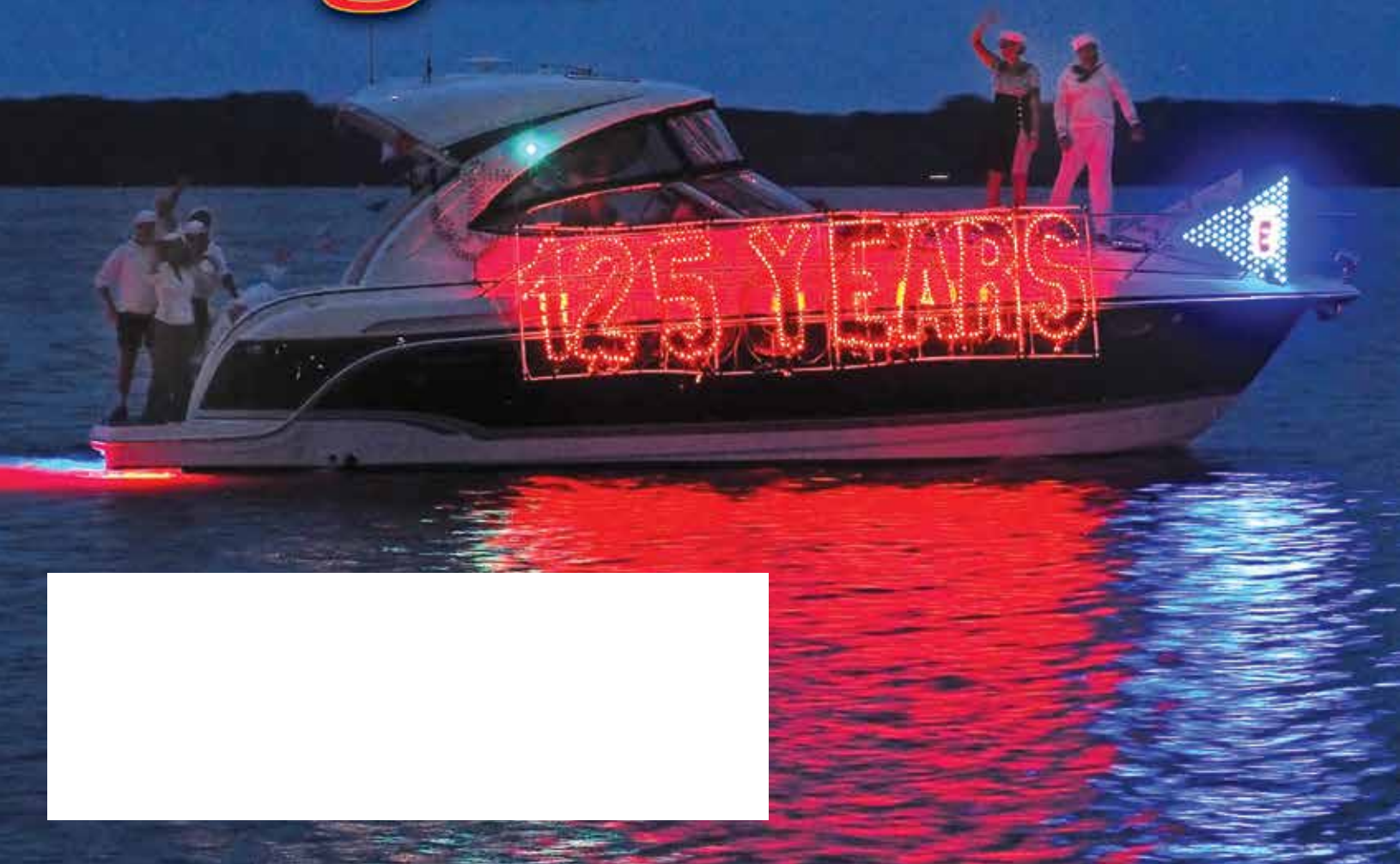


The ELG



An Extra Special Venetian Night



Have You Heard?



The Erie Yacht Club History Committee
will be releasing the new history book

"Erie Yacht Club Continuing the Proud Tradition 1985 to 2020"

Sometime Early Next Year!!

If you want your signature to become part of EYC history
Watch for the sign up agreement to purchase the book for \$25.00
and enter your signature for an additional \$10.00



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From the Bridge

by Vice Commodore Vincent Cifelli



As the sun sets a little earlier and the thermometer reads a little lower it reminds us that need to start grabbing every bit of time we have to enjoy our warm weather outdoor activities.

If you have a boat get out there and enjoy it before its time to haul out & winterize. For those that do not rent a kayak, paddle board or one of the J22's, just come down for a walk or grab one of our bikes.

There is still a lot of warm weather to enjoy and what better place to do that than our Club.

Wednesday nights & Sunday mornings you can still see our Race Fleet competing in the Bay, Our outside dining is still going strong, or get some takeout and enjoy lunch or dinner at one of the picnic tables at the Pavilion or Lighthouse.

Moving forward our Club officers, board of directors, management and staff will keep working to offer as many events as possible keeping member health and safety in the forefront.

Please help us by doing your part to keep us in compliance.
Support Your Club!!

Directory

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On the Cover...

On Venetian Night, "Knot so Fast" won "Best in Parade" for the third consecutive year with their salute to EYC's 125 year Anniversary celebration. Photo by Tom Madura



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Scan to learn
about the Erie
Yacht Club

An Extra Special Venetian Night

Pull together a willing EYC Cruising Fleet committee, a staff of committed EYC employees, a contingent of spirited members, and a huge amount of good fortune (thanks-in-part to Mother Nature) and what do you have? An Extra Special Venetian Night!

By an informal last count, more than 180 members (and many more who were spread throughout the water's edge) flocked to the Club grounds to enjoy camaraderie (a first in a long while for many of us), satisfying Venetian-style dinner, quenching drinks, a great band (kudos, "Smokin' Section!") and an ingenious, festive boat parade commemorating 125 years of distinguished yachtsmanship.

This article will let the pictures tell the story. Suffice it to say that all involved were proud of the event's success, despite many obstacles. You will observe through these photo depictions (thank you so much, Tom Madura) that the weather could have been better; that social distancing and masks were the assumption of the night; and that all in attendance had a pretty darn good time, despite the COVID-19 restrictions. Let's recap by sending out some accolades!

Those who took the time to gather their crew, execute a boat theme and carry out an unforgettable boat parade deserve first notoriety! These folks, including the following Captains and Skippers are praised for their tenacity, stewardship, generosity of thought and money, and the willingness to sacrifice their time... before, during, and after the event, to ensure the thorough enjoyment of all who attended:

Captain Paul Adams and crew ("Little Knottie" featuring "Hawaiian Theme")

Captain Katie Lund and crew ("Sally Forth" featuring "Pandora's Box")

Captain P/C Kerry Schwab and crew ("Scotch on the Water" featuring "VAPORETTO" (a motorboat in Venice)

Captain Bill Motsch and crew ("Honeydipper" featuring "Italian Wedding")

Captain Michael Watham and crew ("Our Quarters" featuring "We Love Erie and the Red, White and Blue")

Captain Bob Kline and crew ("ReK-line" featuring "Old Glory and First Responders")

Skipper Patrick H. Faller and crew ("Blue Jacket" featuring "Patriotism or National Pride")

Skipper Steve Radak and crew ("Sea Dancer" featuring "Rub A Dub Dub, EYC Sailing 6 in a Tub")

Captain Don Russell and crew ("No Excuses" featuring "EYC 125th")

Captain Jason Grinarnl and crew ("Knot So Fast" featuring Drunkin' Sailors Celebrating our 125th Anniversary")

Captain Dave aka Birthday Boy Davis and crew ("Steel 'N Time" featuring "Feelin' Groovy")

(Continued on next page)



• Best Powerboat •



• Best in Parade •

by Dianne Cunningham

An Extra Special Venetian Night

(continued from previous page)

We'd be remiss if we did not give a huge shout out to our Club staff lead by Mike Lynch. It was Mike who at the last minute serendipitously purchased and set up some extra tents to cover the large bar area due to possible impending rain. Truly, the guidance and thorough event planning of Elizabeth Dougan was a reason to stop and pause.

