their dedicated service to the Club:
P/C William Gloekler, David Davis and Michael Squeglia.

Also Nominating Committee members:

P/C David Arthurs, P/C Matthew Niemic, P/C Andrew Hanks, Shanon Dale,
Rishard Seibel, P/C Greg Gorny and P/C Peter Lund, MD.

SPECIAL ANNOUNCEMENT

The minutes of the 2019 Annual Meeting and the 2020 complete Financial Statement will be made available for members to pick up on November 9th, 2020 in the Club's front office. In addition an abbreviated version of the Financial Report will be available on the Club's website in the "Members' Only" section and will be emailed to those members with an email address on file.

COMMODORE VINCENT CIFELLI

Fellow Members, I am honored to be nominated to serve as Commodore. For the past 6 years I have served on your Board Of Directors , 3 years as a Board Member and 3 years as an Officer under the leadership of past Commodores Enterline, Orlando, Haller, Gorny, Gloekler and now Commodore Lund. I am thankful for the learning experience and the friendships that have been formed with them along with fellow Board Members and our past and present Secretary / Treasurers. Working with them, our Committee Members and our Managers and Staff has been a eye opening experience for me, mostly for the good.

This past year has shown me how much our members & staff are committed to the success of our Club. It is a lot of work when things are normal but with the high water and pandemic things have been anything but that. It has been amazing to see our Officers, Board of Directors, Committees and Management take these challenges head on, changing everything we know, adjusting to government regulations and weather conditions that change daily in order to keep our Club compliant, safe and a fun place for the membership. I would like to thank our Jr Sailing Committee , the Race Fleet , Cruising Fleet , and our new this year Rental Program along with our First Class Staff for implementing the seemingly impossible for us all to enjoy this summer. I have high hopes for the upcoming year but know we still have a lot to navigate through.

Thank You for your support, I look forward to serving as your Commodore.

VICE COMMODORE DAVID SANNER

Thank you for your support during my term as Rear Commodore. I am honored to have been elected to serve on the Bridge and be able to give back to our Club. This year my main responsibility was the dock committee where I had the pleasure of working with several members whose experience was invaluable. Complicating our tasks was the added challenge of the Covid-19 pandemic which presented us with many uncertainties. Spring boating preparations as well as the beginning launch date were delayed. In addition, several boats chose not to go in the water along with another group that couldn't make it to the club from wintering down south. One benefit of the pandemic is more people were buying boats which in turn provided our club with many new members wanting slips. By mid-season we had filled almost all the available slips except for a couple of the largest ones. Our problems with high water diminished as the lake level went down returning our docks to a more normal position. I would like to thank the dock committee and the grounds crew for their work and dedication to our club. I look forward to your continued support as Vice Commodore next year.

REAR COMMODORE HARVEY DOWNEY

The best laid plans of mice and men often go awry. .This was certainly the case this year. It has been an interesting year for all, including the Club's Bridge & Board, Committees, and Staff. At the beginning of my term as Fleet Captain, there were a few rumblings of a novel virus a world away. Never did I imagine it was going to make its way to our shores and effect plans that were being made by our Club this year. Earlier in the year the Grounds Committee finalized plans for the purchase and installation of new fuel tanks, new fuel pumps and a brand-new floating fuel dock. This project was slated to get underway at the end of October but was delayed due to fiscal management decisions related to the pandemic. The project will now be passed onto the next Fleet Captain. I would like to thank Dockmaster Mike Argeny and his staff for all their hard work at keeping the Club's grounds and docks in good working order. I would also like to thank those members that served on this year's Grounds Committee. Their valuable contribution help make my job as Fleet Captain much easier.

It was an honor to serve as your Fleet Captain this year, and I respectfully ask for your approval and support to serve as Rear Commodore.

FLEET CAPTAIN THOMAS MADURA

I want to thank the Nominating Committee for choosing for a third time to place me on this year's ballot for Fleet Captain.

I have been a member of the Erie Yacht Club for almost 18 years, and I am continually impressed by the friendliness, enthusiasm, and passion for boating shared by my fellow members. Since joining, I have spent many hours volunteering and serving the club in different capacities. I served three years on the Board of Directors, and have served multiple years on the Grounds Committee, House Committee, Historical Committee, for the last 2 years on the 125-year Anniversary Planning Committee.

