



VOL. II No. 1

ERIE, PENNSYLVANIA

FEBRUARY, 1970

COMPLIMENTS TO THE CHEF



Mrs. Vida Ray Moosbrugger

Those of us who have dined at the Erie Yacht Club recently have noted a significant improvement in the quality and preparation of the dinners since the appointment of Mr. Ed Krahe as our Clubhouse Manager. This rather sudden change for the better can be credited to our new chef, Mrs. Vida Ray Moosbrugger.

Vida returns to EYC as our head chef, a slightly different role than that of waitress twenty years ago. She has been living in Anaheim, California for the past ten years where she had her own restaurant near Disneyland. Vida first entered the culinary business at the Kahkwa Club as chef's helper preparing the smorgasbords. She later went on to be the head chef of the Saga Club where she worked until moving into her own business in California. So, let's give Vida a hearty WELCOME ABOARD, and one of the best ways we know how is by coming on down and enjoying her thoroughly delightful dinners.

Erie Yacht Club Officers: Commodore: Richard O. Loesel, Vice Commodore: George H. Sipple, Rear Commodore: Ralph L. DuVze, Jr., Fleet Captain: Fritz Busse, Jr., Secretary-Treasurer: T. Kenneth Welsh.
Erie Yacht Club Directors: P/C George H. Deike, David Lund, Douglas Nagle, Jr., David B. Schuler, C. Dean Klahr, Jr., Allen R. Rickloff and Gordon F. Way.

BILGE WATER

1970 was under way with a BANG at our traditional New Year's Day Reception. Chet Curriden and crew again outdid themselves! This date also marked a new venture for your Club. We are now operating the Clubhouse with a FULL TIME manager. This is a giant step forward that we take with confidence based on a survey taken last year by William P. Fisher, PhD of Gaurnier Associates (Cornell University Hotel Management). The dining room opened on January 16th and has been receiving great praise for the job being done. The success of our Yacht Club operation depends on you - the membership - so let's get on down the hill and USE YOUR CLUB!

Capt. Bilge

PUBLICITY NOTICE

The Erie Yacht Club has a PUBLICITY CHAIRMAN. Anyone or any group at the Yacht Club wanting an item in the Erie newspaper MUST contact the Publicity Chairman, K.D. Raimy. The newspapers have requested that we channel ALL Erie Yacht Club items through one person. Doing this will insure continuous good publicity coverage. PLEASE co-operate. Contact K.D. Raimy at 838-3209.

NEW HOSTESS

Mr. Krahe is pleased to announce the appointment of a new hostess, Darlene Dobruk. Darlene comes to us from the Aviation Club.

RESERVATIONS PLEASE

It is imperative that we concentrate our efforts on giving the Club as much advance notice as possible when planning to dine. Particularly this is important if you intend to bring a number of guests, or come as a group. The entertainment committee is working closely with the management in this respect, and until the seating capacity is increased, tickets for dinner dances will be limited, so when notified of such an occasion...get your reservations in EARLY. Please co-operate with the Club in this respect...it is for YOUR BENEFIT!

ENTERTAINMENT COMMITTEE REPORT

We are interested in starting a Yacht Club Bowling League for next year. This will include both a women's league and a mixed league. Anyone interested in participating in bowling contact Betty Waller at 455-4332. Our annual Champagne Dinner Dance was a tremendous success! Much credit goes to Commodore and Mrs. Loesel, Audrey and Bernie Heavenly, Fritz and Aloise Bussee and Fred Raymore.

ENTERTAINMENT COMMITTEE REPORT (Cont'd)

Another Ladies Luncheon was held on February 18th! Also, Sunday Brunch is GREAT, so plan to drop down this coming Sunday. Make certain you make reservations for brunch as well as dinner.

Don & Dolores Bross

YARDARM HANGINGS

On January 2nd, Junior Member James F. Schuler, son of Mr. and Mrs. David B. Schuler, reported to Newport, Rhode Island for basic training in the Officer's Candidate School. Good luck, Jim!

