

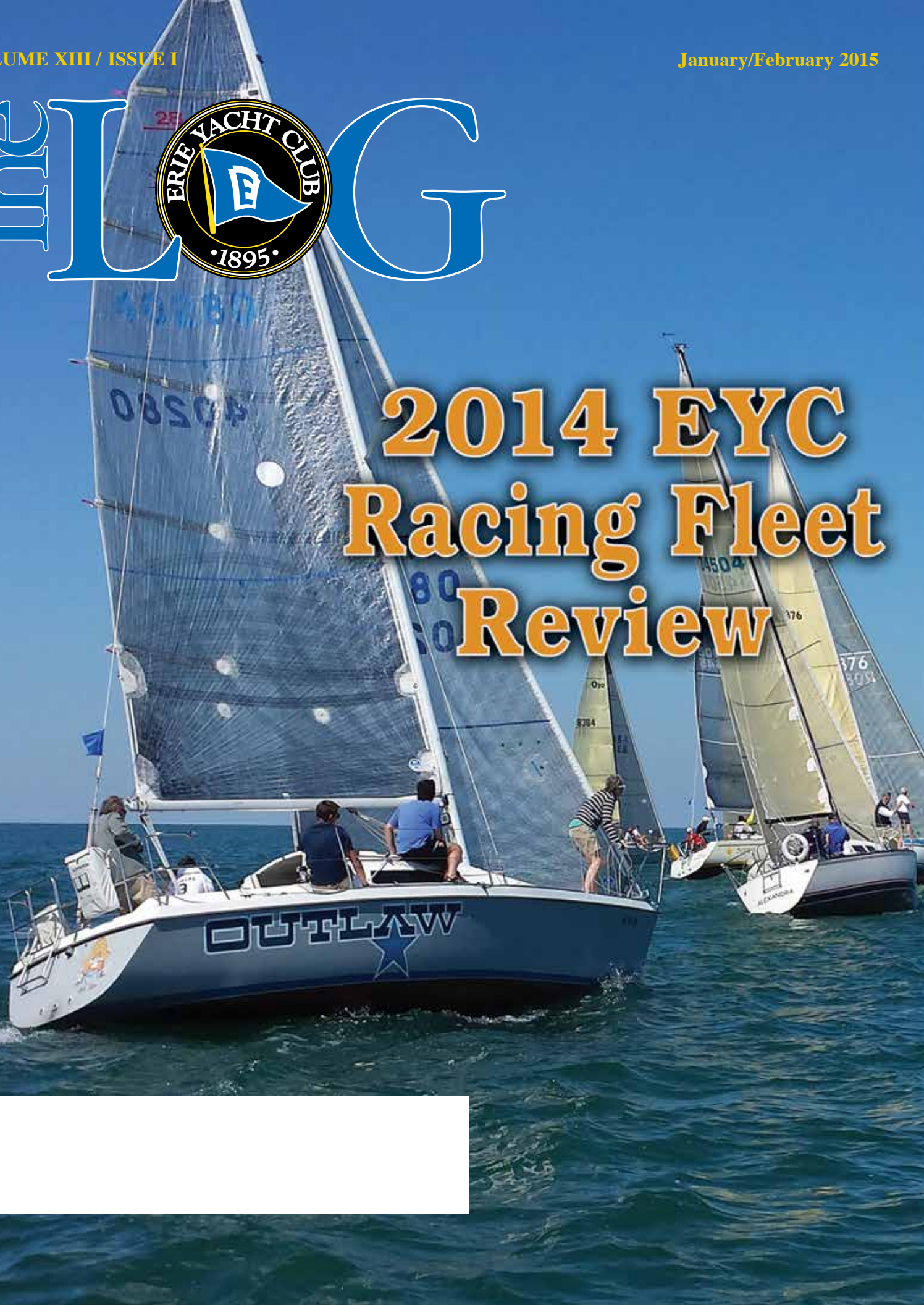
VOLUME XIII / ISSUE I

January/February 2015

# The EYCLG



## 2014 EYC Racing Fleet Review





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**T**he Erie Yacht Club is very fortunate to have a quality publication like the LOG bear its name. This exclusive magazine is one of the finest yacht club publications in the entire country. While the LOG is enjoyed by the entire EYC membership, it is the EYC members who support the LOG through their advertising and content contributions that make this publication possible.

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We are very, very appreciative of our ongoing LOG contributors. I'm sure you will agree that they do a great job. However, I'm sure you will also agree that it should not be left up to the same Club members every issue to provide content. All of you have something to contribute! You do not need to be a writer. You do not need to use proper spelling or grammar. All you need is a story to tell, or a collection of photographs to share, or some words of wisdom to express and we can assist you in putting it together correctly for a future LOG.

Don't be intimidated! We understand if you need assistance and welcome any help with providing appropriate content for the LOG. This is your Club publication. Please help us help you continue to make it a publication to be proud of.

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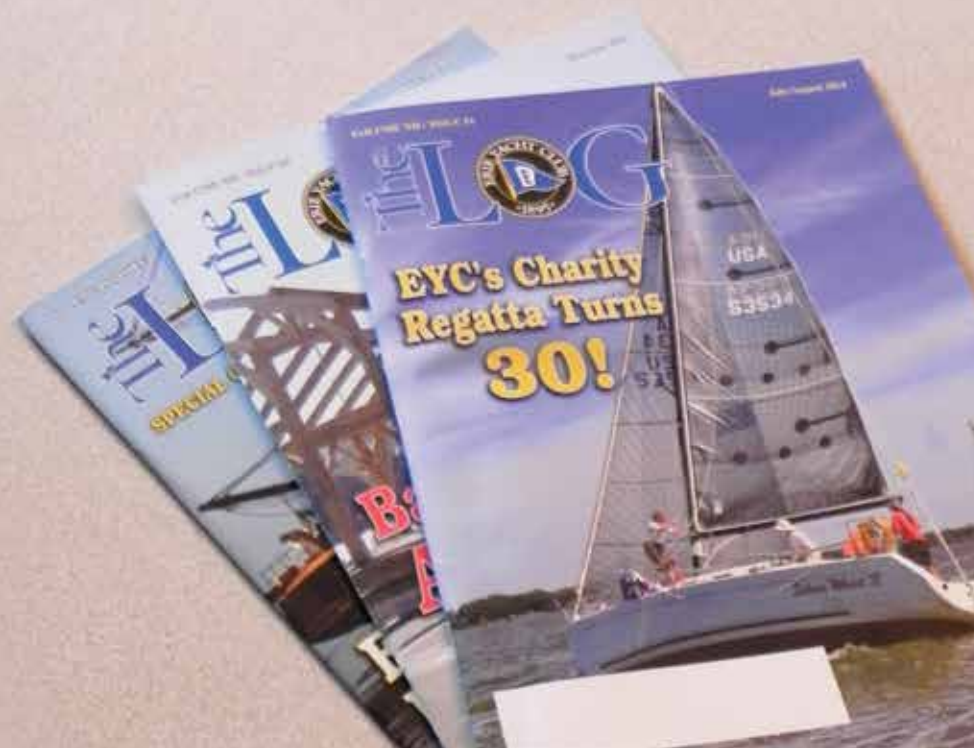
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## From the Bridge

by Commodore Brad Enterline



Welcome to another new year at the Erie Yacht Club! Now that the holidays are over I trust everyone's eyes are focused upon warmer and longer days. Even though every once in a while you may feel like a bear, please do not hibernate from your Club. There is just too much going on!

Right out of the gate, January has a lot on tap including our first Fellowship Dinner which will occur on January 7th with Brian Berchtold who is an Ambassador and photographer at Presque Isle. If you have never attended one of these dinners, make it a point this year and you will not be disappointed.

The Trivia Nights begin Thursday, January 8th. Form a team with your crew and friends and test your trivia knowledge in a fun and re-

laxed event with great food and drink which is always available. I could go on but just log on to the website and put all the events in your calendar.

There are so many opportunities to get together and have a great time during these long winter months that there is no excuse in being a bear. Please come down to fellowship, dine, meet new friends and enjoy this winter wonderland!

A big thank you to all of our volunteers, members, staff and management who help make this such a great Club. Please let me or any of the Bridge and Board members know if there is anything we can do to make your experience better.



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## On the Cover...

Class B Spinnaker racers maneuver as they approach the start line in Gerry's 8th ST. Deli Summer Sizzler race. Unbeknownst to owner Mike Mashyna, it's one of the final races for Outlaw. See article inside to determine why...



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Scan to learn about the Erie Yacht Club



# Erie Yacht Club Racing Fleet 2014 Season Review



by P/C Dave Heitzenrater

The fleet crowned the season with its annual awards banquet and dance on Saturday November 1, 2014 with a full house in our EYC banquet room. Fleet racer A.J. Ficcardi III held the chairman's seat for the season and conducted the entertaining awards presentation to a standing room only house. The season began long before the racing started with several social meetings, a presentation on the new Lake Erie Weather Buoy, a North-U sail trim seminar and a very successful marine equipment Swap Meet.

The overflowing racing schedule began early, on May 7th with 45 events on the schedule including women only races, a junior race for those 30 and under plus seven separate parties and the season ending Chile race and cook-off on Oct 5th. The season included the normal light wind conditions however seemed to have more than the normal share of stormy wind and sea conditions.

The 64 boat Family Jib and Main Division continues to remain very popular with its Wednesday night and Sunday format and diminishing rating scheme. Class D turned out to be a battle between two past EYC Commodores with identical boats who tied in points for the class D championship. P/C Matt Nemic (Rakish) edged out P/C Thomas Trost (Keya) in the tie breaking pro-

cess to be awarded 1st place. Relative new comer Frank Jarecki (Delquescent) placed 3rd in this Catalina 30 dominated class.

Fleet Chairman, A. J. Ficcardi took 1st place in the FJAM Class C in his J-24 Joker followed by J.R. Farrar (Bella Ravello) just 2 points ahead of skipper Thomas Schuler III (Infinity).



Frank Chiz ghosts along on a Wednesday evening race in his 35' Beneteau Persistence in the foreground.

Mike Mashyna raced to 1st place in the FJAM B class in what unfortunately was the final season for his Laser 28 Outlaw when it was damaged beyond repair in the high winds and waves of the September WOLFORD Cup races, not to worry though since Mr. Mashyna has acquired a larger faster racing machine so look out EYCRF! Newbie Mark Willson and his well weathered crew on Honahlee braved the severe conditions to win the two day series.



North-U instructor, 3 time J-80 North American Champion and professional sailor Steve Lemay gives go-fast tips to the EYC Racing Fleet.

Only four of the eight boats starting were able to finish in the 35+ knot breezes on the return lake crossing. So back in FJAM B, Alex Miller (Pagan) outpaced racing veteran Ron Hamilton's Powder Hound by a slim 2 point margin. Meanwhile in FJAM class A, William "Wild Bill" Hertel's Magic tied with Raven and crew for 2nd place with David Haller's Lanada 11 in first. The illusionist boat performed a few sleight of hand moves with the tie being broken in favor of her to earn 2nd place.



Fleet Race Committee members Terry Grab, Chair, Mike Sequeglia, Scott & Aimee Gevirtz and (absent) Barb Weibel.

Our Magicians didn't need to pull a rabbit out of an empty hat when they won the Annette Cup, our most historic racing trophy in the EYC display case.

This silver loving cup was dedicated in 1907 when the Erie Yacht Club was a youthful 12 years old. This award in fact has its very own unique handicap formula that is equal to half of the sum of the average lengths of the yacht plus the square root of its rated sail area divided by two. It is just that simple. This celebrated award is associated with the Interclub Cruise in that it is a race between a foreign port and Erie.

The 57th annual Interclub Cruise was well represented by the EYC with nine boats finishing in the top 16 of the 52 boat spinnaker fleet. In 2014, Nyanza, Graffiti, N.E.W.S and Masego each won their respective classes over the five race series. The Interclub "Four Ladies Trophy" was for the 6th consecutive year presented to the EYC for accumulating the best overall standings of the clubs participating in the Lake Erie Interclub Cruise. Congratulations to our own Matt Wolford who will serve as the 2015 regatta chairman. We can expect a well-organized regatta with fair breezes, perfect races and great parties!

Also noteworthy to report is that seven brave EYCRF members competed in the 2014 Lake Erie Solo Challenge. The 312 statute mile rumb line distance race that began at Monroe Michigan, traversed the lake east past both Pelee Point and Long Point to a turning buoy near Buffalo and thence southwest to its end at the Erie channel entrance always presents many unimaginable situations. Congratulations to our group who conquered them all: Commodore Brad Enterline, Jeff Benson, P/C David Amatangelo,

(continued on next page)



Joker, a J-24 owned by Fleet Chair A.J. Ficcardi slices through the water on a beautiful day on the bay.