The menu, created by Chef Michele, was creative and satisfying; and the hard-working staff served up the meal with total mindfulness of CDC guidelines. Fantastic job, EYC staff!

A finale firework show, thanks to the Club and those who purchased a \$125 ticket to the EYC 125th Anniversary raffle was the 'pezzo di resistenza', so to speak. The 12-minute spectacular did not disappoint.

Amid much speculation and apprehension, your EYC Cruising Fleet Committee managed to bring one definitive celebration in honor of the Club's 125th anniversary. I personally cannot say enough about the team players, each one, who took a very active role in getting it done.



On behalf of us, your Co-Chairs, Bob and I humbly thank our Club Secretary, David Wagner, who took the lead on so many of the event details, as he worked with the Bridge, Board and staff. To Kathy Wagner, Don (our Boat Parade Marshall) and Marilyn Russell, Peggy Schwab and Barbara Wathan... we could never have pulled this off without your insight, dedication and commitment. (Special thanks to Valerie Weaver as well, for helping with registration and keeping us all organized.)

Last, but certainly not least, as very special tribute to the following for their award-winning boat parade themes!

Best Power Boat: "Steel 'N Time"- Think the 60's and Woodstock! Peace, Flower Power and the Age of Aquarius!

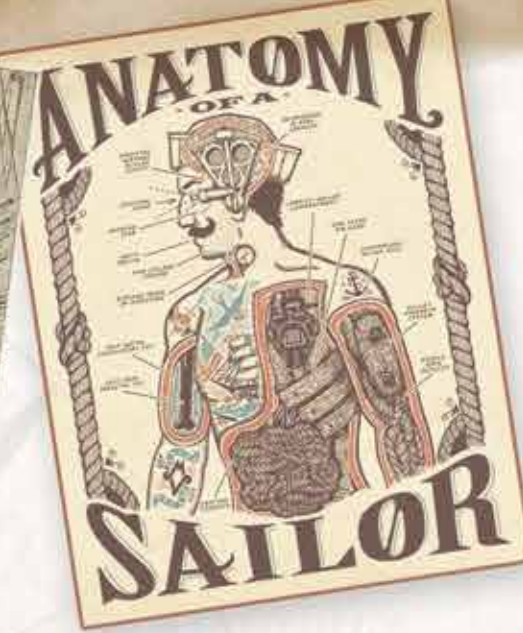
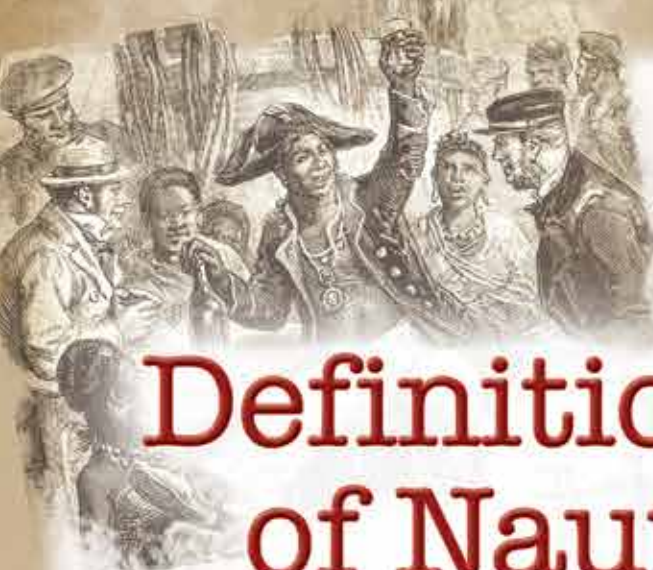
Best Sailboat: "Sea Dancer" - Bubble Bath anyone? The fun was had by every sailor on board and land-lubber in observance!

Best in Parade: "Knot So Fast" - The First-Place winner for three consecutive years! Captain Jason Grinam, First-mate, Vickie Clements and crew members, Jason and Tricia Paglia and Ron and Deb Gravatt, have planned this award winning (albeit costly) theme for more than a year.

Their hard work and creativity, which featured 7500 computer-controlled lights, was a delight beyond imagination! Enjoy the memory through the pictures depicted in this article! KUDOS!

Your EYC Cruising Fleet stands proud and looks forward to the 4th Annual Venetian Night. Mark your calendars for Saturday, July 31, 2021.





Definitions & Origins of Nautical Terms



Did you ever come across a particular word or phrase that just struck you as so odd that you just had to know it's roots? Many of these words and phrases (some common, others not-so-much) have their background from nautical terms. Many got their start from military naval phrases used worldwide. Assembled here (in alphabetical order) is a sampling of some of the more common words and phrases that got there start in a seaside fashion.

Above board
On or above the deck, in plain view, not hiding anything. Pirates would hide their crews below decks, thereby creating the false impression that an encounter with another ship was a casual matter of chance.

As the Crow Flies
A direct line between two points (which might cross land) which is the way crows travel rather than ships which must go around land.

Batten down the hatches
To prepare for inclement weather by securing the closed hatch covers with wooden battens so as to prevent water from entering from any angle

Binnacle List
A ship's sick-list. A binnacle was the stand on which the ship's compass was mounted. In the eighteenth century and probably before, a list was given to the officer or mate of the watch, containing the names of men unable to report for duty. The list was kept at the binnacle.

Boot Camp
During the Spanish-American War, Sailors wore leggings called boots, which came to mean a Navy (or Marine) recruit. These recruits trained in "boot" camps.

Charlie Noble
Charlie Noble is an "it," not a "he." A British merchant service captain, Charles Noble, is said to be responsible for the origin, about 1850, it was his nickname for the galley smoke-stack. It seems that Captain Noble, discovering that the stack of his ship's galley was made of copper, ordered that it be kept bright. The ship's crew then started referring to the stack as the "Charley Noble."

Clean Bill of Health
This widely used term has its origins in the document issued to a ship showing that the port it sailed from suffered from no epidemic or infection at the time of departure.

Coxswain
A coxswain or cockswain was at first the swain (boy servant) in charge of the small cock or cock-boat that was kept aboard for the ship's captain and which was used to row him to and from the ship. The term has been in use in England dating back to at least 1463. With the passing of time the coxswain became the helmsman of any boat, regardless of size.

Crow's Nest
A crow's nest is a structure in the upper part of the main mast of a ship or a structure that is used as a lookout point. This position ensured the best view for lookouts to spot approaching hazards, other ships, or land. It was the best device for this purpose until the invention of radar. In the early 19th century, it was simply a barrel or a basket lashed to the tallest mast. Later, it became a specially designed platform with protective railing. The barrel crow's nest was invented in 1807 by the Arctic explorer William Scoresby, Sr. A statue in Whitby, North Yorkshire commemorates the event.

According to a popular naval legend, the term derives from the practice of Viking sailors, who carried crows or ravens in a cage secured to the top of the mast. In cases of poor visibility, a crow was released, and the navigator plotted a course corresponding to the bird's flight path because the crow invariably headed towards the nearest land. However, other naval scholars have found no evidence of the masthead crow cage and suggest the name was coined because Scoresby's lookout platform resembled a crow's nest in a tree.

