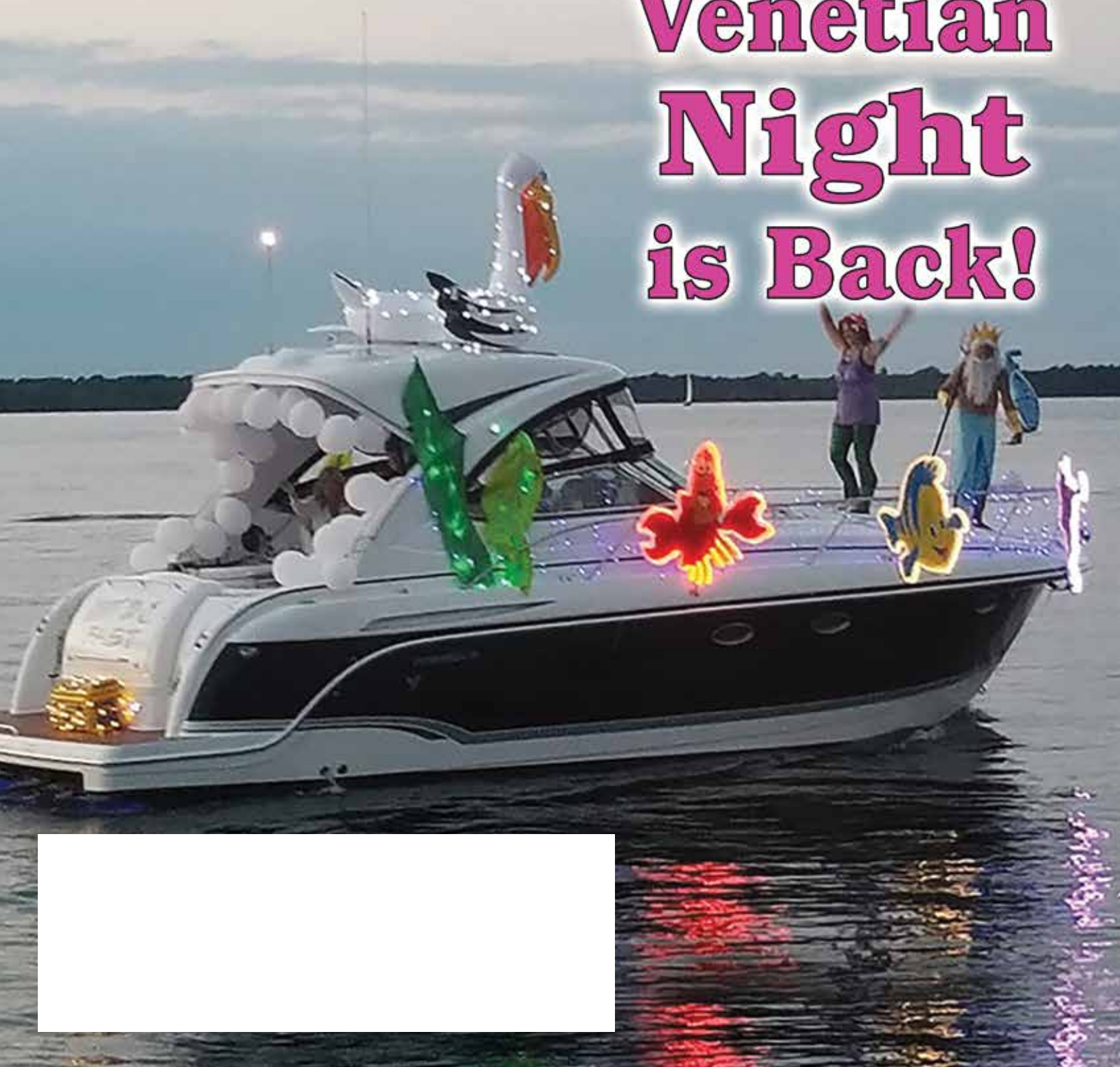


The ELG



Venetian Night is Back!



Thank You!

34th Annual Erie Yacht Club Charity Regatta!



It takes hundreds of donors & volunteers, along with Erie Yacht Club Board, management & employees, Sail Boat & Cruising Fleet Captains and crews and to come together for this annual, end-of-summer Regatta!

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From the Bridge

by Vice Commodore Bill Gloekler



Fall offers some of the nicest boating days. The water temperature is warm and we typically have several Indian Summer Days ahead, so get out and boat!

September brings one of my favorite Club events... the Past Commodores Dinner/Meeting. Most of you see the line of Past Commodores at opening day ceremonies and perhaps you may wonder, what do these guys do now that they have "Retired" from the Bridge? Well, you'd be interested to know that each September the current Commodore invites all Past Commodores to a dinner meeting. At this meeting the Commodores provide input and guidance on Club operations to the current bridge officers. These men (soon hopefully women) offer many years of experience in running the Club and provide

much needed context and historical perspective to current operations. I believe this is one of the many traditions at EYC that keeps our Club responsive to its members!

Mark your calendars for the Commodores Ball on October 13th and Oktoberfest to be held on October 20th, always a great time!

Finally, if you are a boater please be sure to call the office and make your haul out appointment. Remember to remove all your personal items from the dock, such as bumpers, power cords, hoses and dock lines. Be safe and see you on the water.

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On the Cover...

The return of Venetian Night at the EYC was a huge success. It was Jason & Vickie's boat Knot So Fast that won top honors with their "Under the Sea" themed offering.



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Scan to learn about the Erie Yacht Club

Starting in May 2018, a committee of dedicated EYC Cruising Fleet volunteers began meeting regularly to plan and promote the revival of EYC Venetian Night 2018 for the enjoyment of the entire EYC.

The idea was hatched by Bob and Dianne Cunningham who'd been aware of the highly popular Venetian Night parties held at the Club back in the late 60s and 70s. Bob approached the Historical Committee Chair, Past Commodore Gib Loesel to obtain some information about the parties and how they were conducted. P/C Gib did some research and through a combination of digging in the ole' memory banks and in some old LOG articles, he put together a presentation on the Venetian Nights of old. Bob invited P/C Gib to come to a wintertime EYC Cruising Fleet meeting as a guest speaker to inform the Fleet about Venetian Night. The idea was well received with a high level of enthusiasm about trying to do this again.

Bob and Dianne organized an initial meeting in early May to discuss whether this could actually happen with such short notice for the summer of 2018. The biggest challenge was the short timeline and the fact that the Club was booked solid for the entire summer. After discussions with P/C Kerry Schwab, GM Michael Lynch did a little finagling and creatively decided to combine two Dock Parties into one, which actually turned out to be a fabulous idea, thereby creating another terrific party for the slip holders. This freed up the EYC Lighthouse for the Venetian Night on July 27. With the help of the Club's emails, an article in the LOG by yours truly, and Barbara and Michael Wathan's dinghy with a big banner announcing the party, placed by Don and Marilyn Russel at the Club entrance, our members responded, and we had a sellout event.

Another concern was the fact that it was a Friday date, and people might not have time to decorate their boats. But that proved wrong as there were nearly 25 boats decorated throughout the Club basin, both power and sail! Additionally there was the concern that the EYC Racing Fleet had their annual Night Lighthouse Race starting at the Lighthouse at 8 PM that same evening. The fact that there was a sailboat race starting concurrently with the party turned out to be a plus as "the start" provided extra entertainment for everyone in attendance, some of whom had never really watched a sailboat race before. As the sailors cruised off into the distance down the Bay, the band began to play again and the dancing resumed.

With a great menu from Catering Manager Elizabeth Dougan, in collaboration with Dave and Julie Saner, a delicious heavy hors d'oeuvres buffet and a cash bar proved to be on target! Tents were ordered which also added to the festive atmosphere. The creative touch of Cruising Fleet member Barbara Wathan served to illuminate the Lighthouse area with tiki torches, Venetian masks, feather streamers and stunning high vases filled with hydrangea, feather masks, and twigs that she had sprayed with glitter. The vases, on loan from Annalynn Shuttleworth, were wrapped with glitter ribbon to echo the masks given as awards. Barbara added white lights on the ceiling of the tent along with a spotlight that arrayed the inside of the tent with a myriad of tiny green dots of light.

Dave Wagner compiled a list of the names and locations of all the decorated boats. Peggy Schwab and Valerie Weaver, who manned the registration table all evening, ensured that each guest received the list and a ballot upon registration so that they could either walk or ride in the golf carts provided by the Club to the various slips across our large Basin.