## Racing Fleet 2014 Season Review

(continued from previous page)

Allan Belovarac, Aaron Ackerman, Jack O'Neil and Judge John Garhart.

In our local Spinnaker Division, the prestigious Boat of the Year award again went down to the final seconds of the final race of the season with Captain Bill Hertel conjuring up just a little bit of Magic to squeeze out a very close one half point victory over the Schock-35 Raven team to win the 2014 Boat of the Year. Congratulations to Bill and his J-35 crew. Alex Miller in the J-29 Pagan earned the 3rd place position for the year.

The Spinnaker Class B champ was Alex Miller (Pagan) with Ronald Ragghianti ( N.E.W.S) 2nd and Mike Mashyna (Outlaw) 3rd.

Spinnaker Class A had Magic in 1st place, Raven in 2nd and Peter Lund's Taz III, a Beneteau 40.7 in 3rd place.



Mike Kozuchowsky in his C&C 26' Synergy.

The Zurn Trophy was also presented to Magic and crew for the best season long performance.

The Yachtswoman of the Year Award was presented in a very suspenseful and emotional offering by its inaugural awardee, Mary Beth Dunagan Horst. The highly deserv-

ing Diane Mitra became the 2014 honoree having her name placed on the prestigious crystal loving cup for her longtime volunteer efforts benefitting many hundreds of racers from the EYC and other surrounding yachts clubs.

The many volunteers form the engine that powers our fleet and contributes to its continued success deserve our thanks. The lengthy list of individual names can be found on the fleet's web page along with everything else racing fleet you need to know. One of the most visible and important is the volunteer race committee whose core group included Barb Weibel, Aimee Gervirtz, Scott Gervirtz and Chairman Mike Squeglia.

The fleet Race Committee, under the leadership of Mike Squeglia selected Alex Miller as the recipient of the Gail Garren award in honor of Gail Garren, a long time committee chairman to recognize one person who in the opinion of the race Committee has contributed the most during the season through outstanding achievement, consistent participation and sailing sportsmanship.

All of the difficult decisions, fun and excitement now falls into the hands of EYC Jr. Member Jon Stull who will take command of the fleet for 2015. Plans began in December to make it another marvelous racing season.

Just do it, come play with us!



## Erie Yacht Club 2014 Racing Fleet Sponsors

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These fine skippers sporting the Capt' Crunch tri corner hat and matching cereal are the not so proud recipients of the Capt' Crunch award for involvement in a marine "fender bender" incident. The yellow hard hats identify the Ground Hog award for those who unintentionally found the bottom of the lake.







# U.S. Schooner Porcupine

## “The Day the Planets Aligned”

Line drawing and sail plan of the U.S. Schooner Porcupine as she has been “conceptualized” by the team that is working to launch her in April 2016.

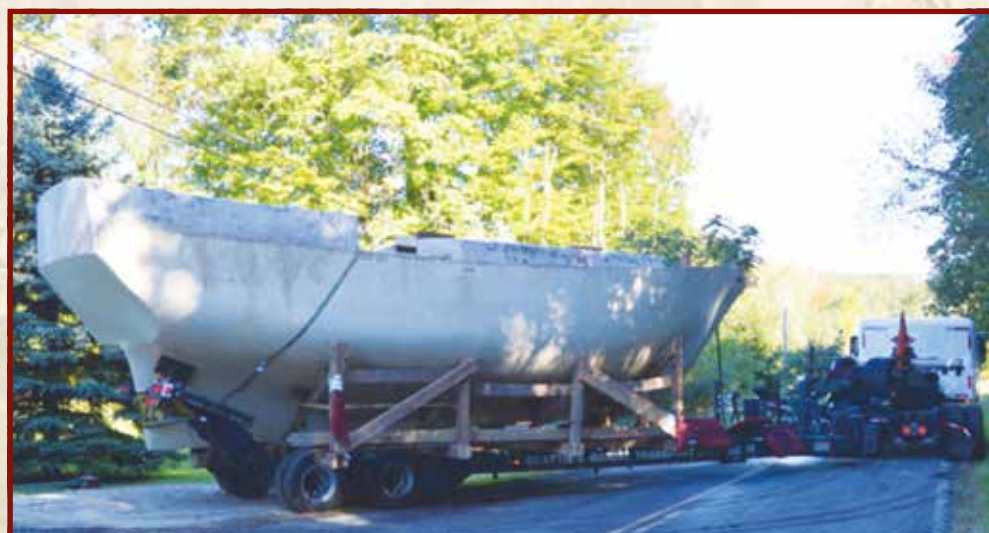
by David Frew

Like lots of other important things in my life, the Porcupine Project had its genesis at the Port Dover Yacht Club. In August I was with Dave Bierig at PDYC preparing to take several Doverites on a day-sail in his Dreamer when Dave asked me what I knew about the Porcupine from Perry’s War of 1812 Erie fleet. My recollection, augmented by some quick internet research, helped recall the schooner and its role in the Battle of Lake Erie. When Daniel Dobbins successfully convinced President Madison to build the American Great Lakes fleet at Erie instead of Black Rock (Buffalo), he immediately returned to town and began a shipyard near the foot of today’s Myrtle Street at Lee’s Run. Dobbins hired shipwright Ebenezer Crosby and began to build three gunboats at this yard: Tigress, Scorpion and Porcupine.

When Commodore Isaac Chauncey, who was in charge of Great Lakes naval operations, arrived in Erie with a cadre of Atlantic Ocean shipwrights they inspected Dobbins progress and criticized him. Then when Perry came later, he and his regular-navy builders continued a

general distrust of Dobbins even though at the time he was the acclaimed master of Great Lakes commercial sailing with sixteen years of experience working for Judah Colt and Charles Reed. By the time Dobbins had sailed into every working port on Lake Erie, Lake Huron, Lake Michigan, and the Georgian Bay, trading salt for furs and whitefish. Perry’s people pronounced Dobbins’ designs too short and shallow-drafted and ordered him to

stretch his three gunboats by at least ten feet from their lofted lengths of approximately 48-feet. In their view Erie was a frontier backwater and it seemed unlikely that anyone in such a venue would have the first idea of ship design. Dobbins argued that Perry’s shipbuilders had never sailed the Great Lakes and were making a major mistake, but after they steadfastly refused to listen he dutifully began to lengthen all three.



The Porcupine hull departs Ravenna, Ohio for Erie in September.

The Atlantic Ocean builders stayed out of Dobbins’ way that year as all hands rushed to construct the fleet in Erie. Perry set up a second naval yard at Cascade Creek where Niagara, Lawrence, and Ariel (which was taken away from Dobbins) were built. Working at warp speed the two yards built six ships from scratch and refurbished a rag-tag fleet of captured British and re-purposed commercial ships that had been moved from Black Rock, N.Y. to Erie. In the rush to help Perry’s builders at Cascade Creek, complete his three smaller gunboat schooners at Lee’s Run, and refurbish the five ships from Black Rock, Dobbins never got around to lengthening Porcupine or Tigress. August rolled around and it was time for Perry to leave with his fleet of ten (Perry never included Dobbins’ ship, Ohio, in his reports) for Western Lake Erie and destiny.

Porcupine was officially classified as a “gunboat” which was a size and armament designation shared by both the United States and British Navies. Gunboats were designed to be small enough to be rowed or sailed, usually carried only one cannon, and were generally used in shallow coastal waters rather than offshore applications. Like Niagara, there is no official record of Porcupine’s precise dimensions but it is generally presumed from the recorded history of the War of 1812 that she was approximately 50 feet long with a draft of only five feet, making her capable of sailing close to shore and into coastal inlets and rivers. While Dobbins was the first to admit that the best sailing ship in Perry’s fleet was Ariel, which was more than ten feet longer and carried a deeper draft, his personal papers suggested that Porcupine was the best of the smaller gunboats, easily out sailing her stretched gunboat sister-ship, Scorpion.

While Lawrence, Niagara and Caledonia were the featured players in the Battle of Lake Erie, Porcupine, which was mastered by Midshipman George Senat, performed admirably and after the battle she served as a hospital ship for wounded enemy



Bayfront Maritime Center (BMC), adjacent to the Erie Maritime Museum, is a local educational treasure which has been teaching kids about sailing, boatbuilding and the environment since 1998.

sailors. During the following weeks she was used as an artillery support vessel during the campaign to recapture Detroit. When United States land forces moved up the Thames River in Upper Canada (today’s Ontario) to engage Tecumseh’s Indian forces, her shallow draft allowed her to sail inland as an artillery support ship. Porcupine returned to Erie in the late fall of 1813 where unlike Lawrence, Niagara, Caledonia, and the Queen Charlotte she was never scuttled. Her sailing ability and carrying capacity persuaded the officers of Erie’s naval base in Erie to lay her up instead of scuttling her like most of the rest of the fleet.

Porcupine was loaned to the U.S. Coastal Survey Office in 1816 and went to work charting the complex shoreline of Lake Michigan. In 1819 the fledgling United States Revenue Service took her over and used Porcupine as a revenue ship at Detroit. She continued until 1825, taking on the same role that successor revenue ships served until the service was merged with the U.S. Lifesaving Service to create the modern Coast Guard. Porcupine’s armaments were changed from one 32-pound bow-mounted cannon to two small-

er 12-pounders which provided more firing speed and flexibility. In 1825, after the U.S. Naval base in Erie was discontinued, she was sold to a merchant sailor who changed her name to Caroline. Her Dobbins-designed carrying capacity and sailing ability made her ideal for carrying package goods and barrels of bulk cargoes to niche ports, the smaller harbors that were not being served by the new breed of large schooners delivering to ports like Cleveland, Milwaukee, Chicago, and Duluth.

Porcupine, which was the longest lasting of Erie’s War of 1812 ships, continued until 1873. She worked the small ports in Lake Erie, Lake Huron, Lake Michigan and the Georgian Bay, carrying typical Nineteenth Century cargos of grain, salt, package freight, and lumber. Eventually, however, steamships became the death of small multipurpose schooners like Porcupine. As larger steamers took over the major ports, the old small steamers began to push schooners out of their niche port markets. Finally, Ferry & Sons the owners of Porcupine who

(continued on page 20)



• Defying Winter for Over 15 Years •

# IT'S THE 120 DAYS 'TIL SUMMER BEACH PARTY

By Dan Dundon



**T**ime is a funny thing, eh? Why do summer days fly like flipping the pages of a book while some winter days seem longer than any summer week? With lots of winter time to think about this, over 15 years ago, we figured a good way to help get the winter over-with would be to throw a beach-party right during the winter's coldest days. So, why sit there and shiver in the polar vortex while you try to imagine yourself enjoying a warm summer day? Wouldn't it be a whole lot better to really "live" summer at a beach party, rather than just dream about summer? Good news everybody!



The "Days 'til Summer Party" Research and Development Department hard at work.

We can stop dreaming and get ready for a Summer Beach Party at the Erie Yacht Club! Dig-out your tropical shirts! It's time to find

your favorite sun-dress, grass skirt or bathing suit! On February 21st it's time for the Erie Yacht Club 120 Days 'til Summer Party!!!

As always, we have a terrific beach party menu planned... juicy and tender barbecued ribs, terrific honey-barbecued chicken, and steamed clams and mussels! Don't these sound GREAT!?! Then there is the baked potato bar including sweet potatoes as well complete with an extensive selection of scrumptious toppings. Look down that delicious buffet and see corn bread, vegetable medley, pasta salad with sun-dried tomatoes and mozzarella and tomato pesto! For sure we can expect Chef Dan to out-do himself, again with tempting home-baked desserts like apple pie, carrot cake, brownies and cookies. Don't these sound GREAT, too!?!

It will be just like being at Put-in-Bay, the party capital of the Great Lakes, while we listen to the unique sounds of West Side Steve, the Skipper of the Lake Erie Booze Patrol. Direct from Put-in-Bay, West Side Steve will treat us to songs of Lake Erie and spin all kinds of musical nautical-magic for sure!

It will be just like being in Margarita-ville as we enjoy the Jimmy-Buffer-Sound of Erie's own terrific band, Key West Express! Close your eyes and find yourself seeing palm trees swaying in a warm breeze. No other band can match Key West Express as they fill the air with the sounds of summer! There's nothing quite like an Erie Yacht Club limbo contest either! This is a party you don't want to miss!

All around, Erie Yacht Club will be lookin'-like-summer... dancing, laughing, the limbo, great summer outfits, cool refreshing tropical drinks, and ice-cold brew. We can have it all... right when we need it the most, gang... during the cold, blustery days of winter! For sure, it just doesn't get any better than this!