Cut of Your Jib
The jib of a sailing ship is a triangular sail set between the fore-topmast head and the jib boom. Some ships had more than one jib sail. Each country had its own style of sail and so the nationality of a sailing ship, and a sailor's consequent opinion of it, could be determined from the jib. The phrase became used in an idiomatic way during the 19th century. Sir Walter Scott used to it in St. Ronan's Well, 1824: "If she disliked what the sailor calls the cut of their jib."

There may be an allusion between the triangular shape of noses and jibs in the figurative use of this phrase, but this isn't authenticated.

Davy Jones' Locker
The bottom of the sea; the mythical resting place of drowned mariners. Davy Jones is the evil spirit of the sea. There are various possible attempts to explain the name by associating it with someone of a similar name: Jones may be a corruption of name of the biblical seaman Jonah. Jonah denoted bad luck on to seamen. Davy Jones was a 16th century publican who imprisoned drunken sailors in a locker and press-ganged them to serve on ships.

The name could also come from the patron saint of sailors - St. David. None of these is supported by any hard evidence - they are little more than guesses.

The first source of the use of the name in literature comes from Tobias Smollett's *The Adventures of Peregrine Pickle* 1751: "By the Lord! Jack, you may say what you would; but I'll be damned if it was not Davy Jones himself. I know him by his saucer eyes, his three rows of teeth, his horns and tail, and the blue smoke that came out of his nostrils. What does the blackguard hell's baby want with me?"

This same Davy Jones, according to the mythology of sailors, is the fiend that presides over all the evil spirits of the deep, and is often seen in various shapes, perching among the rigging on the eve of hurricanes, shipwrecks, and other disasters, to which a seafaring life is exposed; warning the devoted wretch of death and woe."

The first source that mentions "Jones' locker" is the 1803 *Naval Chronicle*: "...seamen would have met a watery grave; or, to use a seaman's phrase, gone to Davy Jones's locker."

(Continued on next page)



Definitions & Origins Of Nautical Terms

(continued from previous page)

Dogwatch

A dogwatch at sea is the period between 4 and 6 p.m., the first dogwatch, or the period between 6 and 8 p.m., the second dog watch. The watches aboard ships are:

Noon to 4:00 p.m./Afternoon watch

4:00 p.m. to 6:00 p.m./First dogwatch

6:00 p.m. to 8:00 p.m. / Second dogwatch

8:00 p.m. to midnight/1st night watch

Midnight to 4:00 a.m./Middle watch or mid-watch

4:00 to 8:00 a.m./Morning watch

8:00 a.m. to noon/Forenoon watch

The dogwatches are only two hours each so the same Sailors aren't always on duty at the same time each afternoon. Some experts say dogwatch is a corruption of dodge watch and others associate dogwatch with the fitful sleep of Sailors called dog sleep, because it is a stressful watch. But no one really knows the origin of this term, which was in use at least back to 1700.

Down the Hatch

Here's a drinking expression that seems to have its origins in sea freight, where cargoes are lowered into the hatch. First used by seamen, it has only been traced back to the turn of the century.



Duffel

A name given to a Sailor's personal effects. Also spelled duffel, it referred to his principal clothing as well as to the seabag in which he carried and stowed it. The term comes from the Flemish town of Duffel near Antwerp, and denotes a rough woolen cloth made there.

Dungarees

The modern Sailor's work clothes. The term is not modern, however, but dates to the 18th century and comes from the Hindi word dungri, for a type of Indian cotton cloth.

Fathom

Although a fathom is now a nautical unit of length equal to six feet, it was once defined by an act of Parliament as "the length of a man's arms around the object of his affections." The word derives from the Old English Faethm, which means "embracing arms."

Flying Dutchman

One superstition has it that any mariner who sees the ghost ship called the Flying Dutchman will die within the day. The tale of the Flying Dutchman trying to round the Cape of Good Hope against strong winds and never succeeding, then trying to make Cape Horn and failing there too, has been the most famous of maritime ghost stories for more 300 years. The cursed spectral ship sailing back and forth on its endless voyage, its ancient white-hair crew crying for help while hauling at her sail, inspired Samuel Taylor Coleridge to write his classic "The Rime of the Ancient Mariner," to name but one famous literary work. The real Flying Dutchman is supposed to have set sail in 1660.



Feeling Groggy

Most people will know that grog is a form of alcoholic drink, although perhaps not that it is made from equal parts of spirits and water - possibly the simplest of all cocktail recipes. The link between drinking grog and feeling groggy is all too obvious.

But why is grog called 'grog'? For that we have to look to a coarsely-woven fabric called grogram, which itself is a shortened form of 'gros-grain', that is, 'coarse-grained'. We also need to enter the world of the most enthusiastic consumers of grog, that is, sailors.

Admiral Edward Vernon - aka 'Old Grog' Now step forward Admiral Edward Vernon (1684-1757), an officer in the British Royal Navy who served with distinction under the admirably-named Admiral Sir Cloudesley Shovell, in the West Indies and elsewhere, becoming a national hero in England.

Vernon had a penchant for innovation. One of these was his habit of wearing grogram jackets to keep warm and another was his watering down of his crew's rum ration to make it less intoxicating.

The words grog and groggy appear in print in 1770 in The Gentleman's Magazine, in an article headed Eighty names for having drunk too much. Groggy; this is a West-Indian Phrase; Rum and Water, without sugar, being called Grogg.

Things got worse for the tars (English sailors) in later years as the drinks ration, which had originally been a daily gallon of beer, was reduced to a 'tot' of grog and, in 1970, abolished altogether.



Head

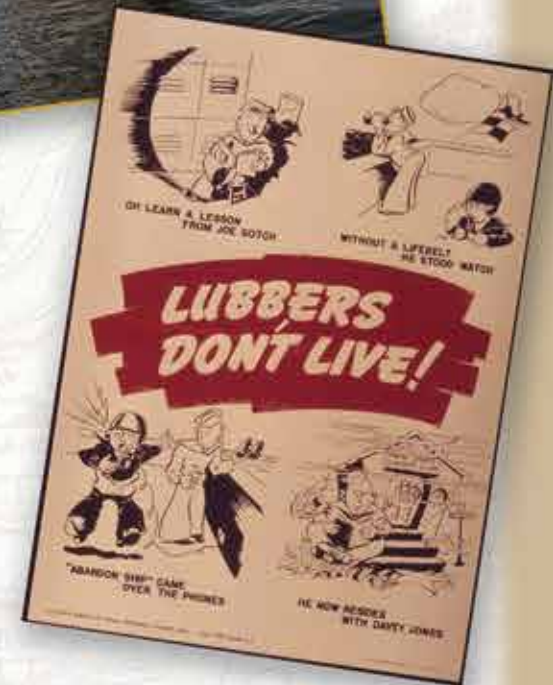
The toilet on sailing ships of yore was found in the forward part or "head" of the boat where the sea would wash it clean while underway. If you watch the movie Master and Commander, you'll see a head that basically consisted of a carved wooden toilet seat cantilevered out over the waves. Mighty cold on the bum!

Jury Rigging

Jury rigging is both a noun and a verb describing makeshift repairs made with only the tools and materials at hand. Its origin lies in such efforts done on boats and ships, characteristically sail powered to begin with. After a dismasting, a replacement mast and if necessary yard would be fashioned and stayed to allow a craft to resume making way.

Keel Hauling

A naval punishment on board ships said to have originated with the Dutch but adopted by other navies during the 15th and 16th centuries. A rope was rigged from yardarm to yardarm, passing under the bottom of the ship, and the unfortunate delinquent secured to it, sometimes with lead or iron weights attached to his legs. He was hoisted up to one yardarm and then dropped suddenly into the sea, hauled underneath the ship, and hoisted up to the opposite yardarm, the punishment being repeated after he had had time to recover his breath.