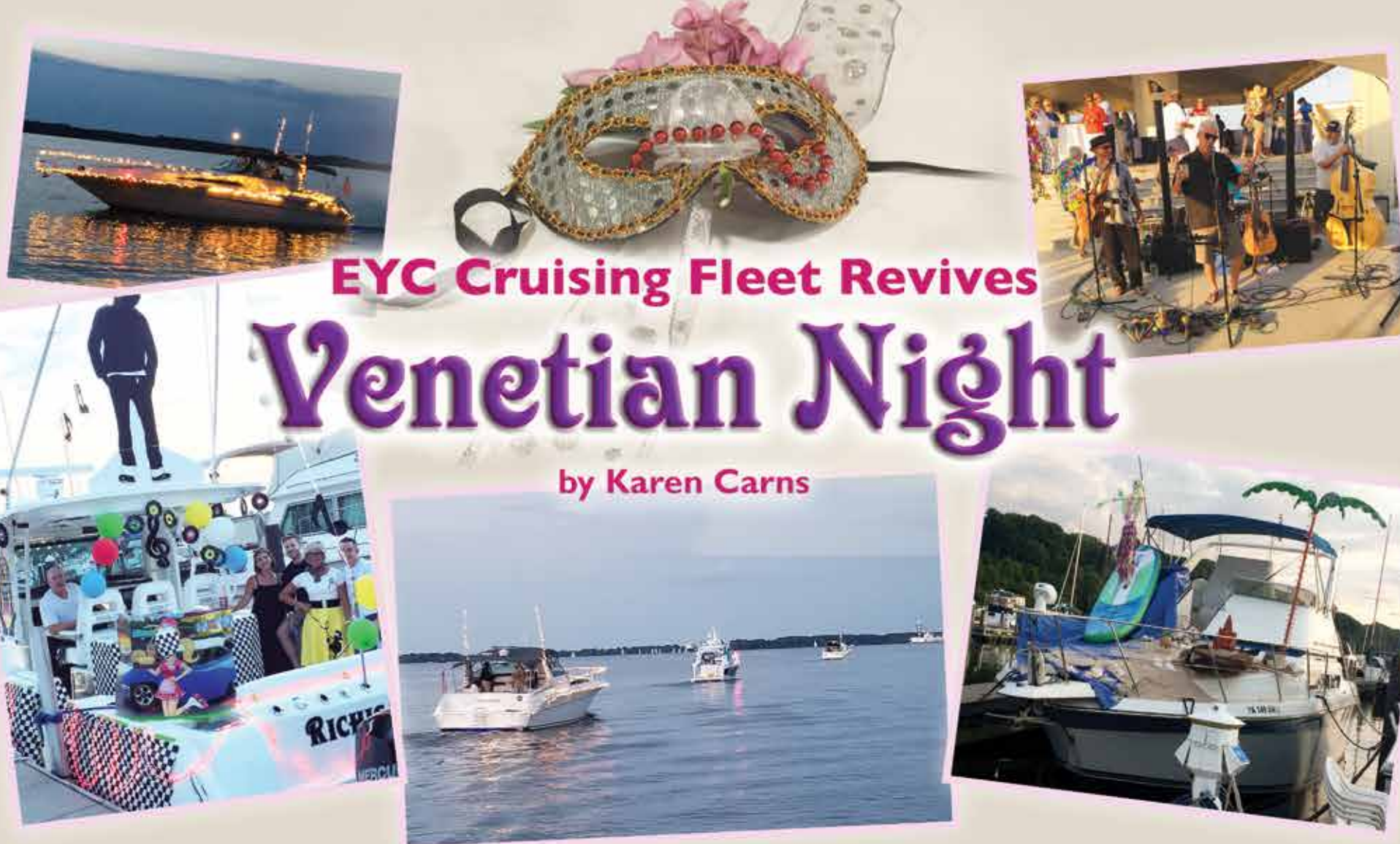
Everyone agreed that the band was spot on! Salmon Frank, an amazing five piece Americana Jam Band from Cambridge Springs, complete with upright bass, kept the party hopping all night long with a mix of blues, rock, country and Americana. People danced and danced and then danced some more until the lights went out after 11 o'clock.

At 8:45 the decorated boats that were participating in the lighted boat parade left their slips and proceeded to the head of the Bay where they assembled just west of the Club. Led by Parade Marshal Bob Cunningham, they proceeded to cruise slowly by the north wall and Lighthouse Pavilion where revelers lined to watch the spectacle. Dianne Cunningham provided a play-by-play narrative of each boat and its theme as it cruised by. As the sun set, the lights on all the boats became even more spectacular and so as the parade returned for a second pass by the Lighthouse Pavilion, the decorating handiwork of the various boat crews was on full display.

The themes of the various boats were absolutely fun, fun, fun! There were boats decorated with Christmas trees, palm trees, beach umbrellas, beach balls, beach chairs, sand, grass skirts, skeletons, sea creatures, candy land figurines, giant inflatables, paddle boards, beach bags, sea shells, doo-wop dancers, flags... you name it! Some boats were just decked in tons and tons of lights.

Pete and Karen Kubeja's R-Krew brought in a load of sand and had a deserted desert island theme complete with a castaway's skeleton on a paddle board! P/C Chris and Kathy Wolford's Andicapp was decked out with beach umbrellas and tons of beach balls which they tossed to the crowd as they cruised by. Bruce and Katina Kelsey decorated Hotel California with a Candyland theme! Brian Yurcek, dressed as Santa Claus, rode along on Paul and Lorie Adams' Little Knottie tossing goodies to the crowd. No Excuses became a family affair with Don Russell enlisting his brothers to decorate for "A Night in Venice," just like they used to when they were kids helping their Dad decorate for past Venetian Nights. Tim and Karen McNair's Jolly Mon was just that. A Jimmy Buffett paradise completely wrapped in a grass skirt with lighted palm trees in the back and a giant inflatable peacock upfront. Brad and Karen Carns took Lucky Star to "A Day At The Beach," all set up with their beach towels, beach ball, cooler, beach chairs, umbrella and Beach Boys tunes blasting as they cruised by.

(continued on next page)



EYC Cruising Fleet Revives Venetian Night

by Karen Carns

Venetian Night Revived

(continued from previous page)

Dave Klett and his crew had the following to report. "We approached Venetian Night as a night of Carnivale. The theme of Venice is Carnivale, and therefore was simple." Crew member William Sabatini, Capt. US Brig Niagara, added, "Aboard Delight the night of Carnivale in Venice was white lights and blue lights and paper Venetian lanterns to light our way." Billy's wife, Megan Sabatini, Lantern Design Artist said, "We were just lit up!"

Becky and John Katham picked the theme of "Eat, Pray, Boat." John said Becky "and our granddaughters decorated the boat with avocados, broccoli, lettuce, garlic, peppers, Italian bread, grapes, cheese (all plastic). The wine was real. We put on a chef's hat, cranked up the Italian music, and we were all set. The grand kids had a blast being part of the parade. We especially appreciated the energetic response from the crowd at the Lighthouse. Knowing we would be outgunned as the smallest boat in the parade, we tried to make up for it with enthusiasm. It was a special night, especially for the grand kids."

"We had a pirate theme for our boat," said Pat and Donna DeMarco. "We called it "The Rum Runner." There was a skeleton in the captain's chair with a pirate headdress and cigarette, holding a bottle of rum. We had lights, an arch and a spider's web on the bow as well with uplighting. Our dock box was open and we made a sign. I was trying to think of the Pirate's Cove at Waldameer and use that. It reminded me of the 70's/80's when Venetian Night was so popular. We didn't take part in the parade though. Food/music and everything else made for a wonderful evening."

The Honeydipper, owned by Bill Motch and decorated by him and Cindy Weible with the assistance of worker bees Gary and Laura Borowy, really did not have a theme but they called it "Light Up The Night." According to Bill, "We had fun decorating the boat with our friends and it was a great relaxing evening and I also got rid of some old Christmas lights!"

Suzanne Morrison said, "Mark and I enjoyed participating in Venetian Night. We chose a Caribbean theme for our boat with flamingos and palm trees. We had a great time at the party at the Lighthouse with wonderful music, food, and fellowship. The parade of boats was truly a beautiful sight on the Bay. We've already begun adding to our decorations and plan to participate in Venetian Night again next year. Thanks to all who organized this event." They own Summer Sojourner.

With all this unbelievable creativity, how do you pick the winners??? Well, our Ladies of the Bridge were up to the task, along with the party goers who were asked to vote for "Best Overall" and "Best in Parade."

"Madame Commodore" M'Lynn Gorny and her team including Patty Gleokler and Lee Cifelli made the rounds by golf cart as well as watched the parade. According to Patty Gloekler, "It was a beautiful night of delicious food, fantastic music, and incredibly beautiful boats. As a judge, it was so difficult to pick a winner, as I thought every boat was wonderful!"

And the prizes! The Cruising Fleet's own Dan Byler, a noted clay artist, designed, modeled and decorated the stunning Venetian masks that were given as awards. Plus, he created a 4th mask which was raffled off and won by our Yacht Club Fleet Captain Vinnie Cifelli's mom, visiting from Florida, who could not have been more thrilled! Once the votes were cast, Dan and Suzie Byler furiously counted them and Dave Wagner announced the winners... (insert drum roll!!!)

Congrats to winners Jason and Vickie Grinarm and their "Under the Sea" theme for their boat Knot So Fast who won Best In The Parade and the Peoples' Choice and to Bob and Dianne Cunningham and the Richie Sea all decked out as "Happy Days" who took the prize for Best At The Dock.

The Grinarm's, who have been EYC members for less than a year, brought a raft of enthusiasm and a boatload of fun friends (also newer members) to the party! Their boat was bedecked in balloon bubbles, a giant inflatable pelican and lighted sea creatures with Jason dressed as King Triton and Vickie as Ariel. Jason said, "Vickie and I were very excited to hear about Venetian Night and it was a total blast! We are already planning for next year! Thank you to the Cruising Fleet for hosting a great event."

The Richie Sea had checkered "floors" hung around the gunwales, life-size silhouettes of the Fonz and friends, vinyl records and juke boxes, a cutout vignette for pictures, lots and lots of lights and featured their kids dancing on board. Dianne wore a poodle skirt and initial sweater! It was adorable!

As Chair Couple, Dianne and Bob Cunningham extended a "HUGE THANK YOU to the EYC Cruising Fleet 2018 Venetian Night Committee!" They "can't say enough about the Committee's hard work to pull together the sold out event with such a short time to prepare. Kudos to Dave and Julie Sanner, Dan and Suzie Byler, Dave and Kathy Wagner, Don and Marilyn Russell, Barbara Wathan and P/C Kerry and Peggy Schwab." Peggy said it all when she said, "Such a great event... reborn from the 70's. KUDOS to ALL!!!"

Lee Cifelli stated that "... the night was very successful. I had a blast! Well organized, nice centerpieces, good food and nice prizes and the band was perfect for the crowd. What I observed was everyone having a good time. Good boat participation considering the Lighthouse Race was the same night.

Dave and Kathy Wagner did a great job keeping things organized. It was new to a lot of the guests including me and they helped you follow what was going on." M'Lynn Gorny said, "I am so happy that the Cruising Fleet has revived this event at the Erie Yacht Club. I'm sure the momentum will continue with even more fun parties in the future."