It was also my great pleasure to have served as the Chairman of the EYC Racing Fleet, and I continue to serve on the Fleet's Executive Committee as the Sponsorship Chairman. I served for many years on the Entertainment Committee, and I am especially proud to have been the driving force behind the successful seasonal Wine Tastings, the Winter Solstice Party, and the very popular Chili Cup sailboat race.

My wife Cindy and I spend many hours enjoying our sailboat, "Good Vices", whether we're out day-sailing, racing, or just relaxing aboard and watching the spectacular EYC sunsets! I am a frequent contributor of articles to the LOG, and truly enjoy my role as a contributing photographer.

Retiring at the end of this year from my professional life of 36 years as a Quality Engineer for BASF Corporation will allow me to devote my time and energy during the hard times ahead to continue to improve the Erie Yacht Club and to keep it the best Yacht Club on the Great Lakes!

I would be honored to be able to put my skills, experience, and enthusiasm for the EYC to work as Fleet Captain.

FLEET CAPTAIN MICHAEL SQUEGLIA

I would like to thank the Nominating Committee in asking me to run for the position of Fleet Captain. It is an honor to be selected and would be a privilege to represent the membership of this fine club. I also wish to congratulate Tom Madura on his nomination. I have served on various committees with Tom and have a great deal of respect for him.

I have been a member of the Erie Yacht Club for the past 23 years and during this time, my family and I have enjoyed the various social and boating activities the Club offers. I enjoy the camaraderie of our membership and am impressed with their dedication and service to the Club. Over the years, my son and daughter have participated in the Reyburn Sailing School and my fiancée Ann and I have been active in the Race Fleet. Ann has been racing for over 20 years and I have been the Chairman of the Race Committee for the last 10 years. Additionally, I have served on the Nominating, House, Finance, and Historical Committees. I am currently completing my 3-year term on the Board of Directors.

I am President of B. F. Fields Moving & Storage, a business that has been providing residential and commercial services to variety of clients for 115 years. I have served on the Board of Directors of the Erie Metropolitan Transit Authority for 18 years and served as Chairman of the Board of Harborcreek Youth Services.

During my time on the Erie Yacht Club Board and various committees, and through my active support of the Club, I developed an understanding of our Club's critical needs and what is necessary to steer it into the future. If elected, I would continue the successful efforts of the past Bridge Officers in making the Erie Yacht Club the premier boating facility on Lake Erie.

Thank you for your consideration and support.

Candidates for Board of Directors



NEAL BAKER

It is an honor to again be a candidate for a position on the EYC Board of Directors. I see it as an opportunity for me to contribute to the direction and continued success of the Club. Having been a member for 30 years and a previous sail and now power boater, I have seen the positive results of quality leadership displayed by the members of previous Boards.

My professional experience managing multiple healthcare facilities has provided me with a good understanding of the importance of leadership and teamwork. This work background should allow me to be an active and contributing member of the Board. I have served on the Nominating Committee and proudly mix the secret Tom & Jerry ingredients every New Year's Day.

The Baker family have enjoyed the many benefits the EYC has offered. Our three grown children first learned to sail with the Reyburn School, and when in town with now their own children, make sure they spend some quality time with us at the Club and on the water. My wife Pam and I are members of the Cruising Fleet and spend time on our third boat named "Bird's Nest".

I appreciate this opportunity and ask you to consider me for a position on the Board of Directors.

Thank You



RICHARD HERSEY

Thank you for considering me as a candidate for the EYC Board of Directors. I welcome the opportunity to support the EYC where I have learned, taught, raced, and enjoyed sailing on and off for almost 60 years. Most recently I have been a member of our House Committee and an officer (& member) of the EYC America's Cup Bowling League.

I was raised in Erie (Strong Vincent Grad) and spent time on EYC's payroll in the 1960s as a Reyburn Sailing School instructor and a dishwasher in EYC's kitchen. After receiving an engineering degree from Bucknell, I spent over 38 years with GE in Erie, Wilmington (NC), Fairfield (CT), and Chicago (IL). I was a junior member in the 1970s and have been a regular member since 2004 when we returned to Erie. My work experience includes technical/management positions in Information Systems, Manufacturing, Program & Project Management, and Consulting. When I'm not day sailing on Rhapsody (our 1964 Pearson formerly owned by P/C Doc Bressler), I can often be found sailing on Dreamer with Dave Bierig and Doug Klaber.