While he was under water, a "great gun" was fired, "which is done as well to astonish him so much the more with the thunder of the shot, as to give warning until all others of the fleet to look out and be wary by his harms" (from Nathaniel Boteler, A Dialogicall Discourse, 1634). The U.S. Navy never practiced keel hauling.

Knots

Think this term is simply short for "nautical miles"? Think again. The word "knots" comes from the method used to measure a ship's rate of speed long before the invention of the speedometer and GPS. A deckie would take the "log-line" - a line about 600 feet long with knots tied every 47.33 feet - and release one end over the side of the ship while another deckie turned over a 28-second hourglass. They would count the number of knots that ran out into the sea until the sand in the glass ran out. That gave them boat speed in nautical miles. Genius!

Mayday

The distress call for voice radio, for vessels and people in serious trouble at sea. The term was made official by an international telecommunications conference in 1948, and is an anglicizing of the French "m'aidez," (help me).

Mae West

A Second World War personal flotation device used to keep people afloat in the water; named after the 1930s actress Mae West, well known for her large bosom.

(Continued on next page)

Definitions & Origins Of Nautical Terms

(continued from previous page)

Poop Deck

Located at the stern, this short deck takes its name from the Latin word puppis - which means after deck or rear. Guns were rarely carried on this deck. It was mainly used as a viewpoint and signaling platform. The poop deck also gave protection to the men at the wheel and provided a roof for the captain's cabin. The ropes controlling the yards (spars) and sails of the main and mizzen masts were operated from the poop deck. I was personally relieved to discover that there was not an entire deck dedicated to... lets say "relieving"

Port and Starboard

Port and starboard are shipboard terms for left and right, respectively. Confusing those two could cause a ship wreck. In Old England, the starboard was the steering paddle or rudder, and ships were always steered from the right side on the back of the vessel. Larboard referred to the left side, the side on which the ship was loaded. So how did larboard become port? Shouted over the noise of the wind and the waves, larboard and starboard sounded too much alike. The word port means the opening in the "left" side of the ship from which cargo was unloaded. Sailors eventually started using the term to refer to that side of the ship. Use of the term "port" was officially adopted by the U.S. Navy by General Order, 18 February 1846.



Radar

An acronym standing for "radio detecting and ranging."

Scuba

An acronym standing for "Self-Contained Underwater Breathing Apparatus."

Scuttlebutt

The cask of drinking water on ships was called a scuttlebutt and since Sailors exchanged gossip when they gathered at the scuttlebutt for a drink of water, scuttlebutt became U.S. Navy slang for gossip or rumors. A butt was a wooden cask which held water or other liquids; to scuttle is to drill a hole, as for tapping a cask.

The name "Scuttlebutt" has subsequently been adopted by many yacht clubs and marinas as the name of its newsletter. (Although hopefully they are not filled with nothing but gossip and rumors)



Shows His True Colors

Early warships often carried flags from many nations on board in order to elude or deceive the enemy. The rules of civilized warfare called for all ships to hoist their true national ensigns before firing a shot. Someone who finally "shows his true colors" is acting like a man-of-war which hailed another ship flying one flag, but then hoisted their own when they got in firing range.

Sonar

Sound Navigation Ranging. An acronym for underwater echo-ranging equipment, originally for detecting submarines by small warships.

Striking the Flag

Striking the ensign was and is the universally recognized indication of surrender.

Suit

Nautical term, dating from at least the early 1600s, meaning the outfit of sails used by a ship. The term was revived after World War II, when a Navy ship's complement of electronics could be referred to as its electronics suit, and its total armament might be called its weapons suit. The word is sometimes incorrectly spelled "suite."



Tar (Jack Tar)

Tar, a slang term for a Sailor, has been in use since at least 1676. The term "Jack tar" was used by the 1780s. Early Sailors wore overalls and broad-brimmed hats made of tar-impregnated fabric called tarpaulin cloth. The hats, and the Sailors who wore them, were called tarpaulins, which may have been shortened to tars. For you Erie Yacht Club historians you may recall a short film made by The Club's entertainment committee in 1948 "Jack Tar Sails Again" about a mischievous and womanizing drunkard.

Three Sheets to the Wind

On a three-masted ship, having the sheets of the three lower courses loose will result in the ship meandering aimlessly downwind. Also, a sailor who has drunk strong spirits beyond his capacity. The comparison between the two is obvious.

Toe the Line

The space between each pair of deck planks in a wooden ship was filled with a packing material called "oakum" and then sealed with a mixture of pitch and tar. The result, from afar, was a series of parallel lines a half-foot or so apart, running the length of the deck. Once a week, as a rule, usually on Sunday, a warship's crew was ordered to fall in at quarters - that is, each group of men into which the crew was divided would line up in formation in a given area of the deck. To insure a neat alignment of each row, the Sailors were directed to stand with their toes just touching a particular seam. Another use for these seams was punitive. The youngsters in a ship, be they ship's boys or student officers, might be required to stand with their toes just touching a designated seam for a length of time as punishment for some minor infraction of discipline, such as talking or fidgeting at the wrong time. A tough captain might require the miscreant to stand there, not talking to anyone, in fair weather or foul, for hours at a time. Hopefully, he would learn it was easier and more pleasant to conduct himself in the required manner rather than suffer the punishment. From these two uses of deck seams comes our cautionary word to obstreperous youngsters to "toe the line."

Yacht

The sound your chief engineer makes when he hawks a loogie? No, sorry; the word for our boats came from the Dutch Jacht schip, meaning a light, fast sailing ship used for chasing other vessels; sometimes a pirate ship.

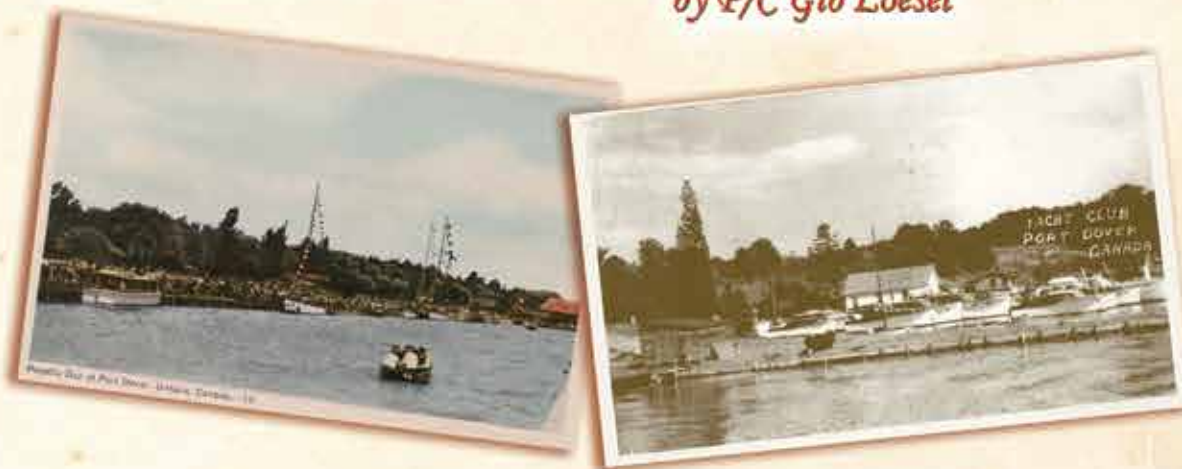
Hope you have found these we bits of history both entertaining and informative. Yet there are so many more interesting tales behind our commonly used words and phrases that you can discover on your own. As the guest who's cabin was on the lowest level of the "Titanic" stated: "thats just the tip of the iceberg?"



If These Docks Could Talk

2020 The Dover Race "Annette Cup... That wasn't

by P/C Gib Loesel



On June 28, 2020 I staggered out of bed at about 0500 rather than the usual 0300 to go racing across Lake Erie to Port Dover for the annual Annette Cup (now part of the Lake Erie Interclub Cruise) but alas there was no race Covid 19 had struck again, RACE CANCELLED!!