P/C Kerry Schwab agreed, saying, "I think the involvement by volunteers and membership was just fantastic. I can only imagine what next year will bring. We talked of having a drone fly over the Basin next year and record all the boats' decorations and lights. I think it was one or maybe best event of the year." Rick and Leann Filip told me that "Our family has been boating at EYC since 1963. We always decorated our boats for Venetian Night. That was always the biggest party night of the summer and the night to invite your friends to the Yacht Club. This year, I heard that Venetian Night was coming back. Even though we now live in Texas, when we flew to Erie the later part of June, I put 10 boxes of lights in my suit case and stored them in my locker in preparation for Venetian Night. We had fun decorating our boat "Arcondo" and enjoyed the event with our friends. We look forward to Venetian Night again next summer."

So, by all reports it was just a terrific night of creativity and fun and, for some, of reminiscing. And best of all, thanks to the hard work of the Cruising Fleet, the Venetian Night event is now reborn for the ENTIRE Yacht Club, not just the Cruisers. Next year's Venetian Night is already on the calendar for August 3, 2019. Dust off the lights and decorations, and mark your calendars for THE BEST PARTY of the SUMMER!

P.S. - Bill Motsch, maybe you should not have gotten rid of those Christmas lights just yet!



ABOVE THE ARCTIC CIRCLE

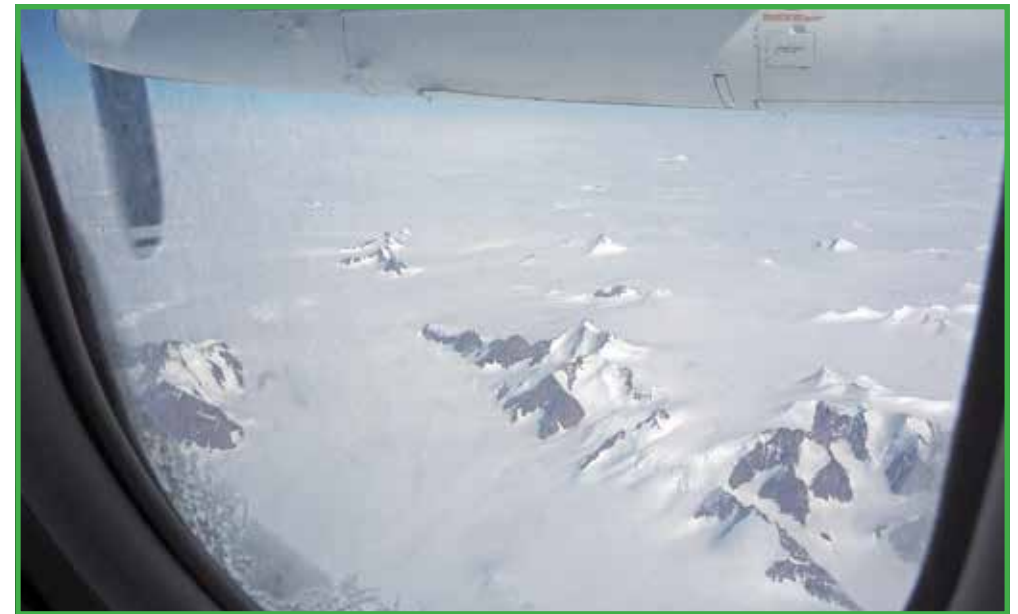
The fishing fleet returning to port after midnight.

IN THE APRIL ISSUE OF THE LOG, I RECOUNTED THE ADVENTURES IN ICELAND THAT CINDY AND I ENJOYED LAST SUMMER. AT THAT TIME, I PROMISED A FOLLOW-UP ARTICLE DESCRIBING OUR 4-DAY "SIDE-TRIP" TO GREENLAND... SO HERE IT IS!

Why Greenland? you may ask – and justifiably so. Most of Greenland lies above the Arctic Circle (as opposed to Iceland, which is just outside the “true” Arctic), and has two things in abundance – rocks and ice! Not your typical tourist destination. I have been fascinated with the idea of going to Greenland since my childhood, when my father would tell stories of being stationed at an air base there during World War II. His tales of dogsleds and whale blubber and eating seal meat alongside his Eskimo friends seemed like something out of a Jack London novel. So here was my chance to visit in person!

Our Greenland adventure began with an approximately 3-hour flight from Reykjavik in a turboprop airplane. The flight crosses the Greenland Ice Cap – an expanse of thousands of square miles of unbroken ice. It is the second largest ice sheet in the world, behind only the Antarctic Ice Sheet. From cruising altitude, the ice sheet is an intimidating, featureless white void stretching to the horizon. I couldn't help but think that if the plane went down, they'd never find us!

Once we approached the west coast, mountains appeared out of the ice, and small villages were visible. There are no roads in Greenland – since all the settlements are along the coast, travel between them is accomplished by boat in the summer and dogsled in winter.



The Greenland Icecap looks bleak from 30,000 ft.

We landed in the town of Ilulissat – about 220 miles north of the Arctic Circle. With a population of just over 4,000 residents, it is the third largest city in Greenland. We were met at the tiny airport by Tonja, who was to be our tour guide for the next four days, and after a short van ride we arrived at the Hotel Arctic – the world's most northerly 4-star hotel. After checking in, the first thing on our agenda was a walking tour of the town, which took about 2 hours.

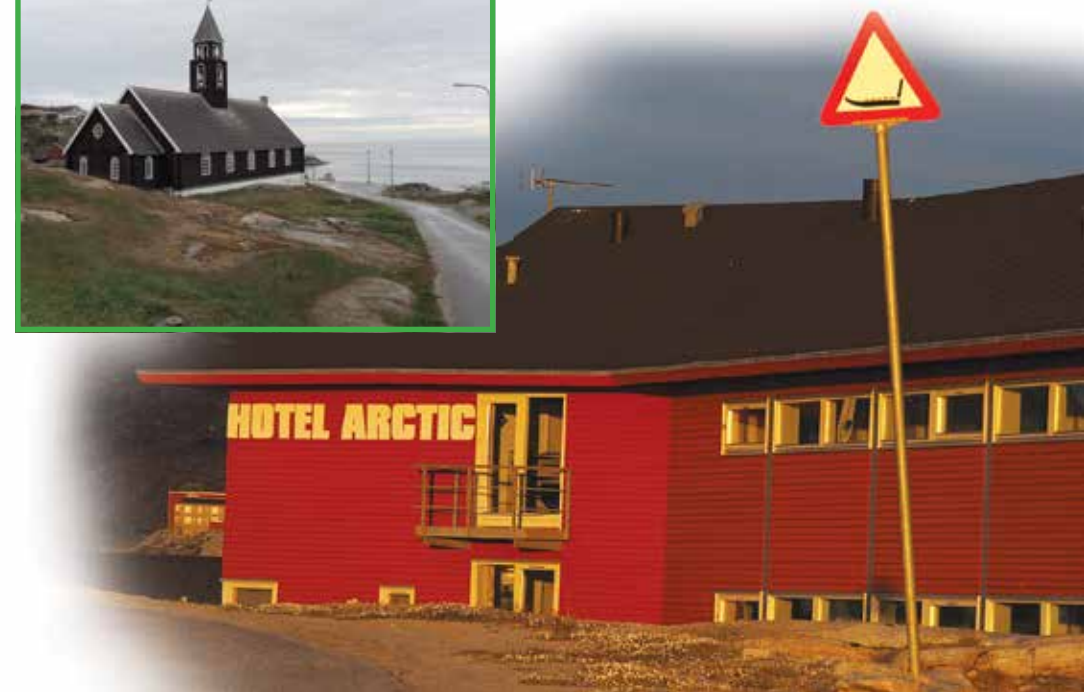
The weather was cold – about 45 degrees – and drizzly. Pretty typical for Ilulissat in mid-July. Among other highlights, our tour included a walk by the fish processing plant, the hospital, the church, and the craft market, where local artists make and sell hand-carved jewelry and figurines called “tupilaks”. In the past, they would use ivory from whales and narwhal tusks, but these are illegal to export now, so they use reindeer antlers instead.

(continued on next page)

Zion's Church in Ilulissat, built in 1782.



The “Hotel Arctic” notice the “Dogsled-Crossing” sign.



by TOM MADURA

Above The Arctic Circle

(continued from previous page)

After our tour, we enjoyed a wonderful dinner at the restaurant in the hotel. The menu consisted mostly of native dishes such as musk-ox, reindeer, or whale steaks, and of course fresh seafood. With the view overlooking the icebergs in Disko Bay it made for a truly unique dining experience.

Our second day began with a nice breakfast buffet, including many local touches such as smoked halibut, pickled herring, and an assortment of local cheeses.

We then boarded a small ship that would be our home for the next eight hours, as we cruised through Disko Bay and up a fjord to the Egi Glacier, one of the most active glaciers in Greenland. For hours we passed through fields of giant icebergs, carved by nature into an endless variety of fantastic shapes and colors. Once we arrived at the glacier itself, our captain kept the boat stationary for two hours as we watched and listened to the icebergs “calving”, or breaking off from, the enormous glacier. The scale is hard to comprehend – the front of the glacier is almost 2.5 miles across, and we were “parked” over a half-mile from it, and when the icebergs calved it sounded like thunder.



Icebergs come in all shapes and sizes!



Cindy cruising amongst the icebergs.

The sun came out while we were there, and on the ride back to Ilulissat the sun on the icebergs only made them sparkle more and made the colors more vivid. It seemed almost surreal.

After our long day on the water, we turned in early that night. We did get up after a couple of hours and went outside to experience the “midnight sun”. Since we were so far north of the Arctic Circle, the sun never actually set – it dipped low to the horizon just after midnight before beginning to climb higher again. Seeing it was like watching a sunset that never quite finished. The low angle of sunlight was quite dramatic on the surrounding icebergs and mountains, and lent a warm glow to the colorful buildings of the town.