Bruce and K. D. Raimy recently returned from a jaunt in Florida. Bruce is sporting a magnificent tan whereas K. D. is excelling in freckles. They report that Jack and Donalynne are enjoying their winter in the sunshine.

And, from the quarterberth, a boy, Mark Allen, was born to the Jim Partridges last month. Congratulations!

SORC REPORT

Bob Way transported Masker II via truck to St. Petersburg, Florida, to race the Southern Ocean Racing Conference. Understand the race from St. Pete to Venice was a real gasser - winds up to fifty knots. Sure is one way to separate the men from the boys - not to mention the need for a strong stomach!

We hear that Peggy spent the night on the Gulf in a small power boat. Seems she motored out to the Sunshine Bridge to take pictures of the sailboats as they came through the bridge - the motor conked out with the result that they anchored and waited for the Coast Guard - which arrived the next morning.

We will appreciate a more detailed accounting of the SORC from anyone having the scoop. We will run it in the next issue.

AHOY THERE GALs!!

On January 21st some forty-seven "first mates" gathered at the Club for luncheon under the able direction of Commodore's Lady Louise Loesel. Audrey Heavenly and Betty Waller were in charge of arrangements for the day. A few of the ambitious ones came early and enjoyed a game or two of bridge. Vida, our new chef, served us a scrumptious luncheon after which Mrs. Loesel held a short business meeting.

AHOY THERE GALS (Cont'd)

As we are late getting to press, by the time you receive the LOG the February Ladies' Luncheon will be in the past. It was scheduled for February 18th, and our next issue will report the details. We do know that Gayla McKnight and Adeline Clark were co-chairmen of the event, and Mrs. Rastatter of Continental Wigs was on hand to present "A Lesson In Wigs".

FROM OUR ROVING REPORTER
(Cort Schuyler - January 22)

To My Friends at EYC:

I'll start with next weekend when Ruth and I will meet daughter Ann, unofficial daughter Lynn and Ann's date from Erie at the Mystic Seaport Inn to attend the annual meeting of the Cat Boat Association. On the way down, we plan to stop at Wharton's Yard to pat Ginger and encourage her to fight the snow. Spring is really coming after all!

Christmas and Thanksgiving seasons were spent commuting between Ann's home in Connecticut--dodging blizzards and Massachusetts traffic--and purchasing a new home for ourselves.

Ginger was hauled about November 15 so the only really interesting things happened before this date.

October was one of our more beautiful months; cold and clear, ideal sailing days - but you'd better have a coal stove for nights - the rum wears off about 2:00 a.m. and then's when the Tiny Tot is really appreciated. As per Lake Erie, the prevailing winds are westerlies, starting out early in the morning as delightful gentle sailing breezes, increasing then to what the locals call "The Two O'Clock Hurricanes". From 2:00 p.m. to 4:30 p.m. it can blow up to a two reef breeze on Ginger. I'd estimate 30 knots. The seas build up to an oil-skin chop - especially if the tide is setting against the wind.

The usual ride is to windward to Beavertail Light (about 3 miles) or Point Jude (about 12 miles), depending on available time, and then a sleigh ride back under the silly-sail; ask Byron Cooley about that.

Late in September Dave Bierig came down for a short cruise - no wind so we started East under power, thinking we might get to Cuttyhunk - about 26 nautical miles - three quarters of the way to Sakonnet (half-way point).

ROVING REPORTER (Cont'd)

The breeze came right out, ocean fresh, on our nose with a beautiful wet chop. We quickly changed plans, ran into Sakonnet and warmed up Ginger via Tiny Tot - us by rum. Then dinner and to bed, at a quiet mooring we had picked up.

The next morning we reconvened and decided on a cruise up the Sakonnet River to Fall River and the Gladding-Hearn Shipyard, where Pete Winne, Yard Naval Architect and Cat Boat nut-supreme waits to pounce on any stray cat with much hospitality and good gam. Pete is now completing a Marshall 18 footer and is a new member of the Cat Boat Association. To continue, we finally got as far north as the Taunton Yacht Club on the Taunton River, (regretfully the Club was closed for the season) regardless, we thank the club for a nights docking.