The only reason I rolled out so early was to watch the sailing fleet start a substitute race to Ashtabula at 0500 (the usual Dover start time) so they could at least enjoy the always beautiful sun rise as you enter the channel for the race to Dover, however the weather was so crummy there was not a boat in sight... and of course this got me to thinking (again) about the approximate 60 times I had sailed this traditional race and it made me sad!

So many EYC members have made great friendships with our Port Dover friends and grown to love the people and community and I know that many of them feel the same way about the EYC and Erie.

Most of you probably don't know this but in the early (very early) days of the Annette Cup it was sailed traditionally on Dominion Day (now Canada Day) July 1st, and our fleet arriving was a major part of their celebration. After this year's canceled race I received the following e-mail from my (and EYC's) good friend P/C Hadley Jackson (also the only Canadian recipient of the Thompson Trophy):

Gilbert, (that's where Gib comes from)

One of the things I really miss about the Interclub is picking up a few back copies of The Log when I am over there and reading your articles. This came to mind last night when I was reading the weekly edition of Paul Morris's, Port Dover Maple Leaf. (Paul is one of Hadley's crew member on Shibu). They ran a number of old articles regarding Canada Day celebrations (formerly known as Dominion Day from back when Canada was a Dominion) commencing in 1867 and roughly every ten years up to 1940.

Most articles mention the visiting yachts from the Erie Yacht Club and how much they were appreciated. The July 7, 1911 edition reads, "The Erie Yacht Club also came over to help celebrate our national holiday. This is a visit made to us on several Dominion Days and one that we keenly appreciate. The Club had a friendly race over among themselves. The boats were profusely decorated with flags, our own flag being in an honoured place".

This was no doubt part of the Annette Cup race. We on SHAIKU II were quite miffed when we came in First Overall in the Erie-Dover and then found that this time honoured trophy was restricted to vessels from the EYC. Richard (Loesel) subsequently sent me the wording from the deed of gift. I have the original date and that information somewhere in my archives but thought the story might make a great article for "If The docks Could Talk".

Hadley

I called Paul and he was kind enough to share some of the articles which are featured here, although two of them really caught my attention;

From July 6, 1900 -

"The harbour looked very well during the day. The Government Cruiser "Petrel" was present from the previous Saturday night and was visited by many interested people during the day, being quite a centre of attraction. Her courteous officers and crew taking pains to explain to all comers whatever they wanted to know. At noon, a Royal Salute of 21 guns was fired, a large crowd having wended its way down to witness the unusual ceremony.

There was also present in the harbour three yachts from Erie Pa., viz - The "Scorpion" which is owned by Commodore Bliss of the Erie Club. "The Marion" Capt. Morrison and the "Sybil". All were beautifully decorated, the Canadian and American flags intermingling as emblematic of the amicable relations existing between the two countries.



From July 7, 1911:

"The Erie Yacht Club also came over to help celebrate our national holiday. This is a visit made to us on several Dominion Days and one which we keenly appreciate. The club had a friendly race over among themselves.

The boats were profusely decorated with flags, our own flag being in an honoured place. The Vigilant was also in the harbour all day and proved a source of attraction to many from a distance who had never seen her before."

From July 4, 1930:

The arrival of the noon boat was the signal for the citizens and visitors to flock to the pier to greet the visiting Bands and other entertainers from Erie, Pa., and never before has Port Dover witnessed so fine and elaborate parade as the Dominion Day parade proved to be.

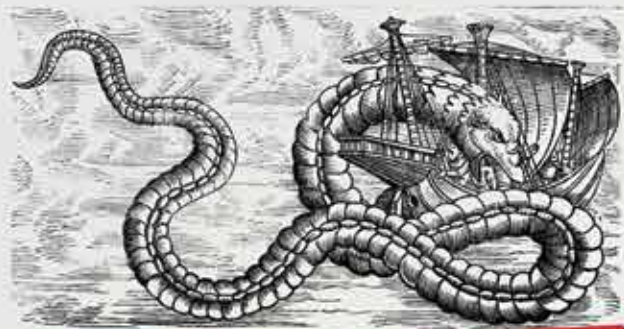
The American Legion Band and the Band of the Erie Shriners, each attired in their own snappy and captivating uniforms lent colour to the big event and drew forth the admiration and approval of the thousands of people who lined the entire route from the pier to the Memorial Gates. Nothing like it has been seen in Port Dover for many a day and the procession will not soon be forgotten.

The Band of the American Legion - headed by a colour party of four men bearing the Stars and Stripes, the Union Jack, and two Legion flags - took the lead, followed by the members of the Canadian Legion, Port Dover. Next came the Port Dover Band, whilst the Kilties of Erie - the Shriners Band - brought up the rear.



Now you know why I was sad!! If These Docks Could Talk, They Would Say; "We Pray The Pandemic will pass for the sake of the world and while it is a minor part, so we can be reunited with our Port Dover friends!!"





Very superstitious, writings on the wall,
Very superstitious, ladders bout' to fall,
Thirteen month old baby, broke the lookin' glass,
Seven years of bad luck, the good things in your past.

When you believe in things that you don't understand,
Then we suffer,
Superstition ain't the way.

- Stevie Wonder -

ALL TRUE!

Sailing Superstitions

According to a Gallup poll in the year 2000 one in four Americans admitted to being somewhat or very superstitious. We all know these superstitions... Introduced to us at a very young age: "Step on a crack, break your mothers back" a black cat crossing your path or Friday the 13th bringing bad luck. Although a few superstitions actually seem to have their roots in common sense. Crossing under a ladder or breaking a mirror could begin your stretch of bad luck with a bucket of paint on your head or a really nasty cut.

Superstitions come about when we need to justify in our minds why something occurred that would otherwise be left unexplained. We want an explanation for why things go wrong or right... and, for whatever reason, we're quick to attribute success or failure to something seemingly innocuous. Something like carrying a rabbit's foot or a penny to bring you good luck. (unless of course you were the rabbit)

Many psychologists believe that when we carry items like these, they actually have a placebo effect, fueling positive thinking. Conversely, if we lose that lucky object, we think negative thoughts. Being quick to focus on negative events that have occurred since losing the object.

You would be hard pressed to find a more superstitious group than sailors, although sports fans and fisherman aren't far behind. Many superstitions come about from our own observations, like always having a favorable wind when wearing my blue deck shoes or catching the most fish from the starboard side of the boat.

Crab boat fishermen are a particularly superstitious lot. Perhaps it's because their jobs are so inherently dangerous, commercial crab fishing is one of the deadliest industries in the world. Or maybe it's because the industry has been around for so long, and fishermen have spread superstition neurosis to the next generation for many, many years.

Most superstitions however have been passed down from generation to generation, some dating back to when you could sail off the edge of the earth. Although most of these beliefs are deemed absurd today, there are still a few that remain a force among captain and crew.

Absolutely No Bananas On Board.

For most superstitions the consequence for violating any of the "Rules of the Boat" is simple "Bad Luck" which could mean anything from stubbing your toe to death by drowning. Bringing bananas aboard falls into this category. This belief has been theorized to have come about for a number of reasons.



"No Bananas on Board" is still strictly enforced on many a boat.

Early cargo ships carrying bananas would inadvertently pick up unwanted guests that accompanied their cargo, venomous spiders in particular, killing crew members unfortunate enough to get bitten.

Another theory is due to bananas spoiling so quickly, that decks filled with spoiled bananas would poison the deckhands from the methane gas the bananas would emit during the spoiling process.

"A boat that carries bananas doesn't catch fish" superstition could have its roots in that fishing from a boat carrying bananas was very difficult because boats with a banana cargo had to move swiftly for delivery in an effort to avoid the spoilage of their cargo. Too quickly in fact for the proper trolling speed to catch fish.