Day three began with another hearty breakfast at the hotel, and then it was time to hike to the Ilulissat Icefjord, which is filled with icebergs from the Jakobshavn Glacier 25 miles away. Jakobshavn produces more icebergs annually (more than 20 billion tons worth) than any other glacier in the Northern Hemisphere, some as much as a kilometer in height! The sight of the fjord

filled with these mountain-sized chunks of ice is truly awe-inspiring. It is no surprise that the Icefjord is listed as a UNESCO World Heritage Site.

Back in town it was a nice sunny day - perfect for an outdoor lunch (it was about 47 degrees F) and a local favorite – vanilla soft-serve ice cream cone with licorice sprinkles! We also stopped by the craft market again and purchased a few Tupilak carvings as souvenirs. Back at the hotel we enjoyed a cold beer on the outdoor deck with a great view of the iceberg-filled harbor. From the deck we also were able to watch the hotel’s team of sled dogs lazing in the sun. These are working dogs – we were told most emphatically that they are not pets and we should not approach or try to pet them! Dogsleds are the main mode of transportation in Ilulissat in winter, and the sled dogs actually outnumber the human population. They are a major part of life in the Arctic.

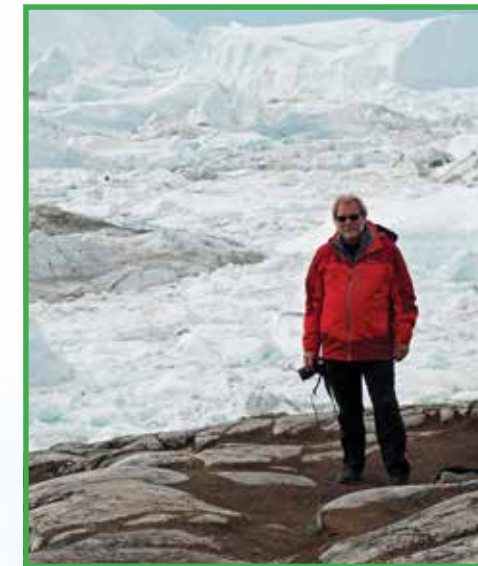
The sun at midnight local time!



Sadly, our Arctic adventure was drawing to a close – the next morning it was already time to board our plane back to Iceland. In our short time there we learned a lot – Greenland can at times seem like a very barren and forbidding place, but it is also largely unspoiled and has an abundance of natural beauty all its own. If you’re looking for an off-the-beaten-path place to visit, give Greenland a try!



Overlooking the awesome Icefjord!



A native craftsman shows off his work.



Sled dogs are a major part of life in Greenland!

Great Fun, Great Food & Beer, Beer, Beer!

EYC Oktoberfest • 10/20/2018

by Dan Dundon



This October, Erie Yacht Club will celebrate our 24th annual Oktoberfest... certainly one of the longest established Oktoberfest parties around. Many veterans of every previous EYC Oktoberfest will be in attendance on 20, October 2018. Additionally, we are sure to see many new faces, many of whom will become repeat Oktoberfestors. Some time ago, we were warned such events die-off after a few successful years. Maybe so for some other folks, but not for us here at the Erie Yacht Club!

Planning for our first Oktoberfest started in 1993. We held our party in 1995 as part of the EYC Centennial celebrations. Where did the original concept for Oktoberfest come from, you may ask?

Oktoberfest is the world's largest beer festival and funfest held annually in Munich, Bavaria, Germany. The 16 to 18 day event runs from mid-September to the first weekend in October. More than 6 million people from around the world attend each year. Locally, it is often called the Wiesn, after the colloquial name for the fairgrounds, Theresa's Meadows (Theresienwiese - go ahead and try to pronounce THAT!).

The Oktoberfest is an important part of Bavarian culture, having been held since the year 1810. During the 16-day festival in 2013, 7.7 million litres of beer were served. Visitors also enjoy numerous attractions, such as amusement rides, side-stalls and games. There is also a wide variety of traditional foods available.

So, now, you may wonder, how does the EYC Oktoberfest compare? Our Oktoberfest is the Erie Yacht Club's largest beer festival and funfest held annually in our ballroom, also known as our Beer-hall for the day. It is full-evening-long fun-festival held each October. In 1995, we shut-down the whole Club for our Centennial Oktoberfest, attended by 300 people. Subsequent Oktoberfests have often been sell-outs with over 180 attendees.

Locally, it is sometimes called the Okto-Beer-fest. (which is easier to remember and pronounce than Theresienwiese, eh?). Held annually since 1995, our Oktoberfest has become an important part of EYC culture. During the event, large quantities of beer have been consumed: during the 1995 festival, for example, eight half-barrels of beer were served (that is around 1200 bottles!).

At EYC Oktoberfest, attendees enjoy non-stop entertainment which starts with ballads and seasoned German folklore tunes sung by Erie's own Siebenbuerger Singers. Then the Bergholz German Band takes over with traditional German oom-pah music and a variety of German beer-hall favorites. Alternating hourly with the Bergholz German Band will be Bob Hamilton, The Mad Bavarian, with his one-man show of German music and fun. Look for Bruce Kikola, the Mad Man of Magic roving through the crowd.

The Mad Bavarian and the Siebenbuerger Singers have entertained at every EYC Oktoberfest. Bruce and the Bergholz German Band were new to our Oktoberfest last year. The Band has toured Europe visiting Germany, Austria, Switzerland and The Netherlands. In Munich, the Band played in the famous Hofbrauhaus, and in the Lowenbrau tent during Oktoberfest.

The Munich Oktoberfest has "a wide variety of traditional foods available". Our EYC German Buffet includes Wiener schnitzel, Sauerbraten, Roasted chicken, Bratwurst, Knockwurst, pretzels, pumpernickel bread, potato pancakes, German potato salad, sauerkraut, and red cabbage. No boiled hot dogs or warmed-in-the-can sauerkraut for us! Our desert buffet includes black forest cake, apple strudel and other treats.

Every year, folks tell me "This was the best Oktoberfest yet!" I sure think the same thing myself!

EYC Oktoberfest presents a terrific German buffet, wild, non-stop entertainment, and lots of beer all supported by the wonderful behind-the-scenes efforts of the EYC staff.

The Oktoberfest crowd seems wilder and wilder every year, as well, and the whole place becomes a roaring party, just like the Munich Hofbrauhaus!

As with many years in the past, EYC Oktoberfest could again be a sell-out, so begin planning now to attend one of our best parties of the year!

See you all there!



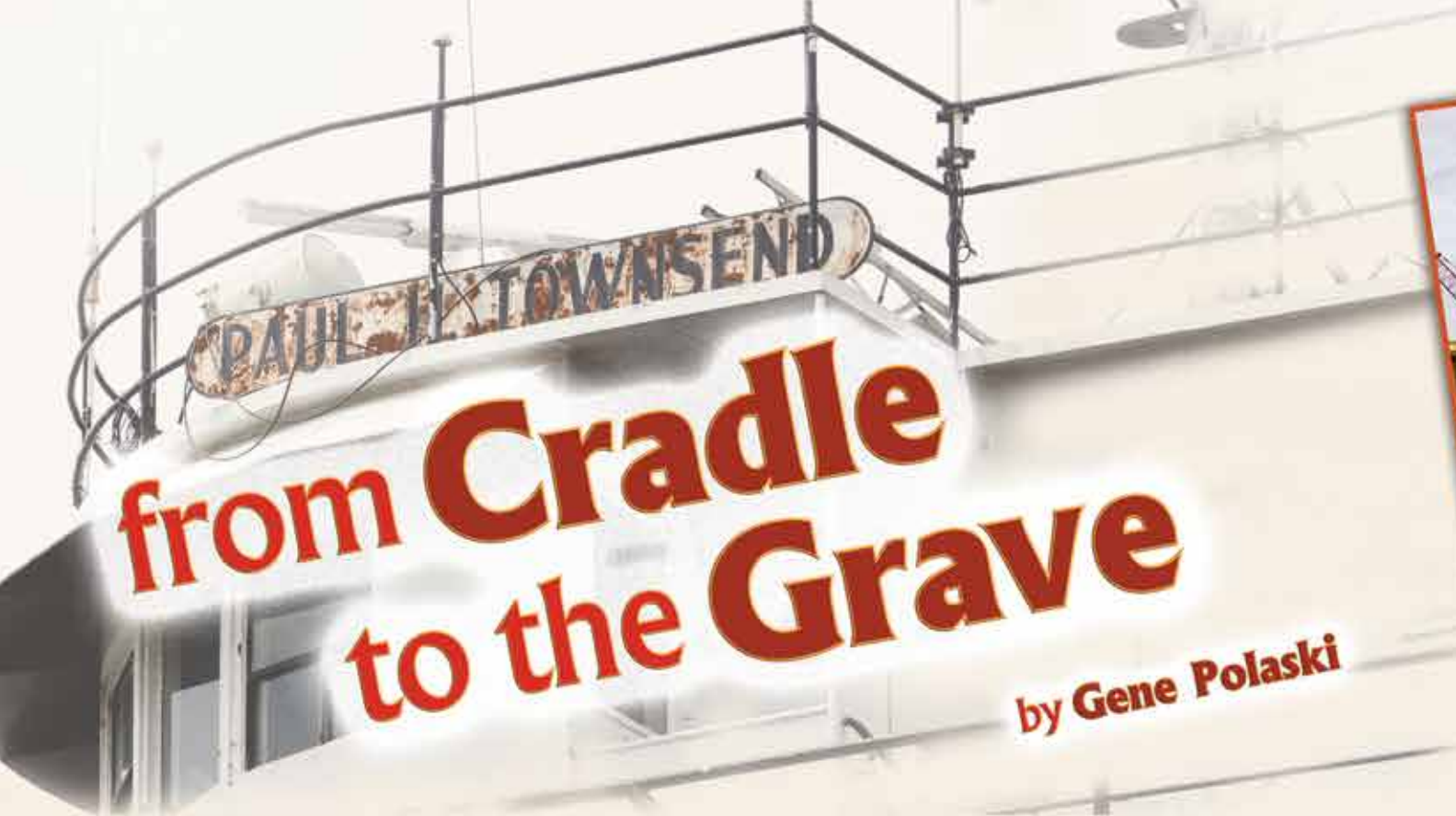


Photo courtesy of Clarence Vautier.