Forget the cold February night, too! We will have the heat cranked right-up to mid-summer July temperatures, so be sure you dress accordingly!

Come to Erie Yacht Club on February 21st! Get yourself into summer-party mode with West Side Steve, the Skipper of the Lake Erie Booze Patrol. Dance the night away to the tropical music of Key West Express.

Don't miss the Erie Yacht Club's '120 Days 'til Summer Party'! Great food, great drinks, great music and great friends.



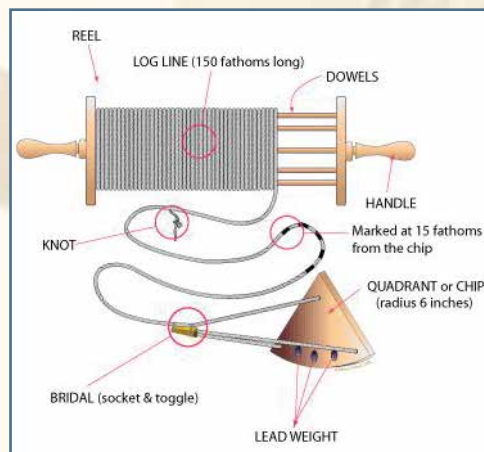


# If These Docks Could Talk

by P/C Gib Loesel

While researching Doug Nagle's "Cab-in Boy" story I had to find some information in the Enigma's LOG book and this got me thinking (again) exactly where does this use of the word LOG come from? Think about it... In today's world if we aren't breathing we are in the act of logging in. We Log in to things and places like: bank accounts, computers, mobile devices, smart phones, Face Book, Twitter, the list goes on and on.

In the back of my mind I know that the word LOG is "sailor talk" but I'm not exactly sure why... on the Enigma we used to use a Taffrail Log, a mechanical device dragged from the stern which indicated our speed (more or less) through the water, it had a propeller attached to a small line which was attached to a gage. GPS wasn't born yet.



In days of old the navigator actually tossed a LOG or at least a piece of LOG over the side and watched it float away, when they realized that they were throwing their fire wood away they tied a piece of twine to it (thus saving fire wood). After that "knots" at measured intervals were added to the twine and so on, all a part of how we come to use words like how fast are we going in "knots" and "nautical miles" and finally LOG books were kept by the navigator recording all of this so they (more or less) knew where they were.

I would bet that all of you who own a boat keep a LOG. Some are simple little books, some are leather bound with the ship's name lettered in Gold, some hold secrets, some ports visited, guests on board, important boat records and finally some funny things which are a lot more fun to record than oil and filter changes.

## Here are a few from the Enigma's Log:

On a passage from Cleveland Yacht Club to the Mentor YC one of the crew members had a little too much to drink:

There was a young fellow named Fink  
Who thought he could handle some drinks

When his belly was filled

He stunk like a still

Oh Fink how you did stink!!!

- by Jorge (Aug 1958)

In 1960 on the Interclub Club's second leg from Port Dover to Maitland, my father George stayed the night at a little hotel known as the Maitland Arms which was down river near the lake, the plan was to pick him up on our way out for the next leg to Buffalo. However he "ducked" behind the building to break the wind and we passed him by... for sure he was not a happy sailor. Stuck in the middle of nowhere, no boat and no car. He did however make it to Buffalo.

The next day he wrote in the LOG:

The seas were high the winds was strong

But the good old Enig just stumbled along

The Buffalo Yacht Club was finally reached

But where was George stranded on Dunnville Beach

- Jorge (July 1960)

## The Interstate Race 1960 entry by Sidewheeler (a/k/a Lew Klahr)

A nice sou'wester blowing, I would say about five,

"Let's play the beach and hope the offshore keeps us alive."

We set the spinnaker at start, she was really full and drawing,

Right out to number one spot and "Enig" kept right on clawing.

We rounded Fairport Harbor and headed right for shore,

The closer we got in there, the wind blew more and more,

We really had her rolling, not another boat in sight,

Clocking better than ten, we saw no boats the rest of the night!

We rounded out at Ashtabula and to the shore again,

She kept right on highballing, still hitting around ten,

Conneaut brought us out again, was that wind dying?

Let's hope not, we hope not, we're all squeezing and trying.

For just about that time, again a southerly puff,

"If we have to drop the spinnaker, for old "Enig" things could get tough."

The wind shifted around like this for the better part of an hour,

But we kept the bastard drawing, we thought our eyes would sour.

It settled down on our stern which we considered dirty,

We round Presque Isle Light at just about 5:30.

And then around H. C. point, and looked for the Race Committee,

If they weren't there to see our finish would be a real pity.

"Where shall we finish?" "Between the lights?" "Take our time" was said,

That cotton picking Race Committee was still asleep in bed.

About twenty minutes later they finally came along,

"We tried to contact you on radio from last midnight on."

We put a man aboard their boat, our finish time to convey.

Fifty-four minutes behind us was Masker and Bob Way.

We were first to finish, first in our division, first overall,

Said Captain Eckerd gleefully, "Well done, It's shirts for all."

We had lopped four feet off our mainsail: to bring our rating down,

We really think it paid off; it gave "Enig" this crown.

We thank you Mr. Eckerd for the sails you bought last year,

What's that? A new jenny? Oh well next year's still not here.

## The Falcon Cup August 19, 1961 entry by Sidewheeler

This is the Falcon Cup's 24th year, That we've come to this race to hear others cheer, It's about that time for Dear Old Enig, To show we're fast, not just big.

Thanks to Crowell and his little main With Cat's ass Painted upon so plain

We hugged the shore as we saw Minx do

It paid off nicely; more breeze that's true

We finished first as the wind went light Then swung head on to our delight!!!

Five cups, four flags, four plaques when done

Dear Old Enig had finally won!!!!

Log Entry:  
The South End of a Cat Headed North...

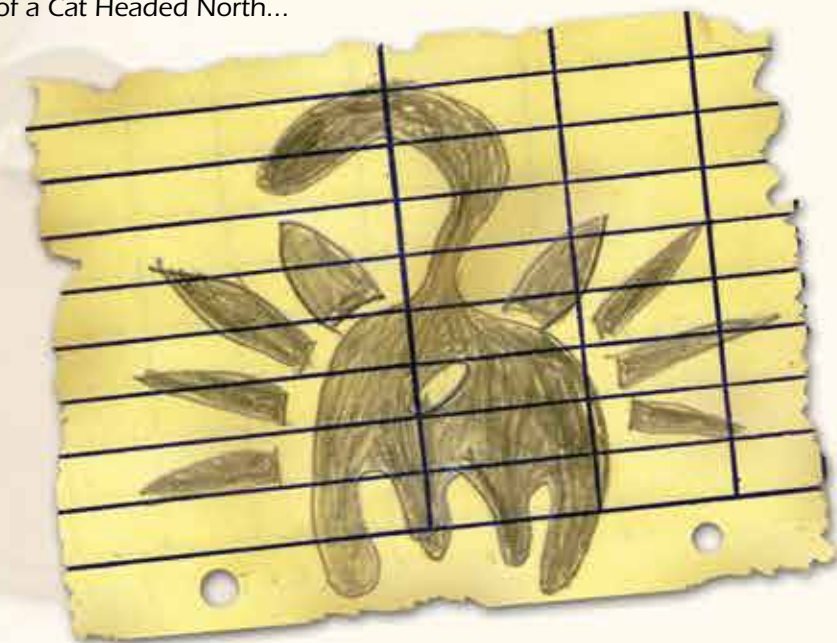
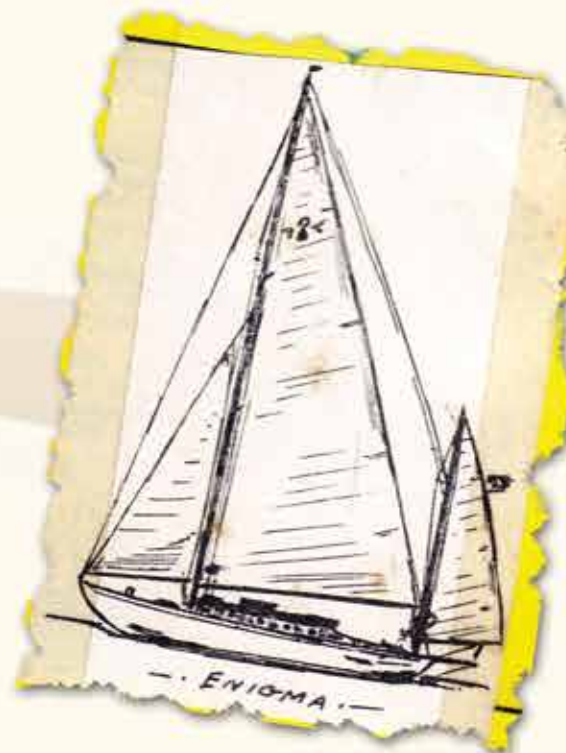
Some entries are not as elaborate as others... my feeble attempt in the Nyanza's LOG after a big night time storm in the Caribbean 1500 was:

"The sky turned black, the winds they blew, but good old Nyanza she came through".

If these docks could talk they would say "What fun entries are in your LOG??"



Line Drawing From the Enigma's LOG cover by Chuck Schauble (former skipper)





# SUPER BOWL XLIX

## PIGSKIN PRIMER

Ah, Super Bowl Sunday! Football fanatic or not, most folks tend to get caught up in all of the Super Bowl hoopla. Some for the game, others for the commercials, some for the halftime show and others for the Super Bowl Sunday camaraderie which always occurs. Whether it's a full blown Super Bowl party or small family gathering, there's plenty of down time to socialize during the game, since the average NFL game only features around 11 minutes of actual game-action! (No, really. Only about 11 minutes!)

The Championship Football game that we all know today as the "Super Bowl" was born out of the merging of the American Football League with the



Green Bay Packers' Quarterback Bart Starr was named MVP for both Super Bowl I and II.

National Football League. First called the "The NFL - AFL World Championship Game," it was created in 1966 as part of the merger agreement.

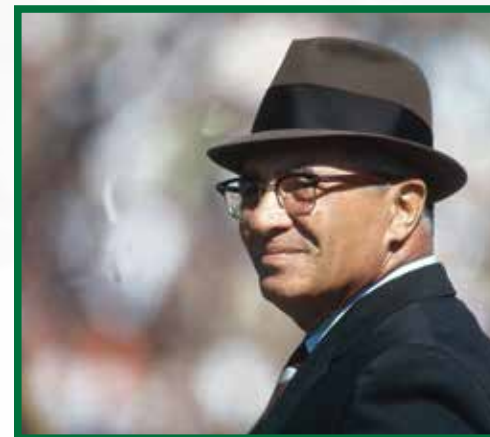
During these merger negotiations, Kansas City Chief owner, Lamar Hunt, thought of the name "Super Bowl" for the Championship game, after observing his daughter playing with her toy Super Ball. Hunt only meant the name to be a stop-gap until the powers that be could think of a better name. However they were not able to come up with anything, so the game was dubbed "The NFL-AFL World Championship Game".

The first NFL-AFL Championship World Game took place in 1967. This official title was such a mouth full however that the fans, as well as the media, referred to it by the shorter, unofficial name, Super Bowl. With no one referring to it by its long formal name, it officially became the "Super Bowl" in 1969. (The names "Super Bowl I" and "Super Bowl II" were retroactively applied to the first two games.)

After the Green Bay Packers won the first two Championships convincingly, many people questioned if the AFL teams could compete. The very next year however, the New York Jets upset the Baltimore Colts for the AFL's first Super Bowl Title and the Chiefs won the 4th Super Bowl, evening the record at 2-2. This put an end to those fears.

In 1970, the NFL and AFL merged into one league with two conferences. Three NFL Teams, the Baltimore Colts, Cleveland Browns and Pittsburgh Steelers, joined the 10 AFL teams at

that time forming the AFC (American Football Conference). The remaining 13 teams from the old NFL formed the NFC (National Football Conference). Games throughout the season determine the top team of each conference, and the Super Bowl is played each year between these two champions.



Vince Lombardi acted as Head Coach of the Green Bay Packers from 1959 through 1967. During that time the Packers had a record of 89 wins, 29 losses and 4 ties. Under Lombardi's leadership they were 6 time Division Champions and won both Super Bowl I and II.

The Vince Lombardi Trophy is presented to each winning team of the Super Bowl. The trophy is named after Vince Lombardi, the renowned coach who led the Green Bay Packers to victory in each of the first two Super Bowls. Following Lombardi's death, the trophy was named in his honor prior to Super Bowl V.