Many charter fishing crews have very stringent rules about bringing bananas on board. Some boats are so adamant about the "no banana" rule that even "Banana Boat" suntan oil and "Banana Republic" clothing are not allowed on board.



No Suitcases Allowed.

The origin of this superstition is unclear. The general consensus is that a suitcase is a harbinger of death. Especially a black suitcase with black being the color of death and a metaphor for the depths of the dark, cold sea bottom. Some fisherman say that travel bags in general, bare a resemblance to body bags an obvious connection to death.



On today's cruise ships it would seem the mere weight of the suitcases brought aboard would be detrimental to its safe operation.

Although this superstition may seem antiquated with the tons of luggage loaded onto cruise ships everyday, the filming crew of the discovery channels "Deadliest Catch" was asked to leave their camera equipment suitcases on the dock as to not bring any bad luck aboard the ship. In fairness to the ships crew, crab fisherman are an especially superstitious lot.

Women on Ships Bring Bad Luck.

This is one of the more complicated sea-faring superstitions. Remember that many of these superstitions came about during a more chauvinistic time. The most obvious connection being that a woman would distract the crewman from their duties, which could lead to deadly consequences for the ship. Also the distraction of women on board would anger the intemperate sea that demanded a sailors full attention and would release this anger upon the ship if a crew member's attention was compromised. The "no women aboard" rule was especially enforced on military and merchant vessels.



One of the most contradictory superstitions in sea lore is the "No Women Aboard" rule which had its roots in a very chauvinistic time period.

Now this is where the contradiction lies. Most boats and ships have historically been named after women. The other exception to the "no women aboard" rule is when it is applied to the figurehead on the bow of the ship.

Sailing Superstitions

(continued from previous page)

Funny enough, naked women on board were completely welcome. That's because naked women "calmed the sea". This is why ships' typically had a figure of a topless women perched on the bow of the ship. Her bare breasts "shamed the stormy seas into calm" and her open eyes guided the seamen to safety. The ban on fully-clothed women on boats has, fortunately, faded over time. Today, women are welcomed aboard, and many put their excellent navigation skills to use by captaining their own boats and ships.

Avoid Redheads.

Several cultures over the centuries believed redheads were unlucky, so this might be why sailors shunned them. Another possibility: Redheads were considered to have fiery personalities.



Ginger of "Gilligans Island" fame was the "Double Whammy" being both a women and a redhead. To the superstitious the "Minnow" was doomed before it left port for its 3 hour tour.

Although there was a proposed remedy... if you happened to encounter a redhead before boarding. If you spoke to the redhead before they had the chance to speak to you... you were saved.

No Whistling.

Putting your lips together and blowing while you're standing on a boat will stir up the wind, and therefore the seas, thus summoning up a storm.

Bad Days to Start a Sailing Trip.

Don't Sail On Thursdays, Fridays, the first Monday in April or the second Monday in August.

Fridays have long been considered unlucky days, likely because Jesus Christ was crucified on a Friday. On a related note, others say it originated with the adherence to no work on the Sabbath.

Thursdays are bad sailing days because that is Thor's day, the god of thunders and storms.

First Monday in April: The first Monday in April is the day Cain slew Abel

The second Monday in August is the day the kingdoms of Sodom and Gomorrah were destroyed.

Superstitious sailors believe that the only good day to set sail is Sunday.



Always Step onto a Boat with Your Right Foot.

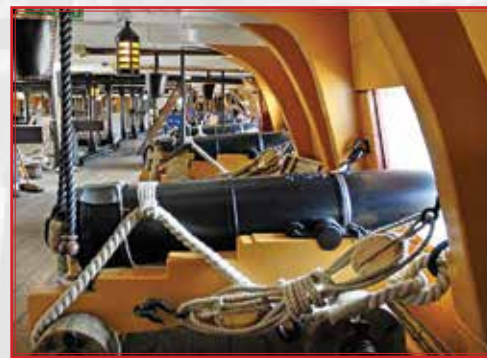
Why the right? Your left foot brings bad luck for the journey ahead. This remains popular among plenty of old salts today.

Never Change a Boat's Name.

Never, ever, ever do this unless you want bad luck to follow you. There is hope, however, if you carefully follow each step of revered renaming rituals. Since Poseidon keeps record of every vessel name, the rituals purge it from his book and his memory. Start by removing all (and we do mean all) physical traces of the name. The rest of the ceremony is performed by writing the current boat name on a piece of paper, folding the paper and placing it in a wooden box then burning the box. After, scoop up the ashes and throw them into the sea.

Son of A Gun.

Male children born on the ship were referred to as "son of a gun" because the most convenient place to give birth on deck (if you weren't too afraid of having a woman on board) was on the gun deck. Having a male child on board was a sign of good luck.



Gun deck or maternity ward?

Don't Say "Goodbye" When Departing.

At sea, some words must be strictly avoided to ensure the ship and crew's safe return. These include obvious ones like "drowned" and "goodbye". If someone says "good luck" to you, it is sure to bring about bad luck. The only way to reverse the curse is by drawing blood, so usually a good punch in the nose will do.

Some Ancient mariners believed uttering certain words, automatically doomed the voyage, keeping the ship from returning to shore. It's still a popular belief among captains and fishermen today. Consider it akin to saying "break a leg" to an actor rather than "good luck."

Red Sky at Night, Sailor's Delight; Red Sky in Morning, Sailors Take Warning.

The variations on this saying come down to meteorological predictions dating back to biblical times. When the sky is red at sunset, high pressure and stable air are approaching from the west. By contrast, at dawn, red indicates approaching rain, and possibly stormy seas.



What is good at dusk but not at the dawn?

The Pirate's Look, Is the Look For Me.

A pierced earlobe on a sailor meant that he had sailed around the world or had crossed the equator. Superstitious sailors wore gold hoop earrings because they believed it brought good fortune. Some believed that the gold possessed magic healing powers or that it served as a protective talisman that would prevent the wearer from drowning.

Tattoos were also seen as lucky. Seafarers would usually tattoo a nautical star on their bodies as the North Star represented a signal that they were nearing home. Cutting ones hair, nail trimming, and beard shaving were seen as big no-nos. Some of these grooming rituals seem to have carried over into modern day sporting teams especially during the teams playoffs.

Never Kill an Albatross.

Seabirds were thought to carry the souls of dead sailors and it is considered bad luck to kill one. And then, of course, there is Samuel Taylor Coleridge's classic 1834 poem "The Rime of the Ancient Mariner." In this epic ode, the narrator kills an albatross, bringing disaster and death to his ship and crew. However, it is considered good luck if you happen to see one (Probably because birds indicate that land is close by). On a related note to voyage buddies, A shark following the ship is a sign of inevitable death, whereas Dolphins swimming with the ship are seen as a good sign. Onboard cats reign supreme because they hunt rats. Rats invaded the trading ships of old, attracted to the food cargo. They also often carried disease and gnawed on ropes.

Why do Sailors and crab boat captains and crew hang on to these superstitions? Probably for the same reason the superstitions began. Even with modern understanding of science and weather patterns, we still perceive the sea as a mysterious and treacherous place. Beliefs and superstitions are passed down from generation to generation, from sailor to sailor, and it's a brave sailor who turns his (or her) back on tradition. Would you be willing to see what happens when you reject a centuries-old superstition?

These are just some of many nautical superstitions. What other superstitions have you come across in your seafaring experience? Remember that although they may be labeled as silly superstitions or old wives tales many of these rules have their roots in common sense



A Knotical Poem

..... Rett Walker

While recently cleaning out my father's last files, I came across the original copy of a "narrative" and "poem" written by my great grandfather William S. Foster, who was the EYC Commodore in 1911. In it, he is writing about his grandson (my father) "Bill" William E. Walker, who went on to be an EYC Commodore as well in 1958.