When a friend of mine, Neil, from Fairview, was in his youth (mid 1960s), he found employment aboard a Great Lakes ship named the Paul Townsend. Many Great Lakes ships did their duty for beyond 50 years and so is the case with the Townsend.

The Townsend was built in 1945 as a cargo ship for use during the war. However, it was the end of the war and after a brief history of service, the ship was bought by the Southern Steamship Company who in turn sold the 338 foot vessel to the Huron Transport Company (Portland Cement) in Detroit in 1951. The following year it was converted to a self-unloader then towed to Chicago via the Mississippi/ Illinois rivers to serve as a cement carrier on the Great Lakes. It was named after the former president of Huron Portland Cement. Later it was further modified and lengthened to 442 feet by Great Lakes Engineering Works of Ashtabula. The Townsend was a single screw vessel powered by a Nordberg diesel

In 2005, the Townsend was owned by Inland Lakes Management and was laid up in Muskegon, MI being used as a barge for storage of cement. Interestingly, my friend saw his old ship in layup while at a family reunion near Muskegon in 2017.



Getting ready to board for a memento hunt (l to r), Neil, Don, and author.

The end of life for the Townsend came in 2017 when it was sold for scrap to a firm in Port Colborne, Ontario by the name of Raw Materials Corporation (RMC). As it was being towed from Muskegon, past Erie, to Port Colborne by the tug Barbara Andrie, I wondered if my friend Neal might be interested in obtaining a memento from the ship. So we contacted the RMC facility manager and he invited us to visit the marine salvage yard. We had to wait out the winter but in May, 2018 Neal and I and another friend, Don, drove to the bone yard in Port Colborne.

As we crossed the RMC grounds to get to the Townsend, we noted all sorts of ship "stuff" for sale such as propellers, bow thrusters, brass portholes, anchor chain, lifeboats, and ropes of all diameters. None of these were what Neal had in mind to take home!

We boarded the Townsend and began our search. We were cautioned about a raccoon that was living aboard and our host, Mark, took a broom and walked ahead of us just in case. We saw it but it ran into a pile of debris and left us alone.

We searched through the many cabins and found that some still had signs above them designating their use or who was assigned there such as "Second Engineer". The sign for the "Galley" was still there which we were able to remove with a butter knife I found lying on a nearby table. When we got to Neil's assigned room, the sign above the door was still there. It read "12-4" which meant that the people in that cabin were on watch for four hours and off for 8 hours, am and pm.

Finally we found a galley menu from Thanksgiving, 1992. They ate well! We moved from the stern cabins to the forward bridge and officers living quarters. Most everything was stripped except for a handmade Pelorus, the radar, and few other electronic devices of no interest to us. The log book and other items that may have been of interest had been picked over long ago, probably before the ship was towed to the yard.

While in the wheelhouse we had the unique vantage point to see two ships leaving the Welland going into

Lake Erie, the Algoma Harvester and the tanker Esta Desgagnes. They passed by quite close and we got some nice photos.

On our way back to the RMC office, we noted a beautiful passenger ship named the Princess of Acadia also docked there for salvage. After paying for the mementos, we went to town for lunch at a restaurant called Walter's which was on the Welland Canal and saw a British flagged ship, the Jacqueline C, upbound for

Thunder Bay in Lake Superior to pick up a load of potash. We were also able to watch a pilot board that ship while moving. Scary!

Neil, Don and myself had an unusual day to say the least and it was most enjoyable. So if you are ever in the market for a ships life ring, cold water immersion suits or other marine paraphernalia, contact RMC in Port Colborne via their web site.



Need a 10 foot propeller or two?

EYC Cruisers Busy Having Fun!

by Karen Carns

Wow! Has the Erie Yacht Club Cruising Fleet been busy this summer! In addition to planning the very successful and fun-filled Venetian Night on July 27, we've planned three cruises, two raft-offs, a couple of picnics and an upcoming Oktoberfest and Holiday Cocktail Party! So here's the update on what's been going on.

Thanks to the coordination of Pam Davis, on July 7, a beautiful sunny mid-summer evening, a group of Erie Yacht Club boats convened off the Yacht Club Lighthouse at 1715 hrs. for a group cruise to the North East Marina for a lovely lakefront dinner at Noosa Restaurant. We "boat-pooled", with each boat having between four and six passengers and crew aboard. This was our second annual Noosa Dinner Cruise, and for the second year in a row everybody loved it!

We had a terrific ride to Noosa where we took over the covered deck overlooking the Marina and the Lake and had a delicious dinner and a lot of fun. Everyone returned to their boats as a group and one by one pulled out onto the lake for the sunset cruise back, returning to home port Erie Yacht Club just about 2100 hrs. as the sky lit up and showed off its glory. This event has become an Erie Yacht Club Cruising Fleet favorite and will likely be repeated again next season.

Next up was a wonderful trip to the Buffalo Launch Club (BLC) on Grand Island, NY led by Bruce and Katina Kelsey on their yacht, Hotel California. On July 17-18-19-20, several EYC Cruisers and their boats had a beautiful ride over to BLC, but it was a bit bumpy coming back. They had a great weekend and got to know each other better. The folks at BLC were extremely gracious and welcoming and our EYC Cruisers got to know many of them, too, and truly enjoyed being there with them. Our gang Ubered over to North Tonawanda on Saturday for the Canal Days Festival and then had lunch at the Dockside Cafe on the Erie Canal - a great meal and a great view. They enjoyed the pool at BLC and also dined in the restaurant there and at the Village Inn nearby. Those who went on the trip had a ball; those that did not missed out on a great time! Always, fun cruising with fellow EYC members!

Kathy and Dave Wagner, first mate and skipper of Dream Weaver, also put a lot of planning into the Geneva-on-the-Lake Cruise planned for August 17-19. For the second year in a row, however, our attempt to cruise to Geneva-on-the-Lake was foiled by high winds and very rough water. Instead of rendezvousing at Geneva-on-the-Lake Marina, the Fleet spent the weekend in Ashtabula Harbor at the friendly and welcoming Ashtabula Yacht Club.

The weekend included a Friday night Dark and Stormy Happy Hour, compliments of the Cruising Fleet, a picnic dinner, and Saturday browsing, shopping, and lunching on Bridge Street in Ashtabula Harbor with its growing number of cute shops and trendy restaurants. On Saturday morning, several more boats set out to join the Fleet, but after encountering very high waves, decided dry land looked pretty good and they turned back. Those who had made it were joined by a few carloads of Cruisers on Saturday evening for more fun at the AYC and then a group dinner at Fitzgerald's on Bridge Street. A calm and enjoyable ride home on Sunday capped off what turned out to be a perfect weekend!



Everyone agreed that Ashtabula was a great alternative destination and were glad they had made the trip. Marilyn Russel said, "Maybe a third try will be the charm for Geneva; however, I think everyone enjoyed Ashtabula, too!" Kathy Wagner, who for the second year in a row had done all the legwork for the weekend cruise, said, "Absolutely!! Good ride home... great time with you all!!" But we all agreed that next year someone with better weather mojo should be in charge! A complete rundown of the weekend fun and EYC camaraderie is included in a separate article entitled "Ashtabula Fun Run!"

Our third annual Labor Day Raft Off is scheduled for September 2, 2018. Although it marks the end of the summer, it is a highly anticipated event as Cruisers gather for a last "official" party on the water and a great time to socialize with fellow Erie Yacht Club Cruisers.

The food is always amazing and it seems we've always had good weather. So it is hoped that the Raft Off on September 2, starting at noon in Marina Lake will be another party with lots of boats, lots of people and lots of food and of course lots of fun! In the past we've had close to 20 boats and while there are many raft offs going on at Marina Lake each weekend, the Erie Yacht Club raft offs on Memorial Day and Labor Day weekends have occasionally been some of the biggest ones. So don't miss it. This event is open to all Erie Yacht Club members, both power and sail, whether or not they are part of the Cruising Fleet. Come on over to Marina Lake at noon and look for the EYC Cruising Fleet boats. All are welcome to join in. Just bring some snacks to share and some tall tales to tell! It'll be a fun day- don't miss it.

Other events still in the planning stages include a possible short cruise in September to "somewhere" for lunch or dinner before we pull our boats. In October we will hold the "Oct-Chili-Fest" Chili Cook-off again. Can anyone beat P/C Fritz Curtze's "3 Critter Chili"? We'll end the year in November with a pre-Holiday Cocktail Party in support of Be a Santa to a Senior!...lots more fun in store.

So we will see you on the water and hopefully at some of our fun events. As always, check out our web page under "Fleets" on the Club website, like us on Facebook at EYC Cruising Fleet or contact the Carnses:

karenlynnecarns@gmail.com or
jackcarns@gmail.com
or the Cunninghams:
richiesea@aol.com or
dcunningham@homeinstead.com
for more info.



If These Docks Could Talk

Dockmaster Bill Vogel - Retired

by P/C Gib Loesel

July 6, 2018 was the date EYC started a new chapter in our Clubs history. It was the day Mike Argeny became our new Dock Master. It was also the day our longtime faithful friend Bill Vogel retired, after spending nearly 40 years serving the EYC, 29 of those years as Dockmaster.

When I learned of Bill's retirement it got me to thinking (again) that we should have a retirement party to match that of, I. Martin Pomorski's 1981 "blast" (as Chester would say). An inquiry to the Commodore put a "nix" on that saying Bill did not want any fanfare or party! Personally, I was disappointed thinking of all the fun and wonderful things we could do to both salute and roast Bill.

Looking back at my "Dockmaster Story" (LOG spring 2015): Bill stated "in 1978 Marty hired me to do "grunt" work for his boat blocking business, (a/k/a the "Wrecking Crew") I guess I must have done alright because he hired me to work for the Club".