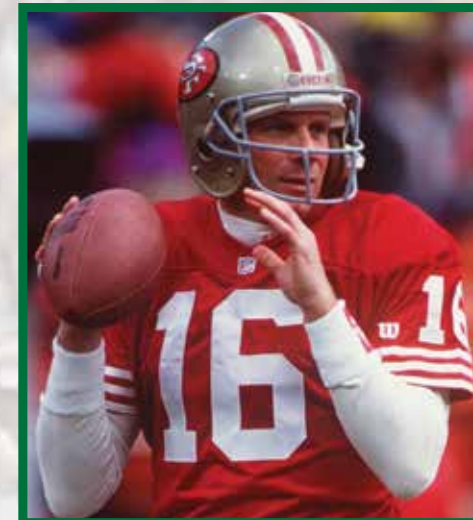
### Some Super Bowl Football Facts

- The record for the most points scored by a single team during a Super Bowl is held by San Francisco. San Francisco scored a total of 55 points against Denver's 10 points in Super Bowl XXIV at the Louisiana Superdome in New Orleans. This was also the largest margin of victory to date.
- Lowest scoring winner was the Miami Dolphins who scored only 14 points against the Washington Redskins (7 pts) in Super Bowl VII, at the Memorial Coliseum in Los Angeles on Jan. 14, 1973.



The Pittsburgh Steelers' six Lombardi Trophies.

- The Buffalo Bills lead the NFL with the most consecutive Super Bowl games played and lost. They played Super Bowls XXV-XXVIII and lost them all.
- Playing in 8 Super Bowls each, the Dallas Cowboys and Pittsburgh Steelers are tied for most appearances in the Super Bowl.
- The Pittsburgh Steelers hold the title for most wins in the Super Bowl with 6 wins.
- The Denver Broncos hold the title for the most losses in the Super Bowl at 5.
- Roman numerals are used in the Super Bowl because the football season falls in two calendar years.
- The Raiders and Colts are the only teams to relocate and win Super Bowls from both locations. The Oakland Raiders won Super Bowls XI and XV; the Los Angeles Raiders won Super Bowl XVIII. The Baltimore Colts won Super Bowl V; the Indianapolis Colts won Super Bowl XLI.



San Francisco 49ers' Joe Montana, only 3 time Super Bowl MVP.

- Joe Montana of the 49ers has been named Super Bowl MVP 3 times, more than any other player. Bart Starr (Packers), Terry Bradshaw (Steelers), and Tom Brady (Patriots) each have been named MVP twice. No one else has won the award more than once.
- Chuck Howley, 1971 Super Bowl MVP, is the only player from a losing team to receive that honor.
- Mike Ditka and Tom Flores are the only two men to win a Super Bowl both as a player and as a coach.
- Defensive tackle, Mike Lodish played in more Super Bowls than any other player... 4x with the Buffalo Bills and 2x with the Denver Broncos.
- In the 1980s and 1990s the NFC won 13 consecutive Super Bowls, from Super Bowl XIX (49ers) through Super Bowl XXXI (Packers).
- 13 NFL teams have never won a Super Bowl: the Bengals, Bills, Browns, Cardinals, Chargers, Eagles, Falcons, Jaguars, Lions, Panthers, Texans, Titans/Oilers, and Vikings. (Technically the franchise that was the Cleveland Browns won Super Bowl XXXV as the Baltimore Ravens, but the NFL agreed that the records of the original Browns team would remain in Cleveland even as the franchise moved to Baltimore.)
- Only 4 of the 32 NFL teams have never played in a Super Bowl: the Browns, Jaguars, Lions, and Texans.
- Jerry Rice, a San Francisco Hall of Famer, holds the record for touchdown passes caught in the Super Bowl at eight.

*"Football is a great deal like life in that it teaches that work, sacrifice, perseverance, competitive drive, selflessness and respect for authority is the price that each and every one of us must pay to achieve any goal that is worthwhile."*

*-Vince Lombardi-*

- The Dolphins are the only team to not score a touchdown in a Super Bowl game, scoring just three points in their loss to Dallas in Super Bowl VI.
- No Super Bowl has ended in a shutout.
- The Oakland Raiders were the 1st wild card team to ever win the Super Bowl when they defeated the Philadelphia Eagles in Super Bowl XV.
- No Super Bowl game has ever gone into overtime play.
- The first Super Bowl, with an attendance of 61,946, was held on Jan. 15, 1967 at the Los Angeles' Memorial Coliseum. The Green Bay Packers defeated Kansas City 35-10. Each of the Packers players received a bonus of \$15,000. Kansas City players received \$7,500.

(continued on next page)





Super Bowl Pigskin Primer
(Continued from previous page)

Some Super Bowl Fun Facts

- In 1967 a 30-second commercial costs about \$40,000 during the first Super Bowl. In 2014 forty-three advertisers buy ad space from Fox with prices reaching a record \$4.5 million for commercials lasting from 30 seconds to two minutes.
- Super Bowl XLVIII (48) was the most watched U.S. telecast of all time, with an average viewership of 111.5 million.
- Tickets to Super Bowl I cost between \$6 and \$12. Tickets to Super Bowl XLVIII sold for an average of \$3,715 each!
- Super Bowl Sunday ranks as the second-largest day for food consumption in the U.S. after Thanksgiving Day.
- According to the Hass Avocado Board, over Super Bowl weekend, approximately 100 million pounds of guacamole will be eaten... with approximately 14,500 tons of chips!
- According to the National Chicken Council, Americans will inhale 1.25 billion wings on Super Bowl Sunday.



Three most popular Super Bowl foods in order: chips & dips, chicken wings and pizza.

- For the Super Bowl Champions organization, the NFL pays for up to 150 rings at \$5,000 per ring (plus adjustments for increases in gold and diamonds). The NFL also pays for 150 pieces of jewelry for the losing team, which may not cost more than one-half the price set for the Super Bowl ring.
- Over 700,000 footballs are produced annually for official NFL use with 72 of them being used for the Super Bowl



Remember this? “Wow! Thanks, Mean Joe!” Pittsburgh Steeler “Mean” Joe Greene took a guzzle of Coke and tossed a kid his jersey creating a simple 60-second Coca-Cola ad that gave everyone a warm fuzzy feeling. Made in 1979, it became one of TV’s most memorable Super Bowl commercials.

- 1993 marked the first time a major act performed for a Super Bowl entertainment extravaganza. It featured an 8-minute moon-walking performance by Michael Jackson which was instantly heralded as a major game changer. It remains the performance to beat at every Super Bowl.
- Janet Jackson, provided the most controversial Super Bowl half time show when she exposed her breast while singing a duet with Justin Timberlake. Evoking general outrage at the slip on live TV, the incident also added two new phrases to the 2004 American lexicon... “Nipplegate” and “wardrobe malfunction.”



Infamous “wardrobe malfunction” live during Super Bowl XXXVIII.

- The first famous entertainer to grace Super Bowl halftime was Carol Channing in Super Bowl IV.

- The amount paid for a Super Bowl halftime performance is: \$0. Instead the 10-15-minute concert provides tons of free worldwide publicity for the likes of Beyonce, Madonna, Prince and other mega-stars.
- The only torrential downpour to happen at halftime was during Prince’s epic performance of “Purple Rain” in 2007. Right on cue.
- The Super Bowl is not just an American phenomenon. The game is popular with television audiences in 185 countries worldwide with broadcasts in 30 different languages.

So now you have all the facts needed to make you the most informed football fan at any Super Bowl party you attend. Just remember to relax, have a cold beverage, some pizza, chicken wings and enjoy the big game.

Try to restrain yourself and not annoy the rest of the Super Bowl fans with your newly acquired vast knowledge of the game. Remember no one likes a know-it-all.



Results Super Bowl I through XLVIII
What is your prediction for Super Bowl XLIX?!

Date	#	Winners	Pts.	Losers	Pts	MVP	Venue
2/2/14	XLVIII	Seattle Seahawks	43	Denver Broncos	8	Malcolm Smith	MetLife Stadium, East Rutherford NJ
2/3/13	XLVII	Baltimore Ravens	34	San Francisco 49ers	31	Joe Flacco	Mercedes-Benz Superdome, New Orleans LA
2/5/12	XLVI	New York Giants	21	New England Patriots	17	Eli Manning	Lucas Oil Stadium, Indianapolis IN
2/6/11	XLV	Green Bay Packers	31	Pittsburgh Steelers	25	Aaron Rodgers	Cowboys Stadium, Arlington TX
2/7/10	XLIV	New Orleans Saints	31	Indianapolis Colts	17	Drew Brees	Sun Life Stadium, Miami Gardens FL
2/1/09	XLIII	Pittsburgh Steelers	27	Arizona Cardinals	23	Santonio Holmes	Raymond James Stadium, Tampa FL
2/3/08	XLII	New York Giants	17	New England Patriots	14	Eli Manning	University of Phoenix Stadium, Glendale AZ
2/4/07	XLI	Indianapolis Colts	29	Chicago Bears	17	Peyton Manning	Dolphin Stadium, Miami Gardens FL
2/5/06	XL	Pittsburgh Steelers	21	Seattle Seahawks	10	Hines Ward	Ford Field, Detroit MI
2/6/05	XXXIX	New England Patriots	24	Philadelphia Eagles	21	Deion Branch	Alltel Stadium, Jacksonville FL
2/1/04	XXXVIII	New England Patriots	32	Carolina Panthers	29	Tom Brady	Reliant Stadium, Houston TX
1/26/03	XXXVII	Tampa Bay Buccaneers	48	Oakland Raiders	21	Dexter Jackson	Qualcomm Stadium, San Diego CA
2/3/02	XXXVI	New England Patriots	20	St. Louis Rams	17	Tom Brady	Louisiana Superdome, New Orleans LA
1/28/01	XXXV	Baltimore Ravens	34	New York Giants	7	Ray Lewis	Raymond James Stadium, Tampa FL
1/30/00	XXXIV	St. Louis Rams	23	Tennessee Titans	16	Kurt Warner	Georgia Dome, Atlanta GA
1/31/99	XXXIII	Denver Broncos	34	Atlanta Falcons	19	John Elway	Pro Player Stadium, Miami Gardens FL
1/25/98	XXXII	Denver Broncos	31	Green Bay Packers	24	Terrell Davis	Qualcomm Stadium, San Diego CA
1/26/97	XXXI	Green Bay Packers	35	New England Patriots	21	Desmond Howard	Louisiana Superdome, New Orleans LA
1/28/96	XXX	Dallas Cowboys	27	Pittsburgh Steelers	17	Larry Brown	Sun Devil Stadium, Tempe AZ
1/29/95	XXIX	San Francisco 49ers	49	San Diego Chargers	26	Steve Young	Joe Robbie Stadium, Miami Gardens FL
1/30/94	XXVIII	Dallas Cowboys	30	Buffalo Bills	13	Ernmitt Smith	Georgia Dome, Atlanta GA
1/31/93	XXVII	Dallas Cowboys	52	Buffalo Bills	17	Troy Aikman	Rose Bowl, Pasadena CA
1/26/92	XXVI	Washington Redskins	37	Buffalo Bills	24	Mark Rypien	Metrodome, Minneapolis MN
1/27/91	XXV	New York Giants	20	Buffalo Bills	19	Ottis Anderson	Tampa Stadium, Tampa FL
1/28/90	XXIV	San Francisco 49ers	55	Denver Broncos	10	Joe Montana	Louisiana Superdome, New Orleans LA
1/22/89	XXIII	San Francisco 49ers	20	Cincinnati Bengals	16	Jerry Rice	Joe Robbie Stadium, Miami Gardens FL
1/31/88	XXII	Washington Redskins	42	Denver Broncos	10	Doug Williams	Jack Murphy Stadium, San Diego CA
1/25/87	XXI	New York Giants	39	Denver Broncos	20	Phil Simms	Rose Bowl, Pasadena CA
1/26/86	XX	Chicago Bears	46	New England Patriots	10	Richard Dent	Louisiana Superdome, New Orleans LA
1/20/85	XIX	San Francisco 49ers	38	Miami Dolphins	16	Joe Montana	Stanford Stadium, Palo Alto CA
1/22/84	XVIII	Los Angeles Raiders	38	Washington Redskins	9	Marcus Allen	Tampa Stadium, Tampa FL
1/30/83	XVII	Washington Redskins	27	Miami Dolphins	17	John Riggins	Rose Bowl, Pasadena CA
1/24/82	XVI	San Francisco 49ers	26	Cincinnati Bengals	21	Joe Montana	Pontiac Silverdome, Pontiac MI
1/25/81	XV	Oakland Raiders	27	Philadelphia Eagles	10	Jim Plunkett	Louisiana Superdome, New Orleans LA
1/20/80	XIV	Pittsburgh Steelers	31	Los Angeles Rams	19	Terry Bradshaw	Rose Bowl, Pasadena CA
1/21/79	XIII	Pittsburgh Steelers	35	Dallas Cowboys	31	Terry Bradshaw	Orange Bowl, Miami FL
1/15/78	XII	Dallas Cowboys	27	Denver Broncos	10	Harvey Martin & Randy White	Superdome, New Orleans LA
1/9/77	XI	Oakland Raiders	32	Minnesota Vikings	14	Fred Biletnikoff	Rose Bowl, Pasadena CA
1/18/76	X	Pittsburgh Steelers	21	Dallas Cowboys	17	Lynn Swann	Orange Bowl, Miami FL
1/12/75	IX	Pittsburgh Steelers	16	Minnesota Vikings	6	Franco Harris	Tulane Stadium, New Orleans LA
1/13/74	VIII	Miami Dolphins	24	Minnesota Vikings	7	Larry Csonka	Rice Stadium, Houston TX
1/14/73	VII	Miami Dolphins	14	Washington Redskins	7	Jake Scott	Memorial Coliseum, Los Angeles CA
1/16/72	VI	Dallas Cowboys	24	Miami Dolphins	3	Roger Staubach	Tulane Stadium, New Orleans LA
1/17/71	V	Baltimore Colts	16	Dallas Cowboys	13	Chuck Howley	Orange Bowl, Miami FL
1/11/70	IV	Kansas City Chiefs	23	Minnesota Vikings	7	Len Dawson	Tulane Stadium, New Orleans LA
1/12/69	III	New York Jets	16	Baltimore Colts	7	Joe Namath	Orange Bowl, Miami FL
1/14/68	II	Green Bay Packers	33	Oakland Raiders	14	Bart Starr	Orange Bowl, Miami FL
1/15/67	I	Green Bay Packers	35	Kansas City Chiefs	10	Bart Starr	Memorial Coliseum, Los Angeles CA