The next day we took Pete to work and continued on our way to Bristol, Rhode Island, which is most interesting to Dave and me due to our mutual interest in the accomplishments of the Herreshoff family, particularly the Wizard of Bristol.

I had been told Bristol Harbor could be extremely rough in a southwester, so that evening saw us approaching Potter Cove on the north end of Prudence Island, where Ginger was one of two visitors. The other occupant told us that during the summer months the harbor was "shore to shore boat" (an allegory to "wall to wall carpets", I guess).

The following day was quiet and foggy - we motored along the shore of Prudence Island, passing a submarine zeroing in her torpedoes off the southern end of the island, ending at Newport that day. Spent the night as a paying guest of the Newport Yacht Club. (Note to Erie: Ginger was a visiting yacht club member, charged a \$6.00 a night dockage fee - here's a source of income perhaps.)

Next day Dave and I took a junket to the finishing mills of Howland-Bainbridge (sail cloth firm)--a most interesting and instructive trip, where the close quality control systems were explained--another story in itself. We also visited the Noank Shipyard and Mystic Seaport, this day's cruise was, of course, via Volkswagon.

The last day of the cruise started by picking Pete Winne up at Newport whence we sailed out past Beavertail Point and Light almost to the entrance of Pettaquamscutt River, returning on the 2:00 O'Clock Hurricane, full sail. Dave steered with his right foot which got compressed a bit and this might explain his lop-sided gait since then. We docked back at Wharton's and closed the cruise by attempting to swill the remaining booze--a most successful cruise all the way around.

ROVING REPORTER (Cont'd)

The first cruise of the 1969 season was late August with Richard Amthor who graced Ginger's deck and took over the navigation during a delightful downhill run to Block Island, the Island's new harbor "Great Salt Pond" being our destination. The distance from Jamestown to this point being about the same as from Erie Yacht Club to Long Point Light.

We entered the harbor just ahead of the Shenandoah--she came in full sail with her square courses set, rounded up off the Public Dock, backing on her square the courses, dropped her anchor, dug in and then harbor-furled her sails. One of the few professional type demonstrations of seamanship I've ever beheld. Shenandoah is over 100 ft. long and is modeled after a typical Civil War Blockade Runner - has no auxiliary power except a push-boat; she's a tops'le schooner, long, low and sleek. I'd sure like to sail on her!

Wednesday Dick and I explored the southeast portion of this beautiful island on foot. I've heard Block Island described as the Ireland of North America, and I believe it. Well, we'll have the other three quadrants of the island to explore in future years - I'll not forget my hiking boots though.

Thursday the wind obligingly went back into the southwest so we lit our for home, making Newport in about 5-1/2 hours, ending with a shower and a feast at Christy's Dockside Restaurant.

Friday was a day for exploring Narragansett Bay, nice easy sailing with the night spent at the home mooring, again the end of four most pleasant days.

Late July Ginger attended the Wickford Cat Boat Association Rendezvous, racing over a 7-mile course against 15 other cats ranging from 15' to 37' (can you imagine?!). Ginger did poorly in the light winds prevailing the first four miles, picked up one vessel as the breeze increased and finished third from last. I think I have too much ballast, or like a poor salesman, didn't know my territory. Bud and Jeanie Pritchard (from Roanoke, Virginia) helped me sail the race--Jeanie stoking the Tiny Tot as the day was overcast, damp and chilly.

Ginger's crew did excell at the formal bar set up on the front porch of the Wickford Cove Marina at the end of the day.

Ginger wasn't launched 'til about the week before the above rendezvous, so that's the beginning of all the fun during 1969.

ROVING REPORTER (Cont'd)

Hope you all have a fine year. Best regards, Cort.

We wish to thank Cort Schuyler for his report, and to extend our best wishes for a "whole season" of great cat boating.

NOTE: TO GET A LOG WE MUST HAVE NEWS--SO, LET'S FILL THAT "LOG LOCKER"!

the
Scribe