The Erie Yacht Club's success is a direct result of the involvement, support, and contributions of our membership. As a board member I will apply all of my energy and skills to keep this club on course for its next 125 years.

Thank you for considering me when you vote.



CARRIE KNOX

I am truly honored to be asked to run for a position on the Erie Yacht Club Board of Directors. This Club runs in my blood! When my father was a boy, he built a small wooden boat here with his friends. On launching day, it sank immediately. Thus began my family's passion for boating at the EYC!

I loved sailing class as a kid, riding my stingray down the hill, streamers flying in the wind. This drew me to sailing, racing and capsizing. I took these skills to Northwestern University, and sailed the Big 10. We enjoyed many escapades that all ended with water-soaked clothes and squishing shoes. I now prefer power boating...

I spent over 30 years working at Hammermill, Georgia Pacific and International Paper, moving around the country. This gave me experience in sales, advertising and marketing and I now enjoy Real Estate at C.R. Weber Realtors. After years as a member of Cleveland's Edgewater Yacht Club, I was excited to move back here and join the original EYC. More recently, I joined my sisters to buy "Seasters." pun intended.

I served on the Nominating Committee last year, and I would like to be able to do more. Our current Bridge and Board have done a great job of maintaining everyone's safety while trying to get activities going again. We need to stay on this path to keep the EYC healthy, physically and financially, far into the future.

I would very much appreciate your vote.



GEORGE WILLIS

When I received the call from Commodore Lund for members interested in serving the EYC leadership, I felt it was time to give back in service to the Club. Being retired for the last 2 years I knew I had some time to offer the EYC organization. Born and raised in Erie I recall my earliest years at the EYC on my grandfather, G. R. Fryling's boat, the PASTIME, soon followed by crewing for Ralph Riehl on L'Esperance. My wife Cindy and I bought our 1st sailboat and joined the Club in 1987. We have been berthing our boats, sail and power in slips and dry sail at the Club ever since.

We live in the Frontier neighborhood and my wife Cindy is an adjunct instructor at Gannon University. My son Ben is an Architect practicing in Philadelphia, PA, and daughter Martha, practices as a UX/UI designer in San Diego, CA.

My career was as a Licensed Professional Engineer and I worked at/managed Urban Engineers office here in Erie. I currently serve on the EYC Property Committee and have gotten to know the physical plant operations of our Club. If elected, my planning, engineering and problem-solving experience will support my decision making as a director in the EYC leadership. My experience on several Community Boards and Trustee activities provides the judgement and understanding of the operations of a Club of our size.

Thank you for your confidence and by your vote, the opportunity to serve the EYC. It is the collected efforts of the volunteers, staff and members that make this a great Club.

Candidates for Nominating Committee



DANNY BURHENN

Fellow members of Erie Yacht Club, My name is Daniel Burhenn. I have been a member of EYC since 2002. After graduating from Mercyhurst Prep I entered the workforce in sales and was an active volunteer member of the Kearsarge fire department for over 25 years. During my years at Kearsarge I acted as deputy chief for 10 years and I was a board member for several years.

I was also a board member on a non-profit organization Blended Spirit Ranch for 2 years. In 1995 my wife and I ventured out and opened Danny's Restaurant where I was the owner and operator for 18 years. after selling the restaurant and to present time I am a sales consultant at C. A. Curtze co. Just recently I was accepted into the coast guard auxiliary. I feel I am a qualified candidate for this position because have the business experience, knowledge of the Club and its needs, I have strong leadership skills, and I pay attention to details.