The boat he refers to named "Jill -Bill" is aptly named after two brothers Dr. James F. Walker and William E. Walker and it is just one of many boats that shared the name of these brothers.

They have both since crossed the bar...

Everett "Rett" D. Walker



NARRATIVE:

It must have been about the year 1944 when daughter Jeannette was writing to her mother and me when grandson "Bill" Walker handed her a poem to enclose in her letter. This poem the "Jill-Bill" on Presque Isle Bay at Erie, in a good fresh breeze, "under the mainsail, jib and spinnaker", with "sheets cleated down" when suddenly a puff of wind caused the boat to capsize and he found himself in the cold, black water of the bay.

Some nearby fisherman went to his rescue and took him to the Yacht Club where he scampered home for dry clothes, and his other never knew of the occurrence until he handed her his poem to enclose in the letter. A sailboat with the "sheets cleated down" is a dangerous proposition and has been responsible for many a capsize and consequent drowning, all of which excited this writer into giving his grandson a lasting lesson by means of the poem which follows.

It is too bad that Bill's poem has disappeared for it should have preceded the writer's in this recital.

ON SAILING A BOAT

And so the "Jill-Bill" has capsized
On dear old Presque Isle Bay -
You leave it to a puff of wind
But that's not it, I'd say.
For many a puff of equal strength
She'll meet as sure as fate,
So let's explore the cause of it
Before it is too late.
You say her sheets were "cleated down"
A practice very bad,
Hereafter take a single turn
About the cleats, my lad
So you can cast off instantly
And quickly spill the air
From "main", and "jib", and "spinnaker"
And to your craft be fair.
Your yacht is very loyal,
She will be true to you
If you but meet her just half way
And do as you should do -
But if you cleat her sheets down fast
And hamper her free will -
She's apt to get her dander up
And dump you in the spill!

W.S. Foster
May, 1944



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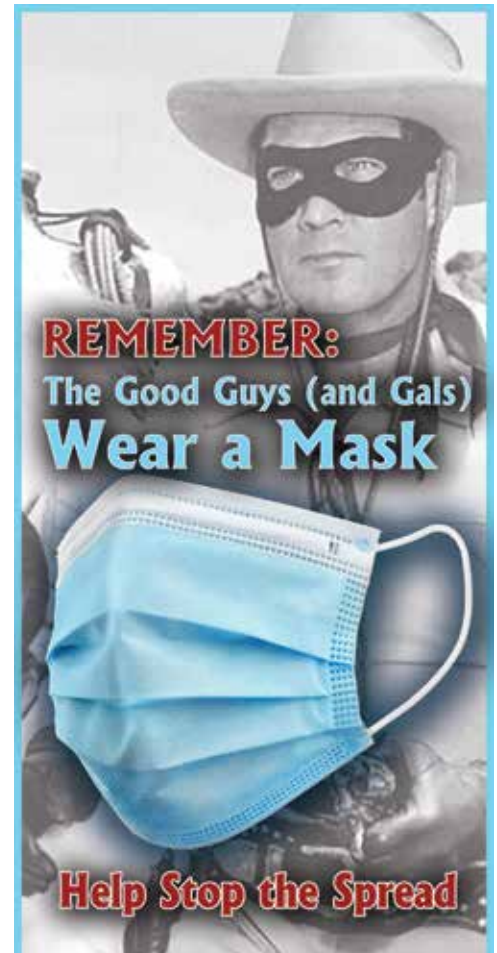
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What's the Good Word

by Dan Dundon



As we look back on this past boating season and maybe remember the beers many of us enjoyed, these Good Words will review the words of some famous (and maybe not-so-famous) people had to say about the beers so many of us enjoyed (and had hoped to enjoy at Oktoberfest!) As always, these are intended to amuse rather than to suggest over-doing anything is ever a good thing.

Beer - because one does not solve the world's problems over white wine.

- Anonymous

In the Bowling Alley of Tomorrow there will even be machines that wear rental shoes and throw the ball for you. Your sole function will be to drink beer.

- Dave Barry

Beer is intellectual. What a shame so many idiots drink it.

- Ray Bradbury

I'm off for a quiet pint - followed by 15 noisy ones.

- Gareth Chilcott

Beauty is in the eye of the beer holder.

- Kinky Friedman

One sip of beer will bathe the drooping spirits in delight, beyond the bliss of dreams.

- John Milton

A little beer is divine medicine.

- Paracelsus / 16th century physician

He was a wise man who invented beer.

- Plato

Never underestimate how much assistance, how much satisfaction, how much comfort, how much soul and transcendence there might be in a well-made taco and a cold bottle of beer.

- Tom Robbins

I would give all my fame for a pot of ale and safety.

- William Shakespeare

Fermentation may have been a greater discovery than fire.

- David Wallace

Give me a woman who truly loves beer and I will conquer the world.

- Kaiser Wilhelm II Last German Emperor

I've only ever been in love with a beer bottle and a mirror.

- Sid Vicious

Here are a few "beer thoughts" sent our way by William Beyer:

Beer... it makes you talk loud and it makes you talk stupid.

Beer... because your friends just aren't that interesting.

Money can't buy happiness but it can buy beer and that's almost the same thing.

So, I hope you enjoyed these Good Words! 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, especially when you consider how many of us may well be thinking about and missing Oktoberfest!

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

- Drew Carey

Right you are! Drew's quote appeared here before. I repeat it because it captures the spirit of our established Oktoberfest parties!



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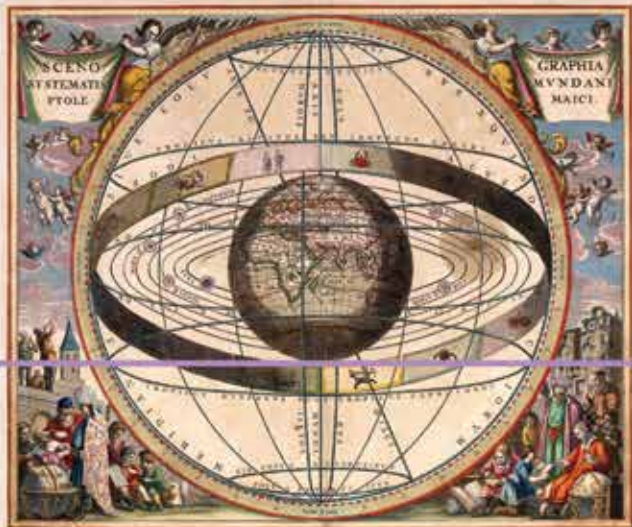
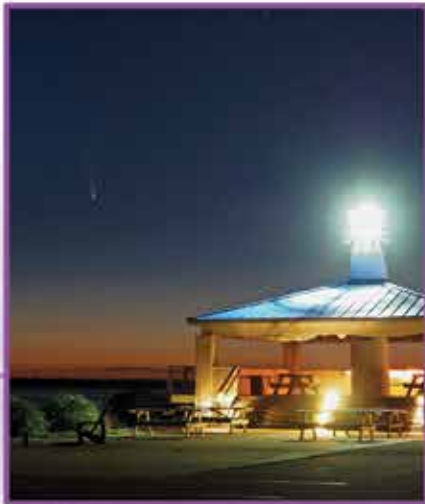
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Back in early July, news reports started popping up about a comet which was becoming bright enough to be seen without a telescope. For astronomy buffs and science enthusiasts in general, this was quite a big deal. Although comets are fairly common in our solar system, it is very rare for one to get bright enough to be visible to the naked eye. In fact, Comet NEOWISE is the first bright comet to be visible with the naked eye from the Northern Hemisphere since 1997. Officially designated C/2020 F3, it is called NEOWISE after the NASA orbiting instrument that discovered it - the Near-Earth Object Wide-Field Infrared Survey Explorer.