"His responsibilities were enormous, with the help of his able crew he coordinated the moving and storing of over 400 boats each spring and fall, supervised a small army of employees, maintenance and care of several buildings and equipment that included two travel lifts, trucks, tractor, hydraulic trailers, fork lift, several miles of floating docks, gas well, safety records, answering hundreds of questions and doing that "special little favor" members often ask him to do."

When asked: P/C Doug Nagle offered "When I think about Bill, two words come to mind. Knowledge and Reliable. He worked out solutions and quickly resolved the issue. All I can say is Thanks Bill, good luck."

P/C Ed Schuler said I was just a kid roaming the docks when Bill started in 1978, "he gave me a job as the fuel dock attendant, later in life I worked alongside him on customer's boats, various Club committees and several major projects. Bill always tried to fulfill the members requests with that big smile and glad to see you written on his face. I wish he and Patty good times and adventures in their retirement".

Each year after the annual election "Professor Bill" would hold a class for the newly elected Fleet Captain. Often opening their eyes to the awesome job they had just been elected to, by conducting an in-depth tour of the Club's working parts (inside and out).

Bob Arlet (Skipper of Westerly) stated "Our members can't survive without the professionals who offer their services at the Club"... and added "that in his case as a professional and member, Bill often had to walk a fine line, but he was also a "pro" and handled difficult situations with ease for which I had a great deal of respect!"

P/C Jim Owen said "for the life of me I couldn't get him to call me Jim. I would say Bill call me Jim and his reply was always "Ok Mr. Owen"

Mike Argeny related "Bill was my mentor, I worked with him for 13 years, he was my boss and friend... Bill taught me to think 'outside the box' when faced with unusual problems only found at places like our Club.

In addition to teaching me the art of launching, pulling and laying up boats, he had a vast knowledge of other life skills: plumbing, electrical work and welding are all skills which he shared with me... I hope he has a wonderful retirement with Patty!

P/C Pat Geary said "Billy is a great guy and will be missed", he also said "Bill was a good sailor having had him on board for several 'fall cruises' when it was probably best to be tied to the dock, as he became a little wide eyed at times (like all of us) but once ashore, managed to out drink the Behrend College Hockey team, who were guests aboard P/C Ron Busse's boat. Bill also joined us on board for Friday the 13th in Dover. He was always a great crew member and had what it takes to make EYC a special place."

In 2008 the Thompson Trophy selection committee's choice was Bill, the annual minutes state "when his name was announced the members stood to a thunderous applause and cheers. The award went on to read about his commitment to the MS Regatta, Frolic on the Bay, and the Red Cross Regatta.

it also cited that he is a Master Diver and member of the Sheriff's scuba rescue team. It concluded with: "Whereas, William Vogel is a fine example of safety and service by his brave rescue of several members of the Mercyhurst crew team during a routine practice... therefore be it resolved (etc etc). Bill accepted and expressed his thanks for the award stating "It is always a surprise when I come over that damn hill!"

Over the years I personally have had the opportunity to interact with Bill on a lot of Club business; on the safety committee his knowledge of our equipment and what it takes to keep it in proper working order is priceless, his knowledge of the unending miles of regulations was amazing; and as a member of the basin committee he was a major contributor to the recent multi-million dollar basin project. It would be impossible to put a number on the thousands of dollars he saved the Club with his knowledge and work ethic!

A few weeks ago, I stopped to see Bill and Patty at their summer home and found them sitting on the second deck enjoying their wonderful view of the lake... during the course of "spinning yarns" about old times I discovered that Patty is also a Master Diver and they were busy planning their diving trip to Bonaire (sounds good to me).

If these docks could talk they would say, "Bill, all the members past and present thank you and wish you a very long and happy retirement!!"



Time Passages:

Spiritual Lessons from Port Dover

"Once we accept
impermanence
we are liberated."
- Tich Nhat Hanh

by David Frew



The Harry Gamble Yard across the creek from PDYC.

June, 2018. I am sitting on the porch of the Port Dover Yacht Club, watching as huge excavating equipment literally chews through mountains of debris at the former Harry Gamble scrapyard across the creek. A Burlington, Ontario company, McKiel Marine, has established a strategic arrangement with Port Dover's Nadro Marine, purchased Gamble Shipyard & Marine, and begun the process of rehabilitating the property.

In the few short months since work began, progress has been remarkable and as the restoration continued it was learned that the enormous array of steel items, including buses, train cars, trucks, and other items has slowly "grown" over the top of a concrete slab.

The apparent soil-based yard with trees, bushes, and weeds that developed over decades evolved at the site of the previous woolen mill that operated there before the turn of the century.

Harry Gamble's father, George, purchased the land and moved his business from its original site near the old drawbridge, when the road was diverted in the 1920s. And thanks to the layer of concrete under the scrapyard, the site did not turn out to be the toxic nightmare that had been anticipated. McKeil has announced that in addition to using the Gamble property to provide access to Lake Erie, dockage and infrastructure for their new shipyard, the property will eventually become a residential development. More condos for Port Dover?

During the last decade Port Dover has become a contemporary Hamilton/Toronto diaspora. Big city refugees have been "cashing out" of homes that originally cost \$50 to \$100,000, and extracting millions of found equity dollars. In the perpetual search for an easier, less congested life with the charm of a Lake Erie view, Ontario's big-city refugees

have been powering Port Dover's contemporary real estate boom. Who wouldn't trade a three bedroom family home in a congested neighborhood for a waterfront vista? Sadly for those of us who fell in love with a charming lakeside fishing village, the quaint, rusty town just across the water from Erie, longtime favorite destination for EYC boaters, is changing.



The new condos currently under construction east of PDYC.

The place that I fell in love with 50 years ago has become almost unrecognizable. Downtown dodgems, duckpin bowling lanes, commercial fishing infrastructure, and old-time food vendors are slowly being replaced. Misner's Commercial Fish House has been torn down, leaving a scar on the west side of the harbor entrance where a huge sign illustrates the high-end condos that will soon grace the pier. Modern homes, new housing developments, and a golf course line the lake shore east of town, and new condos are appearing on the east side of the club.

Most of all, however, I miss the old people; characters who defined Port Dover. Last year was a particularly difficult and sad time. My old friend Harry Barrett (who came to EYC for an early fellowship dinner) had been failing for months after his second wife (Buck Wamsley's widow) passed away. In January, friends called to say that if I wanted to say goodbye I should come soon. I drove to Port Dover a few days later but it was too late. By the time I arrived, he had slipped into a deep sleep and he died a few days later.

Then in short order Harry Gamble, one of Port Dover's most remarkable characters, passed away, followed by the end of a relatively modern visual landmark. The twin 650-foot stacks at the mothballed Nanticoke power plant were demolished on February 28. Since the early 1970s when the green-field industrial park (largest in North America) was developed east of town, those stacks had served as a navigational benchmark. Ontario Hydro's coal-fired electric plant at Nanticoke, once the largest in the world, has fallen victim to a provincial trend toward renewable energy. These days, monstrous solar panels on new barn roofs have joined hundreds of wind turbines in a frustrating attempt to match the enormous electric output of the former Nanticoke generating station. The demise of that plant seemed particularly sad since I took students



The Bridge Yachts yard taken from the east side of the property.

there for a decade, knew the staff, and worked there as a consultant.

The Gamble scrapyard contemplation was interrupted by Terry Walsh. My old Port Dover friend sat next to me and added another impending change to the catalogue of transitions. Terry, who came to EYC earlier this year to talk about the history of the Port Dover Yacht Club, began to discuss a serious new threat to the Club's sailors.

A decade ago a developer purchased much of the land along the creek between PDYC and the lift bridge. EYC boaters who have vis-

ited Port Dover will recall the roadway from the Club to the main road and the eclectic array of steel buildings, marine business, and boats along the creek. When that land, which extends from Tiller (formerly Mathews) Marine to the ramshackle old Gamble building (which has recently been cleaned up, cleared and leveled) was first purchased, the new owner applied for and received approval to build condos along the creek. But nothing has happened to the property and everyone seemed to forget about the existential threat to one of the last strips of old Port Dover.

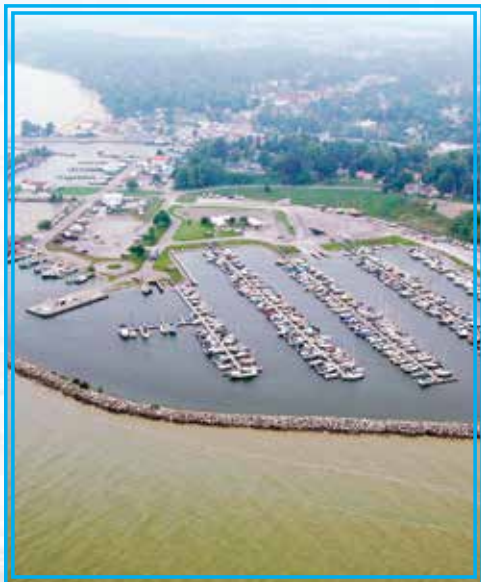
(continued on next page)



Nadro Marine (now McKeil) closest to the PDYC entrance and on the west side.

Time Passages:

(continued from previous page)



Ariel view of Port Dover's Harbour Marina.

Ed Laevens, owner of Bridge Yachts, immediately understood the potential threat to his business. Bridge had been leasing the land on both sides of the road and operated a store there. Shortly after the purchase of that property he moved uptown to a building on the west side of the lift bridge. Bridge Yachts has continued to lease the space on both sides of the roadway between the PDYC and the main road, however, so that the appearance of the Creekside has not changed. It has continued as a boatyard (the east side of the road) with docks\winter storage (the west side).

This year, however, the property owner announced his intentions to begin his condo development and notified Bridge Yachts that all of the land has to be cleared by December 31, 2018. This means that Ed will have to remove all of the for-sale boats currently on the east side of the road, abandon his steel work building (on the same side of the road), and find a new location for winter-storage.