Thank You,
Danny Burhenn



PATRICK FALLER

It is a privilege and an honor to be considered for the nominating committee at the Erie Yacht Club. I welcome the opportunity to give back to a Club that has brought our family and friends so many wonderful memories. On Wednesday nights when I come through the gate and enter the Erie Yacht Club grounds for the weekly Family JAM race, I often feel as if I am on a mid-week vacation. Our family has enjoyed the Club facilities, boating activities, and sailing school programs since joining in 2002. Throughout my career in Human Resources I was part of the senior level management team that resurrected Piper Aircraft Corporation from bankruptcy. I have helped source senior level talent for Piper and other Aviation and Aerospace companies to ensure they continued excellence of operations. I feel this is a great opportunity for me to put my 25 years of professional Human Resource experience to work to ensure we select qualified members to fill the slate of candidates. If I am selected to serve on the Nominating committee, I will do my best to aid the committee in identifying the best members to serve the Erie Yacht Club and ensure continued success of our great Club.



MOLLY HERR

Hello fellow members! It is a privilege to be a candidate on the Nominating Committee. I see it as a great opportunity to further contribute to the success of our great Club. Throughout my life, the Club has always been a special place. Starting with junior sailing lessons, to our family Catalina '27, along with my Grandfather, Pat Sheeran, serving as Commodore in 1984, I have developed a great appreciation for the water. In 1999, I joined our esteemed Race Committee, along side my father, dear Kit Kershaw and Bob Hessinger. (The laughs we shared!) I treasure the friendships I've made because of the opportunities the Club has afforded me over the years. With that being said, there is something for everyone down here. Whether you boat, jet ski, paddle board/kayak or simply enjoy all the social aspects. The Club has made tremendous strides over the years to improve the experiences for all our members and guests. If elected, I will continue to uphold the duties bestowed upon the Nominating Committee to ensure the success of seeking dedicated members to serve our Bridge and Board.

Thank you in advance for your consideration.



WILLIAM LILLIS, JR.

I grew up at the EYC. Some of my first memories are on my parent's 22 ft Sea Ray. When I was 9 years old, I started the Jr Sailing program and ultimately became an instructor. I've been to many clubs throughout the US, which has given me an appreciation for what we have here in Erie. I now have a family of my own and my oldest completed the Opti program this summer (and loved it)! I've been on several boards and committees in Erie over the years with my most time-consuming and rewarding position being the Board President and Chair of the Young Erie Professionals. If elected to the nominating committee I will bring all of my experience, knowledge, and passion for the Club with me. I will see to it that we continue to have excellent leadership to help navigate our course for years to come.



P/C CHRISTIAN WOLFORD

I appreciate being invited to run for a Nominating Committee position. I served on this committee twice before, being elected once and as a P/C ex-officio member. I found the position challenging because some members come to this wonderful place to escape the stress of everyday life and just want to enjoy time on their boat. Others would welcome the opportunity to serve but aren't asked because they are not well known. As a member for 45 years, I know most regular members so If elected, my goal will be to perpetuate our Club's history while introducing younger members to leadership roles that will preserve our "family friendly" efforts.

My wife, Kathy and I have two adult children, Erin and Jonathan. I have been an avid sailor my whole life, both summer and winter. Recently retired after 37 years in global industrial sales, I have more time to dedicate to the Committee.

I respectfully ask for your vote.

Help the Club... Help your Business. Advertising in the LOG... It's Just Good Business.

By Placing an Ad the EYC LOG Magazine You:

- Show Club Support for the EYC
- Promote Your Business
- Get Your Message Out

...and LOG readers prefer doing business with fellow members & other LOG supporters.

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We can create an ad for you, from logo design to finished art, we do it all, and for LOG advertisers we offer a greatly reduced rate!
so get your name and message out there to fellow members and LOG readers throughout Erie.
Contact us at 814.455.2757 or info@ashby-adv.com then you'll make contact with thousands more!

Club Offers Absentee Ballot

The 2020 Annual Meeting will take place on Friday November 20th. On September 14th, requests for an absentee ballot for the election of office will be available. You can secure an election ballot by contacting the Club office. The office hours are Monday through Friday from 8 AM-4:30 PM and Saturday 8 AM-3PM. The Club phone number is 453-4931.

Please state the address to which you would like your ballot mailed. Ballots will be mailed on Tuesday, October 27th, which is 25 days prior to the Annual Meeting on November 20th.

The office will keep a list of those members to whom we send a ballot. Once we mail you a ballot, you will not be eligible to receive another ballot.