DIANE MITRA

# Yachtswoman of the Year

BY MARY BETH DUNAGAN HORST

This year's Yachtswoman recipient, Diane Mitra, is a friend, a mentor, and an amazing energetic woman. Like all the past recipients, she has added so much to the sailing program at the Erie Yacht Club and promoted women in sailing. Diane has touched and influenced all of our lives and her name is "well known" in our sailing community.

Like every great organization, we all take for granted that everything just happens. Many times there is an individual involved who has labored countless hours and years for little benefit other than to get pleasure from the thanks of an organization or a sailing fleet. Not only are they dedicated but they muster new energy year after year and improve on the process and keep it fresh.

Diane Mitra needs no introduction. Around the EYC Sailing Fleet she is ever present and always available to help, but what sets her apart is her eighteen years of commitment to assuring that the Lake Erie Interclub not only continued but thrived on its culture of comradery and friendships on both sides of the border. Every year Diane Mitra would plan the events and then go about her business like it's just the way things are supposed to be.

Diane has shown all of the other LEIC Committee Members that she is the glue that holds this event together, proving time and time again that the LEIC is a well-organized and finely tuned event. From the October coordination of the annual planning meeting dinner that is held each December, to the "off-season" marketing of event sponsorships, to the Spring regatta planning, program printing, event registration, race packet preparation, regatta-wear sales, Race Flag presentations, right up to the concluding Awards Ceremony, Diane has her hands in the midst of ensuring that everything is always executed as planned. She has worked tirelessly at this event year after year for the benefit of all LEIC participants... always standing in the background but the "go to person" for every aspect of the event.

As a prime example, in the 1996 Interclub Buddy Melges was speaking at the 40th Anniversary dinner at BYC. The fleet was very late but Diane kept Buddy occupied for those several hours and by the time dinner was served Buddy was, as sailors say, a bit pickled but Diane somehow got him standing up and the show went on successfully. That's Diane!

She understands and exemplifies the Corinthian Spirit of competitive yacht racing and has been a champion of the Inter-Club camaraderie that brings us back to the event year after year. She has sacrificed her time, energy and talents over the years to ensure that others enjoyed the LEIC event, both on and off the water.

There were very recent times when it wasn't "tirelessly" at all for Diane, but she continued to press on whenever possible despite the health challenges that she faced along the way. She always remained dedicated in her support of the sport of sailing. Diane has impacted hundreds and hundreds of sailors during her time serving the fleet.

Actually it was Diane's forethought that is responsible for the EYC Yachtswoman Award. She was responsible for the concept and the organization of this forward thinking annual Yachtswoman Award. Since its inception over ten years ago, our fleet has celebrated the exciting annual revelation of many deserving female recipient due to her determination in establishing this prestigious honor. At this time, it is more than appropriate and deserving that Diane becomes the most recent awardee.

Diane has moved to New York City and is retiring from her sailing duties, but she will never leave us! Her devotion to our fleet and the local racing community will be her legacy. She truly deserves this award. It is more than appropriate and deserving that our very dear friend and mentor, the driving force to establish this prestigious award, and the promoter of sailing here and across the borders, becomes our most recent awardee.



Past & present Award winners (l to r) Julie Arthurs, Debbie Robertson, Krista Krugger, Diane Mitra, Char Mashyna & the Author.





# U.S. Schooner Porcupine

(continued from page 9)

had wintered her at Grand Haven, Michigan, abandoned her in near-by Spring Lake where she sunk in shallow water the following season. She was temporarily raised by archeologists in 1901 who recognized her historical significance. Several artifacts were harvested for regional museums, but she was allowed to sink again and her bones lie on the lake bottom where, like the remains of hundreds of similarly forgotten Great Lakes schooners, little of her remains. During the 1913 centennial celebration of the Battle of Lake Erie a collection of Porcupine artifacts was sent to Put-in Bay.

Meanwhile back at the Port Dover Yacht Club last August, Dave Bierig mentioned a conversation with Rich Eisenberg of the Bayfront Maritime Center (BMC). Rich had become aware of a semi-completed hull in Ohio, whose owners (Keith and Kathy Palmerton) had given up their dream of building a world-cruiser sailboat in their barn. One of Dave Bierig's long-term visions has been to provide Erie with a second tall-ship, rigged as a topsail schooner which would be a lasting contribution to the legacy of Erie's sailing history. Learning of the dimensions of the hull in Ohio both Dave Bierig and Rich Eisenberg concluded that it could easily be repurposed as a topsail schooner and made to represent the old Porcupine. The new tall-ship, operated by BMC, would join the Brig Niagara in interpreting Erie's storied naval history and also be able to help interpret the history of the U.S. Revenue Service as well as Erie's role in commercial shipping. The hull, which was being offered to BMC as a donation, was close to the correct size, and its fiberglass construction would make it less maintenance-intensive than a larger, wooden tall-ship. And Dave was convinced that it could be rigged as a topsail schooner which would help BMC teach the art of schooner sailing.



Dave Bierig on the right with Porcupine co-conspirator Bob Arlet.

Dave Bierig's discussion quickly made me a willing participant and I blurted out a confident assertion that together we could raise the funds needed to complete and launch the new tall-ship. Recalling Dave's restoration of his 1929 wooden classic, Dreamer, our next visit was to see Bob Arlet, talented shipwright and partner in the Dreamer project. It was Bob who offered important advice when he suggested that if we were to make fundraising and planning a success we had to quickly acquire the hull. Bob's recommendation led to a series of visits to Ravenna, Ohio to measure and inspect the hull, followed by a presentation to BMC's Board of Directors who enthusiastically approved the project.

With a generous preliminary donation of the funds needed to truck the hull to Erie, Rich Eisenberg finalized the donation of the hull,

commissioned a trucking company, and moved the future Porcupine to BMC's indoor boat shop where Dave Bierig, Bob Arlet, and I were waiting with Rich and his staff to welcome the new arrival. And now the hard work begins. As Bob works to transform the nondescript fiberglass hull into a beautiful representation of an 1813 gunship, and Dave Bierig designs the rig and makes sails, I will be stepping off into the abyss of grant-writing and fund-raising. With hard work and luck we hope to launch Erie's second tall-ship in April 2016, on the anniversary date of her original 1813 launch in Erie. If we are successful we will be in time for the next Erie Tall Ship Festival which is planned for August 2016.

Our purpose is not to compete with the Niagara but to serve as a partner in interpreting history, introduce regional students to sailing, and add to BMC's sailing school which will take locals and tourists out on the water. The addition of a second tall-ship will enhance Erie's tourist draw and as a bonus Porcupine's shallow draft will allow it to visit smaller neighboring ports like Ashtabula, Conneaut and Port Dover which will further enhance local tourism. Perhaps the most important contribution, however, will be filling-in for Niagara during the 2017 season when

Erie's Flagship will be coming out of the water for major repair. During that year BMC will partner with the Erie Maritime Museum to provide

programming and visits to view the ship. As Porcupine continues serving both locals and tourists her primary mission will be to expose the region's children to Erie history, as well as sailing. BMC's ongoing programs are projected to expose more than 5,000 local students to Porcupine over the next few years.

As the Porcupine Project moves forward, members of the Erie Yacht Club should be pleased that several of their colleagues including Dave Bierig, Rich Eisenberg, and Bob Arlet



The completed Porcupine will be rigged like the Schooner Sultana, above, which is a regular on the Tall Ships circuit.

are about to make a major contribution to Erie history. The successful launch of the U.S. Schooner Porcupine will help regional schools, museums and other organizations teach at least three layers of important maritime history to generations of children. And once again it was a serendipitous connection between EYC members which inspired the project. From a chance Port Dover conversation in August the project moved forward quickly and the Porcupine hull was delivered to Erie in just a few weeks. Could such a sequence of events have happened in the context of any other regional organization and is there another organization whose mission connects it so powerfully to maritime history as EYC?

Let the restoration begin!



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Photo: Brian Berchtold

*Originally Crafted for the Holidays*

The Porcupine hull at the BMC boat shop where Bob Arlet, Dave Bierig and Rich Eisenberg's students and staff will begin her transition. Note the banner that Dave Bierig sewed on her stern.







# EYC Foundation

## UPDATE:



What a difference a year makes on Presque Isle Bay...

As we look west at the Rickloff Community Boathouse. The opportunities are now unlimited... as we strive to enhance maritime education in our community... WOW.

You all made it happen... Its finished... Its ours and what a lasting ongoing tribute to everyone before us that has worked to make the EYC the best on the Great Lakes. Thank you.

Over the past 12 months the trustees completed three significant projects... all of which will set the direction of future funding initiatives at the Foundation.

### These include:

- Raising over \$1,100,000 for the new Education Center in gifts and in kind contributions.
- Completing the construction of the Rickloff Community Boathouse
- Most recently facilitating the start of an intercollegiate sailing program with Gannon University at the Rickloff Boathouse.

I would like to thank AJ Micelli for his hard work in making the Gannon Sailing Team a reality at the EYC.

Following the completion of the Rickloff Community Boathouse a new Committee has been formed headed by Trustee Bill Lillis composed of EYC Board Members, at large EYC members and Community members to set policy's and manage the new facility.

As part of the Community initiatives, a "Needs Based Scholarships Fund" has been put in place to provide education to those community members that might otherwise not participate in maritime education. Approximately \$100,000 in excess funds from the Education Building Capital Drive will become a part of this new Fund after all pledges are received.

The Trustees at its September meeting also started a new capital drive to purchase 10 floating docks (\$60,000) and then add additional 420 boats to support the Rickloff Community Boathouse programs. Perhaps you would like to float a dock or name your new boat?

For the first time the Foundation successfully participated in the Erie Gives program in August bringing in over \$12,000.

In 2014 grants of \$5,500 dollars were distributed out of permanent and annual funds that included the Reyburn Sailing Programs, Regional Science Consortium, BCMS, French Creek Council, Frolic on the Bay and Lake Erie Interclub Cruise along with Scholarships for adults from Gannon to help start the Intercollegiate program.

An annual report has been distributed at this meeting and the EYC Foundation has filed an audited financial statement and tax return for 2013 that is available for review on the EYC Foundation website. In 2014 the Foundation raised \$245,633 of which \$227,842 was for the education Building and \$17,791 went to other Funds or annual gifts.

I would like to thank outgoing trustees P/C Matt Niemic and F/C David Haller and welcome our new trustees P/C Edward Schuler and J.R. Farrar.

The Trustees would also like to thank the current and past Bridges and Boards for their assistance in the successful completion of the Rickloff Community Boathouse and acknowledge Mike Lynch and his staff as they successfully integrated this new facility into the EYC Basin. I would be remiss not to recognize F/C David Haller who was the Volunteer Construction Manager that built the Beautiful new Rickloff Community Boathouse. Thanks David.

As the Foundation moves into 2015... we will concentrate on asking you and fellow community members and friends to work with us to enhance our Foundation. As a last thought tonight... I would encourage you to consider the Foundation in your Estate Planning or perhaps to name us as a Life Insurance beneficiary.