Ed Laevens has leased new space at Harbour Marina, the public marina located on the southeast side of the town dock, and is in the process of moving his Creekside operations. But Bridge's new winter storage location poses a problem. The entrance to the Harbour Marina currently has a depth of only seven feet so that deep draft sailboats will have a difficult time reaching Bridge Marine's lift-out. For Terry Walsh, who's C&C 35 draws seven feet, it may be barely possible to get into the new Bridge Yachts winter storage location this year and next if he carefully negotiates the channel and shortens his boating season by moving his boat before fall water levels recede.

But this will probably not be a good long term solution, since 2018's water levels are near the top of the long-time, Great Lakes 31-year water level cycle. Lake Erie's 2017 and 2018 basin levels have been almost as high as the water was in 1986 and 1987 (31 years ago), the last high water years, and they will begin to systematically drop soon. It is almost certain that within the next four or five years, as Great Lakes basin water levels fall, it will become impossible for Port Dover's deep-draft boats to enter the Harbour Marina channel.

Several PDYC sailboats will eventually have to go "elsewhere" for winter storage, with the only seemingly viable alternatives being either Port Colborne or Erie.

Artist's rendering of the proposed Harborfront condos.



Since the Harbour Marina basin is sitting on bedrock it will probably not be possible to dredge unless dynamite is used. Terry and his fellow deep draft sailors are not of their Port Dover future.

Terry and I continue gazing at the rapidly changing Gamble Yard and imagining the Port Dover that will emerge from thus relentless "condominium-ization" process. While Harry's collection of "stuff" may have seemed to be an eyesore to modern sensibilities it was a classic Port Dover rendition of efficiency; part folk-art and part inventory science. If it was metal and potentially useful, Harry Gamble acquired and positioned it in his yard in a place where he could return for it (Jiggs of Erie, for example). He knew exactly where every item lived, both in his yard and at his headquarters building across the street. In much the same way, Ed Laevens and his son, Steve, have managed to make the best possible use of the Creekside promenade between PDYC and the lift bridge.

Every square inch (centimeter) was taken up with tools, welding machines, barges, boat lifts, ancient trucks, and tractors, not to mention the array of winter and summer-stored boats. All of this will soon be ending, however, and the next generation of Port Dover visitors will not see what I did when I first brought young children here in 1970. Instead they will find mod-



The late Mr. Harry Gamble.

ern homes, condominiums, neatly coiffed landscaping, and a convenience store or two... Progress?

As we continued our meditation, Terry reminded me of similar dramatic changes in and about Erie. I don't visit Erie episodically. I live here all the time so the transition is not as apparent as it seems in Port Dover. "Drive the Bayfront Highway," he suggested. "Look at the Public Dock with its convention center and hotels. Or at the Erie Yacht Club, itself," he added.

One more time, Port Dover teaches me about life!



Port Dover Yacht Club.

Thanks to Terry Walsh,
Past Commodore PDYC,
for the images.

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What's the Good Word?

• by Dan Dundon



As we look back at another great boating season and maybe remember the beers many of us enjoyed, these Good Words will review the words of what some famous (and maybe not-so-famous) people had to say about the golden nectar so many of us enjoyed this summer and will enjoy at Oktoberfest... BEER! As always, these are intended to amuse rather than to suggest overdoing anything... as that is never a good thing.

I feel sorry for people who don't drink. When they wake up in the morning, that's as good as they're going to feel all day.

- Frank Sinatra

An intelligent man is sometimes forced to be drunk to spend time with his fools.

- Ernest Hemingway

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

- Henny Youngman

24 hours in a day, 24 beers in a case. Coincidence?

- Stephen Wright

Beer is proof that God loves us and wants us to be happy.

- Benjamin Franklin

Without question, the greatest invention in the history of mankind is beer. Oh, I grant you that the wheel was also a fine invention but the wheel does not go nearly as well with pizza.

- Dave Barry

Remember "I" before "E", except in Budweiser.

To some it is a six-pack, to me it's a Support Group

You have not had too much to drink as long as you can lie on the floor without having to hold on.

- Dean Martin

Whoever drinks beer, he is quick to sleep; whoever sleeps long, does not sin; whoever does not sin, enters Heaven! Thus, let us drink beer!

- Martin Luther

I'd tried to straighten him out, but there's only so much you can do for a person who thinks Auschwitz is a brand of beer.

- David Sedaris

A man who lies about beer makes enemies.

- Stephen King

If God had intended us to drink beer, He would have given us stomachs.

- David Daye

So, I hope you enjoyed these Good Words! I also hope to see you at Oktoberfest! See the article on page 12 and the EYC Website 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!

In closing, here is another thought to ponder:

Sometimes when I reflect back on all the beer I drink I feel ashamed. Then I look into the glass and think about the workers in the brewery and all of their hopes and dreams. If I didn't drink this beer, they might be out of work and their dreams would be shattered. Then I say to myself, "It is better that I drink this beer and let their dreams come true than to be selfish and worry about my liver."

- Jack Handy

Anchor Marine Ltd

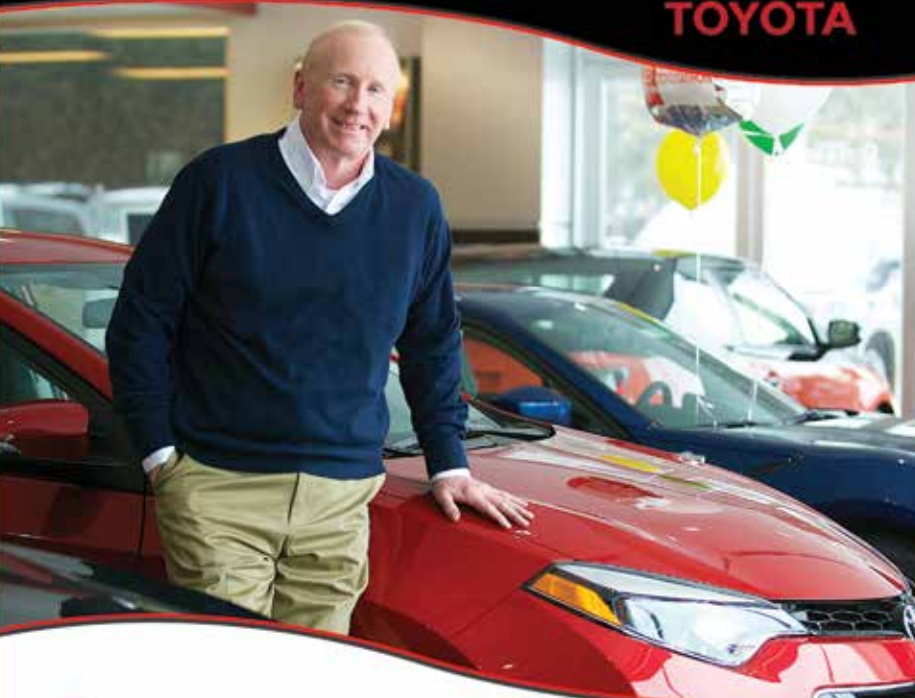
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The Flagship Niagara League is a 501 (C) 3, non-profit educational associate organization of the Pennsylvania Historical and Museum Commission (PHMC), chartered to facilitate citizen participation and operation of the U.S. Brig Niagara and its homeport, Erie Maritime Museum.
Lettie G. Howard is owned by the South Street Seaport Museum and operated as a programmatic collaboration between the South Street Seaport Museum and the Flagship Niagara League.




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"Spooktacular" Halloween for Kids

Sunday, October 21st

During this scary season be sure and dress up the kids in their scariest or cutest Halloween costumes and head down to the Club for a fun and safe Halloween Bash.

The Fun starts on Sunday October 21st at 11am at the EYC, so the little ones can work on their scaring techniques before the big night. There will be plenty for your little monsters to do, in the comfort of EYC and it's hospitality, including:

- Arts & Crafts
- Treasure Hay Pile
- Decorate a Donut
- The Jungle Terry Show

The fun goes on until 1pm so you have plenty of time to enjoy the "Spooktakular" Breakfast Buffet in the Grill Room that starts at 10am as well. Remember though that all the party activities are free but the buffet is not. There will be no a la carte menu available on this Spooky Sunday at the Club.

So be sure to head down to the EYC for a warm and dry ghoulish good time and show off your trick or treaters costumes without the jackets, running or complaining...

Scare ya there!




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Boating to Bowling

By Diane Glass



Last years Champions: Debbie Nicholson, Jack Yakish, Carolyn and Norb Dunn.



With boating and other summer activities winding down, you can keep the fun rolling by going bowling! The EYC has a very active bowling league and we're always looking for additional members to amp-up the fun! This league is all about the fun and camaraderie of team bowling, so knowing how to bowl is NOT a prerequisite. Teams are given handicaps based on the bowlers averages in order to keep all the teams competitive. The EYC league is also non-sanctioned, so members do not have to pay to join the USBC. It is a mixed couples league and we bowl every other Friday evening (starting at 6:30 pm) from September through April at Rolling Meadows Lanes at the corner of 32nd and Zuck Rd.

There is usually 16 weeks of bowling with nights not scheduled during the holidays. We even have some "Fun Nights" when we bowl some different kinds of non-traditional games.

The lanes have bowling balls to use and shoes to rent for a minimal fee so there is no requirement to have any of your own equipment. Members may bring drinks (beer, wine, etc.) and snacks to the lanes too! There is also a snack pizza counter on the premises where pizza and other items can be purchased.

A banquet at the EYC follows the season and there is also a summer get-together brunch which are both paid for by the league. So what better way to spend the off-season of boating then to join the EYC bowling league? Have some fun with your familiar friends and get make some new ones. It's as easy as throwing a gutter ball! Just contact one of the league officers listed below.

Hope to see ya on the lanes!

Dave Arthurs: 814.450.1746

Diane Glass 814.864.5628

Rick Hersey: 814.431.0409

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The Flying Photographer

by Paul Jenkins

When I was a young kid, all my friends had their bedrooms decorated with picture of big league baseball players, but that wasn't my thing. My shelves and dresser tops were filled with plastic models of World War two fighters and bomber airplanes. There were P-38 lightnings, P-40 War Hawks, B-17 Bombers, and my all-time favorite, the P-51 mustang fighter.