So if your plans change, and you come to the Annual meeting in person you will not be given another ballot. **Vote with the ballot you were sent!**

Once you receive your absentee ballot, please mark it and return it to the Club in the specially marked envelope as soon as possible. The returned ballots will be placed under lock and key in the office until the night of the meeting. The Secretary-Treasurer will then give all returned ballots to the Head Teller to be tallied with those cast at the meeting. You may return your sealed ballot to the Club as late as the start of the meeting on November 20, 2020 @ 7:20.

Any questions? Feel free to stop by or call the Club office.

Erie Yacht Club's Shining Star

As always the members and employees of the EYC have maintained a proud tradition of giving back to our community. With Christmas fast approaching we continue the "True Meaning" of the holidays with our "Shining Star" gift tree, located in the Club's lobby. As we have for more than twenty years, we again assist the Saint Martin Center in their efforts to provide a blissful Christmas morning for the underprivileged children of the Erie community.

By Tuesday, December 1st this Christmas tree will be decorated with assorted stars. On the back of each star ornaments will be the name of a child, their age, and a gift idea. Pick the star you like, purchase the gift, wrap the item up and return the gift to the Club and place it under the tree with the star ornament taped on top.

This program is open to all members, their guests and employees of the Club. You may take as many stars as you like. If you would rather make a cash donation, feel free to do so. Make your check payable to the "Saint Martin Center". Leave all cash donations with the front office or place it in the mail slot in the front office door.

We do ask if you take a star to please follow through with your gift purchase. If you can't, please return the star ornament to the tree as someone else may be looking for an ornament tag. Remember, gifts must be returned to the Club by Tuesday, December 15th.

Thank you for your continued support and for remembering the "True Meaning" of the holidays.

I wish you and your families a safe and happy Holiday Season.

- Michael Lynch -



November Calendar of Club Events

20th Annual Meeting / Club Election
125th Anniversary Sweepstakes
Drawing #5

25th "Dessert Pies to Go" Pick Up Day
From 2pm - 6pm
• Dutch Apple - \$12.00
• Pecan - \$12.00
• Pumpkin - \$9.00
Place your Order Today
453-4931 Ext. 202

26th Happy Thanksgiving
Club Closed

♦ *An Apology* ♦

During our Opening Day Ceremony, it's tradition that the Club acknowledge our deceased members who have "Crossed the Bar" throughout the previous year.

At the ceremony of July 4th, the name, Judy Emling was accidentally read instead of Jerry Emling.

The Club would like to apologize to Jerry's widow Betsy, and Jerry's sister Judy Emling.

The video of the 126th Opening Day Ceremony has been edited to reflect the correct name and is posted on YouTube.

David A. Wagner

Traveling South this Winter?

Most Clubs in Florida
require a letter of
introduction from your
home Club.

Before you travel, secure a
letter by calling the Club in
advance of your travel date.

If you are not sure what
clubs are in the area you
are traveling to just use this
link to the Yacht Clubs of
America web site:

<http://www.ycaol.com/>

Enter the following user
name and password.

User Name: club1040

Password: y100446c



December Calendar of Club Events

5th Breakfast with Santa
Limited Seating by Reservation Only
Staff Served Buffet • \$15.00 plus
Reservation must include specific
seating time:

- 10:00 AM
- 10:30 AM
- 11:00 AM
- 11:30 AM

Visit from Santa & kids can decorate
a ceramic ornament from Claytopia
Reservations 453-4931 Ext. 202

*masks required except when eating

12th Breakfast with Santa
Limited Seating by Reservation Only
Staff Served Buffet • \$15.00 plus
Reservation must include specific
seating time.

Visit from Santa & kids can decorate
a ceramic ornament from Claytopia
Reservations 453-4931 Ext. 202

*masks required except when eating

24th "Dessert Pies to Go" Pick Up Day
From 2pm - 6pm
Place your Order Today
453-4931 Ext. 202

25th Merry Christmas • Club Closed

31st New Year's Eve Dinner
Reservations Required

Question:

What About Trivia Night This Year?

Due to Commonwealth
capacity restrictions there will be
No Trivia Nights this winter.
Prior to tighter restrictive guidelines put
in place in July of this year
the Club had plans to conduct
this popular event.

Unfortunately, that has changed and
there will be no Trivia Night this year.

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ALREADY
A CAREGiver,**
*you just don't
know it yet.*

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