After all... Leaving a lasting gift to educate our future generations of boaters and sailors may be one way you would like to be remembered.

Thank you.

James McBrier  
Chairman  
Erie Yacht Club Foundation

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# DreamBoats

## under 40 feet

*Looking to buy a new sailboat?*

*Take a look at these beauties. These are the under 40' winners in SAIL Magazine's 2015 Best Boats contest. (To see all the winners visit sailmagazine.com)*

### Best Monohull 31-40ft: **Xc 35**

Danish builder X-Yachts started fresh when designing its new 35-footer, smallest in its range of Xc ("c" for "cruising") vessels. Compared to its racing cousins, the Xc 35's hull is fuller, with more interior volume and an easier motion. It's simpler rig also makes it easier to handle. The traditional interior is comfortable and spacious, with increased tank volume and superior finish.

Although its a cruising vessel it is no slouch under sail. With a deep high-aspect rudder, lightweight rod rigging, low-slung keel and generous sailplan, the Xc 35 is a fun ride. Standard features include a fully adjustable backstay, primary and secondary winches on the cockpit coamings (plus two on the coachroof), and sleek flush-mount through-hull fittings under the waterline. Options include a fixed windshield

under the cockpit dodger for crew protection and an A-frame bowsprit for flying A-sails and gennakers in lighter conditions.

Construction quality is outstanding, with an emphasis on strength and security, thanks to a steel grid in the hull that carries the mast and keel loads. All in all, it is deemed an exceptional offering for cruisers looking for quality and performance in a boat under 40 feet.

### Best Multihull 31-40ft.: **Dragonfly 32**

Quorning Boats of Denmark is back (having been absent from USA boat shows for several years) with the new Dragonfly 32. This refined trimaran reminds us how elegant a performance multihull can be with beauty, speed, shoal draft, comfort and quality construction. It even has the ability to get skinny and fit into a standard slip!

The boat's amas (outer hulls) are longer and narrower than those on the boat's predecessor, the Dragonfly 1000, reducing resistance while increasing buoyancy. It also has a higher coachroof on the main hull for more head-



Best Multihull 31-40ft. winner: Dragonfly 32

room and a redesigned centerboard trunk for a wide, flat cabin sole. The result is more interior space with an open, bright nature surrounded by excellent joinery, fabric and glass finish.

If you inspect this boat you can see that quality control and engineering are the keys to the success of this design. Pieces fit perfectly with top quality hardware.

The most crucial part of the structure is the swing-arm amas. From the cockpit, in only a few minutes, you can crank the amas in to reduce the beam to less than 12 feet, narrow enough to fit a standard slip. The boat is stable enough for motoring with the amas retracted.

A beachable, comfortable, quality boat that cruises happily at speeds in the teens and fits into a standard slip. That's a winning combination.

### Best Performance Monohull #1 (30ft. & under): **C&C 30**

(There was a tie in this category.)

If you're a sailor you're undoubtedly familiar with C&C Yachts, a racer-cruiser manufacturer that produced plenty of winning boats in the 1970s and 1980s. Now C&C is back with this Mark Mills-conceived 30-footer, which they hope to develop into a high-performance, offshore-capable one-design class that's easy to sail and affordable, compared to other grand prix boats.

This C&C 30 is loaded with go-fast goodies: a Hall Spars fixed (but re-



Best Performance Monohull #1 (30ft. & under) winner: C&C 30

movable) centerline sprit pole, a double-spreader carbon-fiber rig (also from Hall), an open transom, an offset companionway, a flush deck, plumb bow, halyard locks (main and jib) and an expansive cockpit. If you're envisioning a scaled-down TP52, you're right, as the C&C 30's design draws inspiration from that larger, far more expensive class of racers.

The tiller-driven boat is built from foam-cored E-glass infused with vinyl-ester. Carbon fiber is used in the retractable keel strut and rudder post and to reinforce the boat's structural grid. The result is a strong, light and stiff vessel that's quick to leap onto a plane that doesn't need a pro crew. As with many current-generation designs, the C&C 30 employs a central control pod for critical running-rigging controls and a deep, T-shaped keel with bulb. It also has a flush-mounted traveler, twin topmast running backstays, adjustable headsail leads that provide athwartship and vertical trim, a square-top mainsail, an overlapping headsail and a massive A-sail.

The C&C 30 is being built in Bristol, Rhode Island, at a facility that also builds J/22s and J/24s, helping to ensure the kind of exacting standards that define a successful one-design class.



Best Performance Monohull #2 (30ft & under) winner: Seascope 27

### Best Performance Monohull #2 (30ft. & under): **Seascope 27**

The second of our two performance monohull winners, the Seascope 27, is the brainchild of former Mini sailors who wanted a high-performance, off-shore-capable vessel that's both safe and comfortable enough for (limited) cruising.

The boat's slab-sided, hard-chined design, twin rudders, large, retractable sprit pole and open cockpit appear to be all business. However, once you step aboard you discover the boat's cruising-focused side: an enclosed head (with innovative, iPad cover-esque closure "doors"), cushioned berths, a centerline nav station, a centerboard and generous sail lockers. Couple this with one of the most innovative retractable "integrated outboard" auxiliary power systems anywhere, a stiff, powerful hull form and GRP vacuum-infusion construction - as well as positive buoyancy built into the bow and stern sections - and the thought of cruising the boat seems very doable.

While the boat can be cruised, her primary design is to serve as a short-handed offshore racer capable of winning (a Seascope 27 claimed top honors in the double-handed division of the 2014 Chicago-Mackinac Race). This cool little boat has a fat, square-headed mainsail, a stern-mounted flush traveler, carbon-fiber spars and sprit pole, a massive gennaker and fully adjustable headsail leads. Best yet, the boat can be easily trailered or - for overseas events or to avoid a lengthy beat to windward-packed into a 40-foot shipping container.

### Best Small Boat: **Topper Topaz Argo**

Fast, well mannered, easy to sail and nice looking, this is the kind of a boat that will appeal to sailors of all ages and backgrounds. Because it is built using Topper's proprietary TRILAM rotomolding technique - which sandwiches a foam core between and inner and out skins of super tough Metalicene polyethylene - the boat is virtually unsinkable and ready to withstanding years of use and abuse.



Best Small Boat winner: Topper Topaz Argo

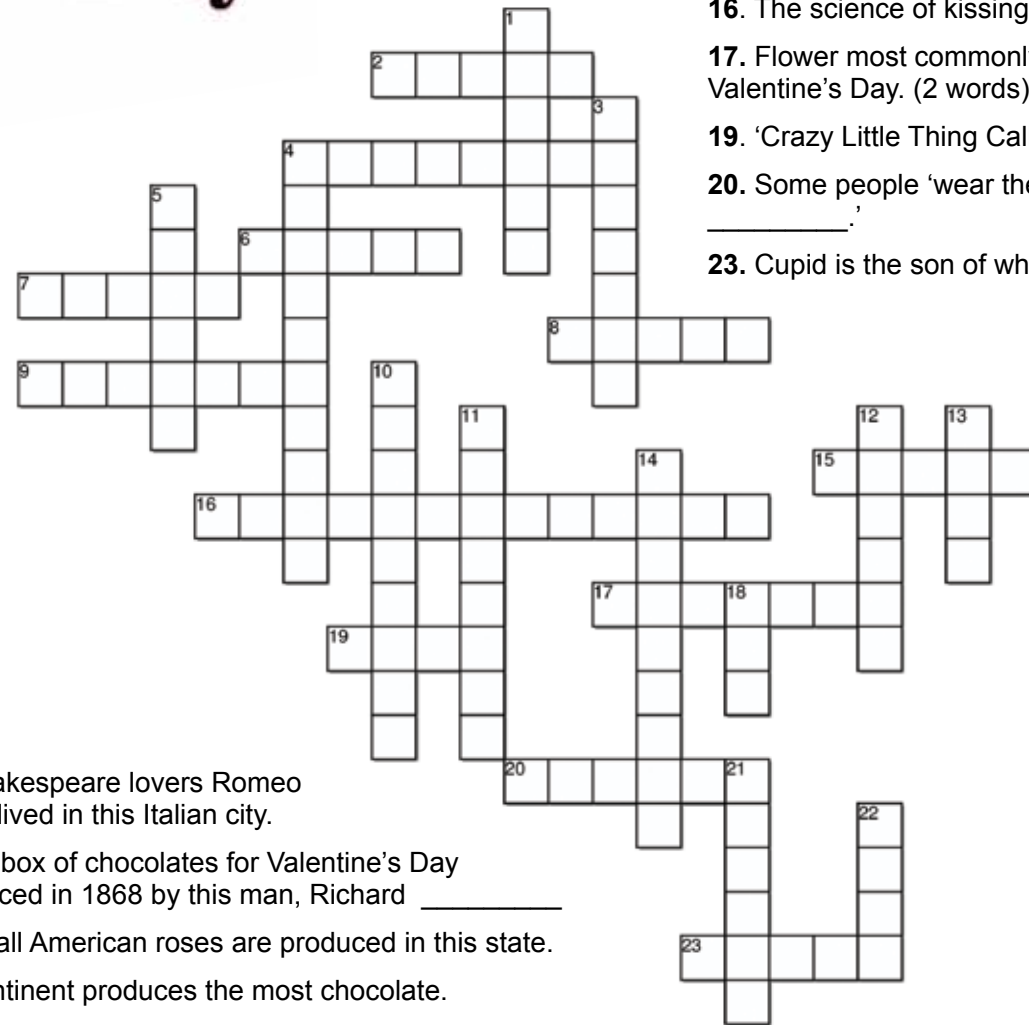
This boat is exceedingly stable for its 14ft 4in LOA, thanks to an aggressive chine and a generous 6ft of beam that also provides for plenty of sail-carrying ability. The rig has been configured for easy singlehanded sailing, but can also be raced by a crew of two, and there is plenty of room in the cockpit for three or even four sailors, making it an excellent trainer. For those in search of more horsepower on the racecourse, a "Sport" version is available with a single trapeze and A-sail flown from a sprit. Additional touches include a super-slick spinnaker launch and retrieval system, molded-in handholds beneath the gunwale for hauling the 243lb hull around before and after sailing, and a nifty channel in the chine designed to further reduce the spray flying up into the crew's faces. The centerboard and rudder are both fabricated in epoxy: clearly this boat is more than just a toy.

This is a boat that can give its crew a thrill while not scaring the wits out of less experienced sailors. The Topaz Argo is one of those rare boats that not only does both, but does both well.



Best Monohull 31-40ft. winner: Xc 35





### Across

2. 85% of Valentine's Day cards are purchased by \_\_\_\_\_.
4. Known as 'The World's Greatest Lover'.
6. In 1972 he sang 'Burning Love'.
7. Most common symbol of romantic love.
8. Cupid's matchmaking weapon.
9. The Valentine's Day Massacre took place in this city.
15. The name Valentine comes from this latin word meaning worthy.
16. The science of kissing.
17. Flower most commonly symbolic of Valentine's Day. (2 words)
19. 'Crazy Little Thing Called \_\_\_\_\_.'
20. Some people 'wear their heart on their \_\_\_\_\_'.
23. Cupid is the son of what roman god?

### Down

1. The Shakespeare lovers Romeo and Juliet lived in this Italian city.
3. The 1st box of chocolates for Valentine's Day was produced in 1868 by this man, Richard \_\_\_\_\_
4. 60% of all American roses are produced in this state.
5. This continent produces the most chocolate.
10. Alexander Graham Bell applied for a patent for this device on Valentine's Day 1876.
11. This group of individuals receive more Valentine cards than any other group.
12. Valentine's Day is mentioned in this Shakespeare play.
13. This bird is commonly a favorite symbol of love.
14. What band sang 'I Want to Know What Love Is'?
18. Color most associated with Valentine's Day.
21. 'Best of My Love' was their 1st number one single.
22. What the X represents when signing with XXs and OOs.

*Crossword Answers on page 31*



## 2014 Annual Meeting Election Results



### 2015 OFFICERS:

Commodore Bradley Enterline  
Vice Commodore John Orlando  
Rear Commodore David Haller  
Fleet Captain Gregory Gorny

### 2015 BOARD OF DIRECTORS:

P/C Edward Schuler  
William Gloekler  
James Taylor, Jr.  
Thomas Madura  
Ross Rectenwald  
Vincent Cifelli  
Andrew Fritts

### NOMINATING COMMITTEE:

David Amatangelo, Chairman  
P/C Tom Trost  
Dan Dundon  
Michael Squeglia  
Douglas Loesel  
P/C Matthew Niemic

### AGENDA ITEM:

- A. Resolution to:
  1. To Modify Dues & Assessment Payment Terms. - **FAILED**
  2. Extend the \$250.00 Assessment for all Regular and Associate Members to October 31, 2021. - **PASSED**

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**What's  
The  
Good Word**




by Dan Dundon

Since the "flip side" (risking that most readers will know how a vinyl record is used?) of talking (quotations) is silence, maybe it would be interesting to see what some folks had to say about keeping quiet?