As much as I love airplanes, I didn't dream of being a pilot, but simply wanted to fly in as many aircrafts as possible to take photos, or simply enjoy the ride. When I joined the Army in 1967, I was stationed in West Germany, and eventually got a job as a photographer assigned to the small newspaper of the 32nd Missile Command Headquarters. The job was not only lots of fun but the best thing for me was we had our own air section complete with 3 choppers and

two fixed wing aircraft. I was ecstatic when I discovered that to get a flight to almost anywhere in West Germany and beyond, all we had to do was make a call and a chopper would be there to pick us up in less than half an hour.

Our news office was reminiscent to the M*A*S*H TV show in that we were a bunch of guys who weren't very serious about being in the military, but loved to have a good time.

To make matters worse, we had two weeks to put out a small paper, that could have been done in about two or three days. On the wall of our news room was a large map of West Germany, at which we would throw darts to decide where are next news feature would be. Germany being a small country, about the size of New York State. we could fly out in the morning, get our story and photos and be back later the same day.

Our pilots were also fun loving guys who's favorite sport was trying to make us ground troops air-sick. On one memorable trip I had orders to get aerial photos of a missile launch pad on top of a mountain. I needed a straight down angle which meant the chopper had to fly tipped on it's side. I was told by the co-pilot to fasten my seatbelt extra tight and open the large side door for the best view. When I was ready, I told the fly boys to start the maneuver. The chopper then rolled over and I found myself hanging from a single strap with only a few seconds to take the shots. That's when I saw my camera bag sliding on the floor toward the open door. As I yelled for help, all I could hear in my headset was the pilots roaring with laughter, and then one pilots said, "maybe we should reel him back in now?"

Our pilots were actually very experienced aviators, because of their combat tours in Viet Nam. When they were stationed in Germany it was what they called a "Milk Run" so they did their best to make it a little more exiting by teasing the troops. Another interesting trip was a flight to a remote missile post near the black forest. It was a hot summer day and we had a full passenger load that included several full Coronal's and other officers. I had the only back seat headset so I was the only one listening to the pilot's conversation.

Because it was very hot and humid, the aircrafts lift was severely hampered. The pilot said, "we have to get some good forward speed before we lift off from this short strip. There are high tension wires at one end and high trees at the other... I would much rather hit trees, than wires, how about you?" the pilot said to the co-pilot. They revved up the big turbine motor over our head and off we went skimming just above the grass and quickly picking up speed.

The passengers were chatting and didn't seem to notice what was happening. In a few minutes we were approaching the tall pine trees at the end of the field, when the pilot pulled back hard on the stick and our ship pointed it's nose almost straight up. The Coronal next to me yanked off my headset and yelled into the mike, "what the hell are you crazy fly boys doing?"

When things got extra slow around the news office my friend Larry Chrisman, our Chief Editor and I would take off on what we called a mystery assignment. The real mystery was how we could hide our day of fun from our fellow workers and our boss, Major Sullivan. The Major and news staff had sort of a special understanding, and he often said, "all I ask you guys to do is put out a good newspaper, and keep out of trouble."

We liked the hard talking Irishman, and tried to make him proud of his publication, but may have pushed the envelope too far with our "mystery assignments". On one such mystery trip we decided it would be fun to fly over some ritzy suburbs near Frankfort, about a half hour away by chopper. Those neighborhoods had an abundance of private swimming pools, many with young ladies in skimpy bathing suites. The only question was how could we

justify those photos for use in an army newspaper? "oh well" I told Chrisman, "we can figure that out later." "Right Jenks" he said, "just don't let the major know what we are doing."

While I was making prints of the young lovelies the next day Major Sullivan suddenly burst into my dark room with a big grin on his face. "I heard you and Chrisman were doing some sort of top undercover photo flight yesterday." he said.

I was totally surprised, but had a feeling the cat was out of the bag. "Yes Sir" I said, "I would be glad to show you the photos but they are top secret, Sir." "Specialist Jenkins" the Major barked, but now he wasn't smiling, as his eyes scanned my lab for recent prints. "Lets see those things right now or we may have to call you PFC Jenkins, again."

I quickly opened a drawer and pulled out a stack of photos of the pool girls. The major started to smile again as he shuffled through the photos. After a few chuckles, he said, "I need a set of these to keep for future consideration. The next time you guys do something like this, make sure it's on a day when I can go along."

On all my aerial assignments I never experienced an aircraft problem until I was asked to get some photos of a large air field in southern Germany, near the Austrian border.

(continued on next page)



The Flying Photographer

(continued from previous page)

We flew there in one of our fixed winged planes and were told that they would have a chopper for taking the photos. When we arrived at the hanger with the chopper that we would use, I couldn't believe my eyes. It was a Bell H-13, the type flown during the Korean War, in the early 1950's. The antique helicopter has a ball shaped canopy, and a tail strut made of open tubing. These old birds can only be seen these days on reruns of the M*A*S*H TV show.

When the pilot showed up, I asked if the rickety Bell 13 was the best they had for our flight. The pilot assured me that in spite of its age, the chopper was one of the most dependable small egg beaters ever built. But how many years ago was that I thought... but didn't really want to know.

After some preflight checks, we lifted off the tarmac, and elevated to about 3,000 feet. I started taking a few photos when all of a sudden there was total silence and the normally loud machine was very still. What the heck was going on? Did we run out of gas? Was the pilot trying to play a joke on me by turning off the motor? I grabbed my seatbelt to cinch it up tighter. The pilot started pulling levers and working the foot pedals as we picked up our downward speed. The large overhead rotor was spinning much slower, but after some more "Pilot Stuff", the rotor began spinning much faster, although there was still no sound from the motor. I asked the pilot if we were going to make an emergency landing? He didn't answer, but I could see his concerned look as he was constantly adjusting the controls. We were falling fast and straight as I was getting ready for what might be my first crash landing.

The next thing I knew, our little aircraft hit the concrete tarmac with a tooth rattling crack. Once I cleared my head and lifted my helmet off my nose and straightened my specs, I asked the pilot if he was okay and he nodded that he was fine. Then I noticed that our chopper was leaning hard to the right side.

Finally the pilot said, "that's what they call a controlled crash. Luckily I was able to soften our landing by auto rotating without power," he said. When we got out of the crippled bird, we were a little shook up but thankfully unhurt.

There was one positive thing about my first and only crash... it didn't change my love of flying and even now in my senior years I still look skyward when I hear a low flying chopper or plane passing over and think how great it would be if I was up there again.



SAFETY COMMITTEE REPORT ON BASIN ELECTRICAL AUDIT



On July 5th your safety committee in accord with their new procedures performed an Electrical Safety Audit of the entire basin.

The committee was broken up into small groups to check the electrical cords servicing the boats in each slip.

There were 36 areas of concern noted. They varied from cords in the water to damaged cords or cord that do not meet marine standards.

Boat owners were notified and by the August meeting all concerns had been addressed.

It is healthy to note that the boat owners contacted seemed to be very appreciative of the committee's efforts and concerns.

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Tell Your Tale...

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

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

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

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



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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.

The LOG is a bi-monthly magazine that has nearly 2,000 copies distributed via mail to the members and in complimentary display racks at the Club. The magazine documents the activities at the Club, as well as the adventures of its individual members and boating groups. While doing so, it provides insight into the history of the Club and its evolution through the years.

Without your generous LOG advertisers none of this would be possible. Therefore we strongly urge you to support them in return. Whether you are looking for a new car, repairing your current ride, filling a prescription, 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.



September Calendar of Club Events

- 2nd A la carte Breakfast • 10am - 2pm
- 3rd Labor Day
Club open for Lunch 11am- 2pm
& Dinner 5pm - 8:30pm
- 4th Past Commodores Dinner
- 6th Sunset Happy Hour • 5pm
"Bay Breeze Nite"
Complimentary Pierogies
Live Music with Uncharted Course
"Don't Let the Flu Bug You"
Flu Vaccinations • 5:30 - 7:30
- 9th A la carte Breakfast • 10am - 2pm
- 13th Sunset Happy Hour • 5pm
"Vodka Tonic Night"
Complimentary Reuben Bites
Live Music with "Vegas"
- 16th A la carte Breakfast • 10am - 2pm
- 20th Sunset Happy Hour • 5pm
"Cuba Libre Night"
Complimentary Mini Pretzels
Live Music with the Sam Hyman Band
- 23rd A la carte Breakfast • 10am - 2pm
- 30th A la carte Breakfast • 10am - 2pm

NOTICE:

Slip Applications for the 2019 season will be mailed within the first week of October and are due by November 1st.

FALL HAUL-OUTS FINAL DAY



Make your plans to prepare your boat for winter storage by scheduling your haul-out date before the final day which is scheduled to be Sunday November 4th, 2018

Appointments for haul-outs can be made with the Club office by stopping by or calling 453-4931.



October Calendar of Club Events

- 7th A la carte Breakfast • 10am - 2pm
- 13th The Commodores Ball • 9 - 11pm
"The Erie Yacht Club in Time"
Cocktails 1930 Hours
Black Tie Optional
Music by "The Chance"
Club members and their dates only
- 14th A la carte Breakfast • 10am - 2pm
- 20th EYC Oktoberfest • 6pm
Classic German Celebration
German Dinner & Beer Specials
Continuous Entertainment by the Siebenbuerger Singers, the Mad Bavarian and the Bergholz German Band • Reservations Required at 453-4931
- 21st "Spooktacular" Breakfast Buffet 10am - 2pm
Kids Halloween Party • 11am - 1pm
all activities are Free
Spooky activities include:
The Jungle Terry Show
Arts & Crafts
Treasure Hay Pile
Decorate a Donut
(No A la Carte Breakfast - Buffet Only & Buffet is not included with the party)
- 28th A la carte Breakfast • 10am - 2pm

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