Exactly what is a comet? Comets are sometimes called “cosmic snowballs” - they are basically objects made up of ice, rock and dust. They orbit the sun, and as they approach closer to the sun they heat up, releasing gas and dust which stream out behind the comet, resulting in a tail. Actually, most comets have two tails, one consisting of ionized gas, and the other more visible one consisting of mainly dust.

In early July, the comet was quite bright and visible low in the north-eastern sky starting about an hour before sunrise. Since it was low in the sky, in order to see it an unobstructed view of the northeastern horizon was necessary. As you can see in the accompanying photos, the Erie Yacht Club provided a perfect viewing spot! Later in the month, NEOWISE had moved far enough to the west that it was visible in the evening sky after sunset, although it had started to fade in brightness somewhat. By the time the comet made its closest approach to Earth on July 23rd, it had faded to the point that it was very difficult to spot without at least a pair of binoculars.

So, we bid NEOWISE farewell, happy that in the few weeks it was here, this rare bright visitor from the depths of space put on a nice show in the sky. Fortunately, I was able to capture some good photographs of it as mementos, since its orbit won't bring it back this way for 6,800 years!



A RARE CELESTIAL VISITOR

BY TOM MADURA



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Image of a boat named 'GREAT WHITE Y' on the water.

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Image of a car's front end with a target graphic overlaid on the headlight area.

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CHUBB

Image of a marina with many boats docked.

Keeping the Oktoberfest Spirit

..... Dan Dundon

Last year, EYC held our 25th annual Oktoberfest while anticipating our 125th anniversary year in 2020. This October, as part of our 26th annual Oktoberfest, we intended to be celebrating "Fall-fest" as part of our 125th anniversary year. EYC Oktoberfest presents a terrific German buffet, wild, non-stop entertainment, and lots of beer! The whole place becomes the most roaring party of the year.

Sadly it appears this year's celebration will not be able to follow our annual traditions due to COVID19 considerations. Be sure to check your messages from EYC as we try to figure out whether we can celebrate our 125th anniversary fall-fest given the continuously changing COVID19 environment.

In an effort to maintain our level of enthusiasm for one of the longest established Oktoberfest parties around... a full-evening-long fun-festival and beer party. Here is what has happened when the EYC ballroom became our Beer-hall-for-the-day!

The German Beer Hall opens and offers two or three different brews on-tap, including seasonal special Oktoberfest beers chosen to provide attendees with contrasting selections.

Our EYC German Buffet includes specialties like Wiener schnitzel, Sauerbraten, Roasted chicken, Bratwurst, Knockwurst, pretzels, pumpernickel bread, potato pancakes, German potato salad, sauerkraut, and red cabbage. Our desert buffet includes black forest cake, apple strudel and other treats.



Non-stop entertainment starts with ballads and seasoned German folklore tunes sung by Erie's own Siebenbuerger Singers. Then our award-winning and internationally acclaimed Bergholz German Band takes over with traditional German oom-pah music and a variety of German beer-hall favorites. Next, The Mad Bavarian presents his one-man show of German music and fun as he gets attendees enjoying shooing, the Schnitzle-bank song and other audience participation favorites. Bruce Kikola, the Mad Man of Magic roams through the crowd as The Mad Bavarian and Bergholz German Band alternate hourly for the rest of the evening.

Watch your email for notices of what may be offered to celebrate our 125th anniversary fall-fest.

However this works out, help me keep the spirit of Oktoberfest alive when we all get back to normal next year and COVID19 is in the history books.



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As we are all aware, the Erie Yacht Club excels at hosting unique and entertaining social events. As we are also all painfully aware, many of those events have had to be canceled this year, including one of our favorites - the annual Scotch Tasting.

Scheduled for April 24th, this event fell right in the middle of the "red" phase of the Erie County stay-at-home order. What's a person to do? Locked down at home with no access to the great Scotch and food pairings orchestrated by Eric Marshall and P/C Gerry Urbaniak? These were desperate times!

Well, as with most things in life, it's always good to be prepared! As luck would have it, Cindy and I had purchased some of Urbaniak's famous haggis and still had a nice portion in our freezer. A little digging through our fridge and pantry, as well as our well-stocked liquor cabinet, gave us everything we needed for our very own private at-home Scotch tasting/food pairing!

So, on Friday, April 24th rather than heading down to the Yacht Club as originally planned, we began the evening at home with a small wheel of brie cheese, slightly warmed and covered with honey and walnuts. This we paired with a Macallan 12. This classic, full-bodied Single Malt from the Scottish Highlands was perfect to offset the creamy sweetness of the brie and honey.

For the second course we paired a smoky McClelland Islay Scotch with the haggis along with lima beans and a cheesy potato casserole. The haggis, made from P/C Urbaniak's secret ancient recipe, was excellent as usual, and was well-complimented by the Islay. Not wanting to mess with tradition, we even played a YouTube video of a reading of Robert Burns' "Address to a Haggis". It was not quite the same as watching Dr. Tim Thompson perform it live, but it was the best we could do.

For dessert, a homemade pecan pie paired extremely well with a Glenfiddich 14 aged in bourbon barrels. What a tasty combination that was!

Overall, our stay-at-home Scotch tasting was a success, and helped take our mind off the bad news, at least for a little while. So, although I was never a Boy Scout, I take their motto "Be Prepared" to heart, especially when it comes to my whisky supply! And while it was enjoyable, I raise a glass of fine single malt in the hope that next year, Cindy and I will once again partake of this fine tradition with all our friends at the Erie Yacht Club...

as it should be.



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by Tom Madura



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September Calendar of Club Events

- 3rd Thursday Sunset Happy Hour
Limited Seating Please Bring a Lawn Chair!
Sangria Drink Specials
Live Music with "Encore"
- 5th Kentucky Derby Day Party - Canceled
- 5th Labor Day - Club Open for Lunch & Dinner
- 10th Thursday Sunset Happy Hour
Limited Seating
Please Bring a Lawn Chair!
"Gin & Tonic" Drink Specials
Live Music by "Uncharted Course"
- 17th Thursday Sunset Happy Hour
Limited Seating
Please Bring a Lawn Chair!
"Cuba Libre" Drink Specials
Live Music by "The Jays"

NOTICE:

Slip applications for the 2021 season will be mailed in September and are due by November 1st. If you want to secure your Slip, Jet Ski Dock, Kayak Spot or Dry Sail for the 2021 season remember to return your form with the appropriate insurance verification

EYC's Winter Hours

Sept. 15th 2020
thru
May 10th 2021

Front Office

Monday - Friday
8:00am - 4:30pm

Saturday
9:00 am - 1:00pm

Sunday
Closed

Gas Dock

October 1st - May 1st
No Dock Attendant on duty

Lounge

Monday 4:00pm - 10:00pm

Sunday - Thursday
11:00am - 10:00pm

Friday & Saturday
11:00 am - 11:00pm

Lunch

Monday - Closed

Tuesday - Sunday
11:30am - 2:00pm

Dinner

Monday - Closed

Sunday - Thursday
5:00pm - 8:00pm

Friday & Saturday
5:00 pm - 9:00pm

Reservations are not taken for Dinner



October Calendar of Club Events

- 3rd Commodores Ball - Canceled
- 17th Oktoberfest - Canceled
The Club will be offering an Oktoberfest Buffet and Takeout menu.
- 18th EYC Kids Halloween Party
Canceled

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 October 19th, 2020.

Appointments for haul-outs can be made by calling the Dockmasters Office at: 453-4931 , extention 215

Remember to respect your fellow members space!

Its safer and simply considerate.

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