Charles Alexander Eastman (Ohiyesa 1858 - 1939) was a native American physician, writer, national lecturer, and reformer of Santee Dakota ancestry. He was active in politics, American Indian rights and worked to improve the lives of youths. He founded thirty-two Native American chapters of the YMCA. He is considered the first author to write American history from the Native American point of view. About silence he says:

Spiritual arrogance is foreign to our nature. We believe profoundly in silence - the sign of perfect equilibrium... absolute poise or balance of body, mind and spirit. If you ask "what is silence?" we answer "It is the Great Mystery." If you ask "what is the fruit of silence?" we answer "They are self-control, true courage or endurance, patience, dignity, and reverence. Silence is the cornerstone of character." Old chief Wabasha told us "Guard your tongue in youth and in old age you may mature a thought that will be of service to your people."

Maybe Ohiyesa would agree with what some other people have had to say about silence?

Blessed is the man who having nothing to say abstains from giving evidence to the fact.

- Mary Ann Evans

It is better to be quiet and thought a fool than to speak and remove all doubt.

- Abraham Lincoln

The trouble with a bore is everything escapes him except his listener.

- Ralph Bergengren

Do not try to exhaust your subject. You will only exhaust your audience. Some people never open their mouths without subtracting from the sum of human knowledge. Thomas - Brackett Reed

Some people without brains do an awful lot of talking.

- The Wizard of Oz

There are many times in life when you do not want to miss a good chance to shut-up.

I have often regretted my speech, but never my silence.

The quieter you become, the more you can hear.

- Baba Ram Dass

I hope you are enjoying this series of articles. I also hope you will send me some of your favorite quotes or such words-of-wisdom: dandundon@gmail.com.


The EYC Log is your magazine and I'd sure like you hear from you.

Now a closing remark I heard one time from Tom Schyuler IV:

Don't speak unless you can improve on the silence.



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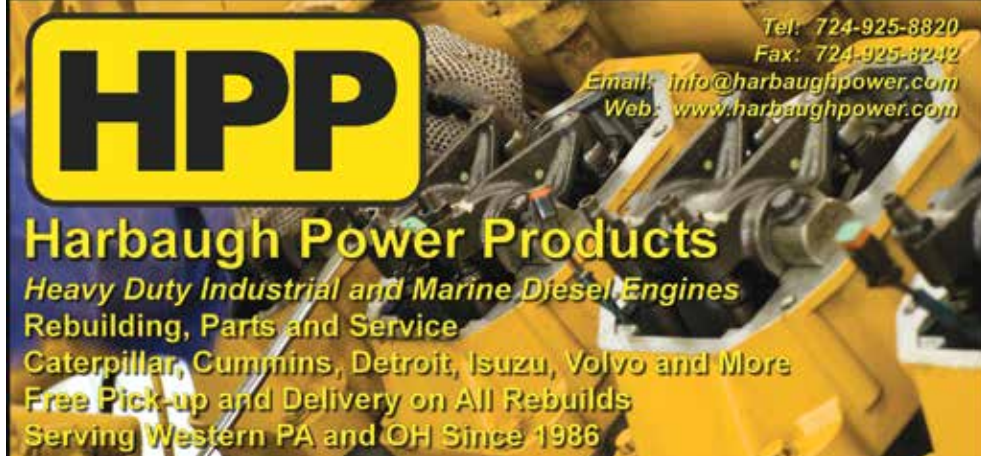
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# Thompson Memorial Trophy Winner 2014

## P/C Bill Walker



On July 1st, 1954 thirty-six members of the Erie Yacht Club dedicated a trophy in honor of the memory of two fine boating men - Joe Thompson and his brother Mid, both members of the Port Dover Yacht Club.

This Thompson Memorial Trophy has since been awarded each year to an individual "For Outstanding Services or Achievement in the World of Yachts and Yachtsmen".

The permanent Thompson Trophy Board consists of Chairman Dave Forsman, PC Gib Loesel, Dave Jones, and PC Doug Nagle III. It is their duty each year to choose the selection committee. The 2014 selection committee included PC Ron Busse, who served as Chairman, Rett Walker and Marty Eisert.

The deserving recipient of the 2014 Thompson Memorial Trophy was PC Bill Walker. He proudly accepted the Trophy from his niece, Aimee Nicolai, who was honored to present the award to her uncle at the 2014 annual meeting.

Bill Walker is the EYC's "longest tenured" living Past Commodore. He was elected Commodore in 1958, and believed to be the youngest Commodore ever, elected at the age of 32. He was an excellent sailor which is well established by the trophies that bear his or his boat's name found in the trophy case in the front hall of the EYC as well as at the Buffalo Y. C. and Mentor Harbor Y. C.

Walker served as Vice President of the International Lightning Class Association. One of his early crew members, Boyd Bert, is the 2005 recipient of the Thompson Trophy. He taught Frank Zurn, the 1974 Thompson Trophy recipient, how to sail. His picture and boats are named in a book titled "Small Boats of the Great Lakes".

Among his other accomplishments, Walker started the Rhodes Bantam class at the EYC and owned and raced several other small boats. He was instrumental in the turnaround and fleet replacement of the aging Blue Jays while serving on the now Reyburn Sailing School committee. He also owned two larger boats, MacDab and Blitzen with Past Commodore Doug James and raced quite successfully.

In his later years, he turned to power boats, owning a Bertram 25' which he took to the Bahamas on a trip guided by the famous Dick Bertram, a world class racing sailor and the founder of Bertram Yachts.

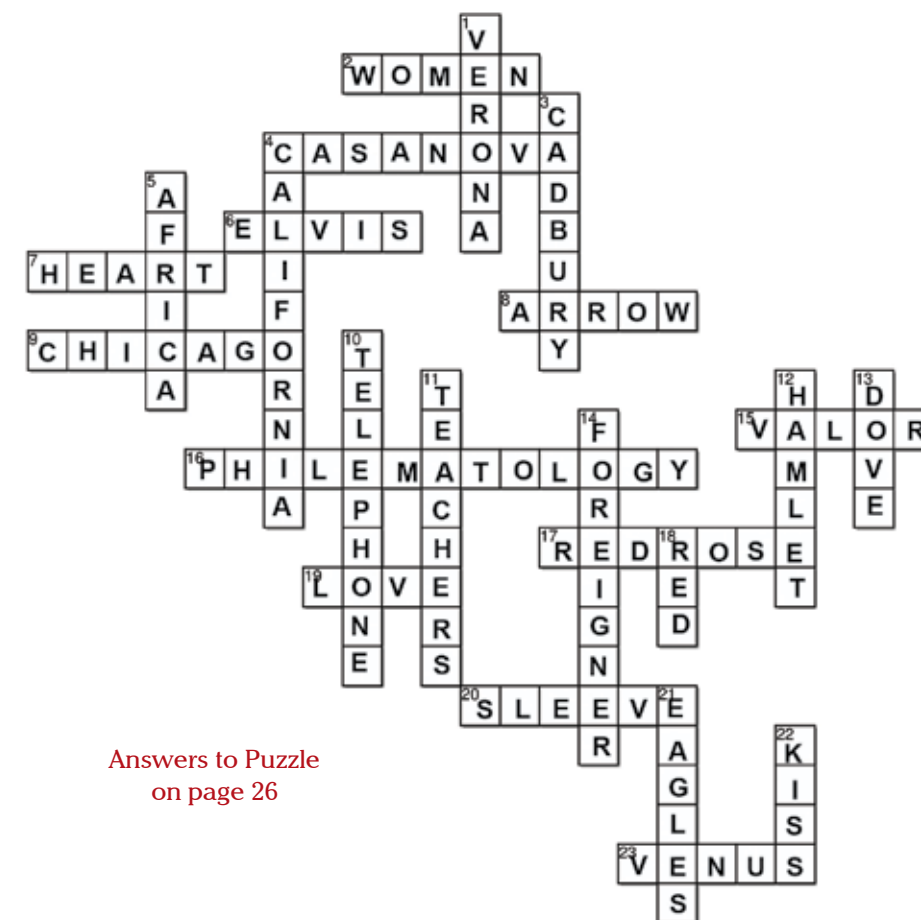
He also piloted that same boat down the Mississippi from Pittsburgh to New Orleans with his two sons. One of the many boats he owned (approximately 30) was a custom trawler, built in Maine, on which he and his wife traveled the Great Loop route, entertaining numerous friends along the way.

The EYC is pleased to include Past Commodore Bill Walker as a Thompson Memorial Trophy recipient.



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Answers to Puzzle  
on page 26

## Join Us at the Club for the Fellowship Dinner Series

- Wednesday Jan. 7th •  
"Presque Isle in Color" with Photographer Brian Berchtold
- Wednesday Feb. 11th •  
"Wildlife of Presque Isle" with Environmental Specialist Ray Bierbower

An Evening of Dinner & Camaraderie with Friends and the EYC Family!  
Cocktails at 6:00 pm • Dinner at 6:45pm  
Reservations Required at 453-4931 • \$18.00 includes tax & gratuity



# Some Fireside Reading for Boaters...

As we all know, winters in Erie are cold and seem to go on and on... *and on*. Erie winters are particularly hard on those who have to put their love of boating aside until the warmth of Spring enables them to return to the water. Here are just a few books for the nautical enthusiast that might help get you through these long winter months.

## **Cork Boat: A True Story of the Unlikeliest Boat Ever Built** by John Pollack

At the age of 34, John Pollack quit a prestigious speechwriting job on Capitol Hill to pursue an idea he had harbored since the age of six: to build a boat out of wine corks and take it on an epic journey. In *Cork Boat*, Pollack tells the charming and uplifting story of this unlikely adventure. Overcoming numerous obstacles, he convinces skeptical bartenders to save corks, corals a brilliant but disorganized partner, and convinces more than a hundred volunteers to help build the boat. Hired as a speechwriter for President Clinton midway through construction, Pollack soon has the White House saving corks, too. Ultimately, he and his crew set sail down the Douro River in Portugal, where the boat becomes a national sensation. Written with unusual grace and disarming humor, *Cork Boat* is a buoyant tale of camaraderie, determination, and the power of imagination.

## **The Unknown Shore** by Patrick O'Brian

*The Unknown Shore* details the adventures of Jack Byron and Tobias Barrow as they are shipwrecked on the wild coast of Chile. O'Brian offers a wealth of reading opportunities for nautical enthusiast. Many boaters will have watched *Master and Commander: The Far Side of the World* that was based on two novels by this author. Begin with *The Golden Ocean* and keep reading!

## **Passage to Juneau: A Sea and Its Meanings** by Jonathan Raban

The author of National Book Award-winning *Bad Land*, Jonathan Raban conducts readers along the Inside Passage from Seattle to Juneau. The physical distance is 1,000 miles of difficult-and often treacherous-water, which Raban navigates solo in a 35' sailboat. But *Passage to Juneau* also traverses a gulf of centuries and cultures: the immeasurable divide between the Northwest's Indians and its first European explorers - between its embattled fishermen and loggers and its pampered new class. Along the way, Raban offers captivating discourses on art, philosophy, and navigation and an unsparing narrative of personal loss.

## **An Embarrassment of Mangoes** by Ann Vanderhoof

If you have ever longed to live a life different from your own among the Caribbean islands, this is a must-read. The author takes us through two years of cruising the islands, from beginning to end. The result is a very eye-opening picture of the cruising life.

## **Love for Sail** by Mark Hassail

After wrecking his first boat on Anacapa Island, off Santa Barbara, Mark Hassail built himself another, this time a trimaran, and took off on a three-and-a-half year around the world cruise with his wife and son. This book is a compilation of transcription tape recordings he sent home to his friends, which gives the action a potent immediacy (hilarious at times, and terrifying at others). Besides being a great adventure story, this book also provides a philosophical look at the cruising lifestyle.

## **Off in a Boat** by Neil Gunn.

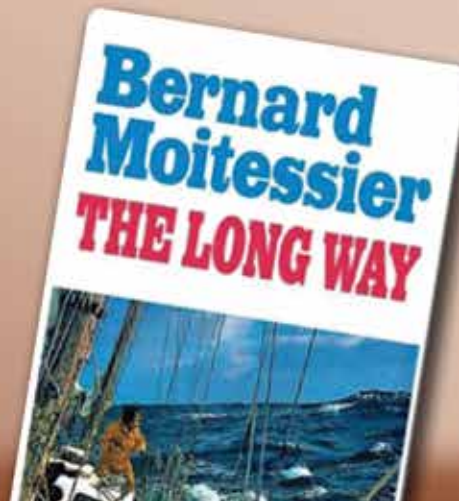
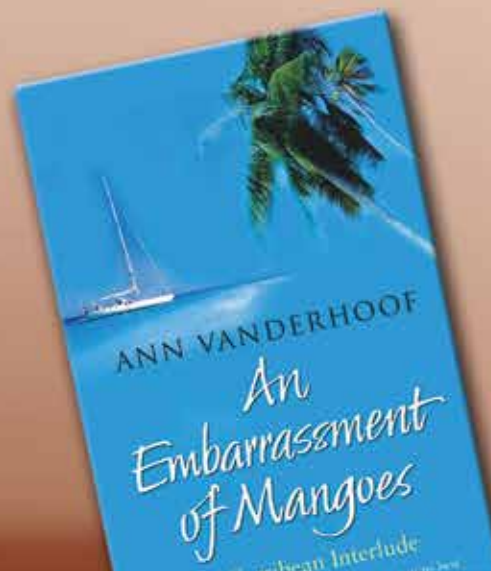
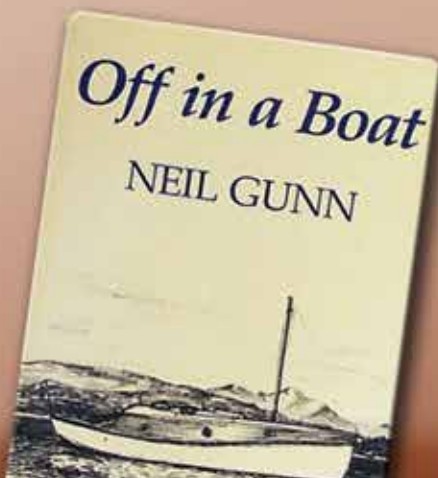
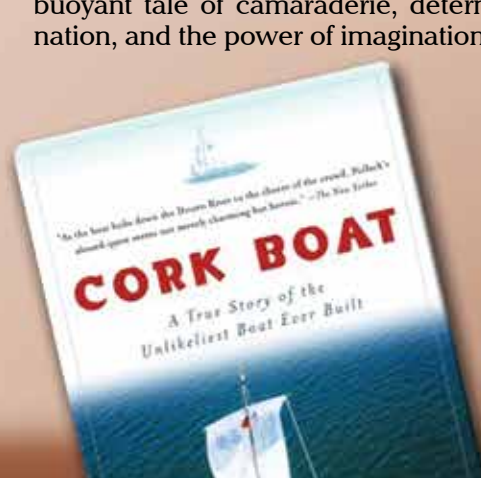
In 1937, the Scottish writer, Neil Gunn, gave up his job in the civil service, sold his house, and bought a boat. With his wife and his brother John, he set off on a three-month voyage around Inner Hebrides. They set off on an older boat with a somewhat cranky engine that went tolerably under sail. Not the best boat for such an adventure, but for Gunn, and at times his fellow voyagers, the vessel provided freedom, adventure and misadventure - for they were fairly inexperienced sailors.

Gunn was by nature poetic, uplifted or cast down by changing skies, seascapes, and shores. His descriptions of those things, including their moods, are remarkably evocative. And he, a Scots nationalist, is also a passionate historian of his country, exalting its possibilities, anathematizing its shortcomings. Illustrations provided by Daisy Gunn's amateurish but wonderfully telling photography.

## **The Long Way** by Bernard Moitessier

A small group of singlehanded sailors left England in 1968 on the first nonstop solo sailboat race around the world. While several books have been written by or about these racers, many say Moitessier's memoir, *The Long Way*, is the best among them. Moitessier himself could have won the race but chose instead to keep on going around another half circumnavigation to Tahiti. Just as Moitessier was an unusual and gifted sailor, his book remains today a great gift to sailors and other readers interested in the long offshore experience.

So if your looking for a good fireside read, you may want to try one of these fine books. Of course make sure that you finish reading the other fine publication that is in your hands right now first.



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# conversions:

submitted by  
Dan Dundon

## For all who have difficulty converting units:

Ratio of an igloo's circumference to its diameter = Eskimo Pi

2000 pounds of Chinese soup = Won ton

1 millionth of a mouthwash = 1 microscope

Weight an evangelist carries with God = 1 billigram

Time it takes to sail 220 yards at 1 nautical mile per hour = Knotfurlong

16.5 feet in the Twilight Zone = 1 Rod Serling

Half of a large intestine = 1 semicolon

1,000,000 aches = 1 megahurtz

Basic unit of laryngitis = 1 hoarsepower

Shortest distance between two jokes = A straight line

453.6 graham crackers = 1 pound cake

2.4 statute miles of intravenous surgical tubing at Yale University Hospital = 1 IV League

million - microphones = 1 megaphone

2 million bicycles = 2 megacycles

365.25 days = 1 unicycle

2000 mockingbirds = 2 kilomockingbirds

52 cards = 1 decacards

1 kilogram of falling figs = 1 Fig Newton

1000 milliliters of wet socks = 1 literhosen

1 millionth of a fish = 1 microfiche

1 trillion pins = 1 terrapin

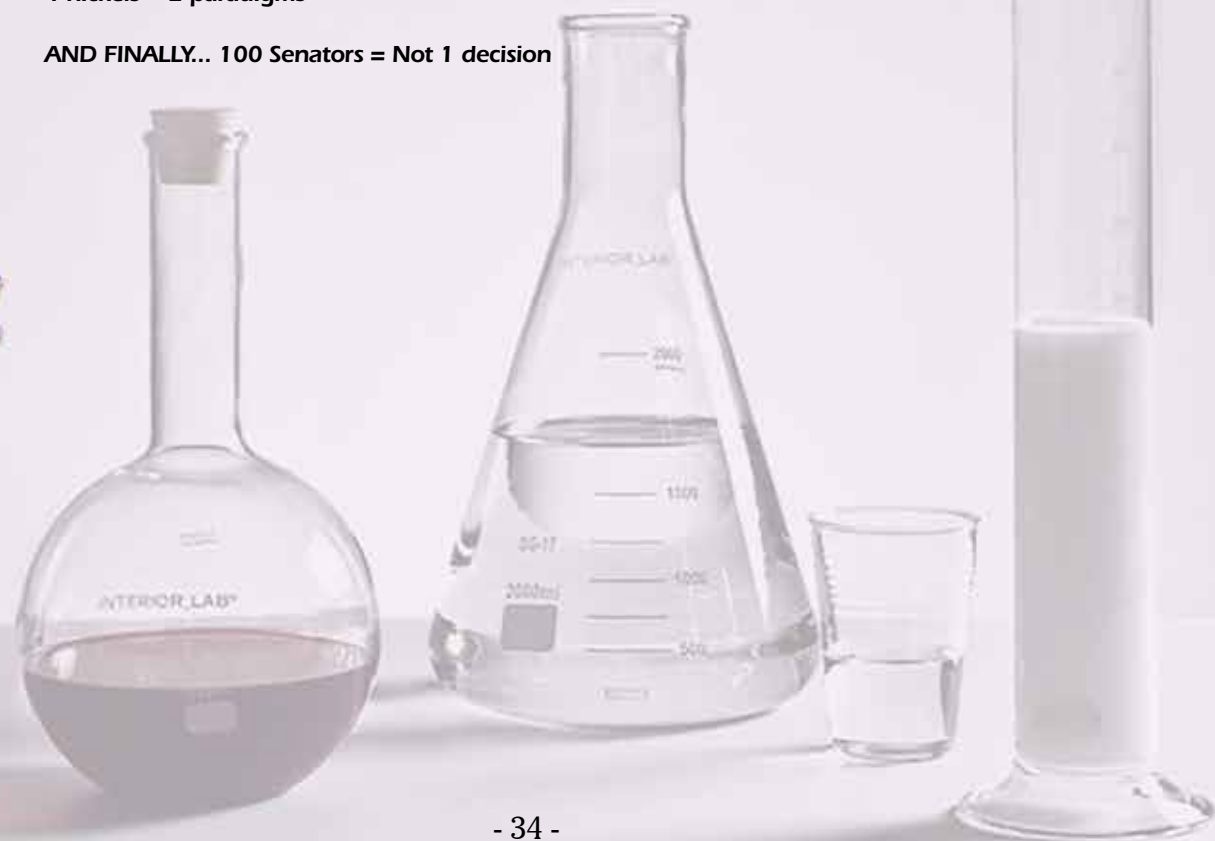
10 rations = 1 decoration

100 rations = 1 C-ration

2 monograms = 1 diagram

4 nickels = 2 paradigms

AND FINALLY... 100 Senators = Not 1 decision



## January Calendar of Club Events

1st New Years Day Torn & Jerry  
1100 to 1300 hours • members only

4th A la carte Breakfast • 10am - 2pm

7th EYC Fellowship Dinner  
"Presque Isle in Color" presented  
by Brian Berchtold Ambassador  
& Presque Isle Photographer  
Cocktails 6pm • Dinner 6:45pm  
Reservations at 453-4931

8th "Trivia Night" Fun & Prizes  
7pm - 9pm • Form a Team of 3 - 8  
Only 20 open spots each week so  
Call 453-4931 to reserve a table

11th A la carte Breakfast • 10am - 2pm

14th Cabin Fever Bowl • 5pm - 9pm  
Dinner & Drink Specials with  
entertainment by the Acoustic  
Gypsies

15th "Trivia Night" Fun & Prizes  
7pm - 9pm • Form a Team of 3 - 8  
Only 20 open spots each week so  
Call 453-4931 to reserve a table

18th A la carte Breakfast • 10am - 2pm

22nd "Trivia Night" Fun & Prizes  
7pm - 9pm • Form a Team of 3 - 8  
Only 20 open spots each week so  
Call 453-4931 to reserve a table

23rd A la carte Breakfast • 10am - 2pm

25th A la carte Breakfast • 10am - 2pm

"Cocktails & Color" • 4pm  
Canvas Art Class at the Club  
\$35pp includes art supplies needed  
Painting Lesson approx. 2 hrs. long  
Call for reservations at 453-4931

29th "Trivia Night" Fun & Prizes  
7pm - 9pm • Form a Team of 3 - 8  
Only 20 open spots each week so  
Call 453-4931 to reserve a table

## Question:

Where is the place  
to be for Fun & Friends  
on Thursday Nights?

## Answer:

Why Trivia Night at  
The EYC of Course!

Simply gather some  
friends to form a team of  
3 - 8 people, or join another  
team, have some bev-  
erages, enjoy the Clubs  
delicious food specials &  
answer a few questions.  
Then enjoy the prizes and  
companionship.

The quizmaster starts the  
fun at 7pm so don't be late!

## 2015 Game Nights Are:

**January**  
**8, 15, 22, 29**

**February**  
**5, 12, 19, 26**

**March**  
**12, 19, 26**



## February Calendar of Club Events

1st A la carte Breakfast • 10am - 2pm

Superbowl at the Club • Catch the  
"Game of the Year" on one of the  
Clubs HD Bigsreens!

5th "Trivia Night" Fun & Prizes  
7pm - 9pm • Form a Team of 3 - 8  
Only 20 open spots each week so  
Call 453-4931 to reserve a table

8th A la carte Breakfast • 10am - 2pm

11th EYC Fellowship Dinner II  
"Wildlife of Presque Isle Bay"  
presented by Ray Bierbower  
Environmental Education Specialist  
Discussing wildlife of Presque Isle  
and species management.  
Cocktails 6pm • Dinner 6:45pm  
Reservations at 453-4931

12th "Trivia Night" Fun & Prizes  
7pm - 9pm • Form a Team of 3 - 8  
Only 20 open spots each week so  
Call 453-4931 to reserve a table

14th A la carte Breakfast • 10am - 2pm  
Valentines Night Dinner  
5:30pm - 9pm

15th Monday NFL Football at the Club  
7pm • Pizza, Hot Dogs! only \$4

20th Winter Solstice Party On the Deck  
6-10pm • The Band, the Bar the  
Members! • Drink Specials  
Entertainment by Key West Express

21st A la carte Breakfast • 10am - 2pm

24th Christmas Eve Club • Closes at 2pm

25th Merry Christmas! Club closed

28th A la carte Breakfast • 10am - 2pm

31st An EYC New Year's Eve • 7:30pm  
Music with Street Level begins at 9pm  
Hors D' Oeuvres • Party Favors  
Champaign Toast • Casual Dress  
reservations at 453-4931



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