

the ELC



Sailcloth Art Project with Gratitude



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The Erie Yacht Club is 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.

LOG Content Contribution

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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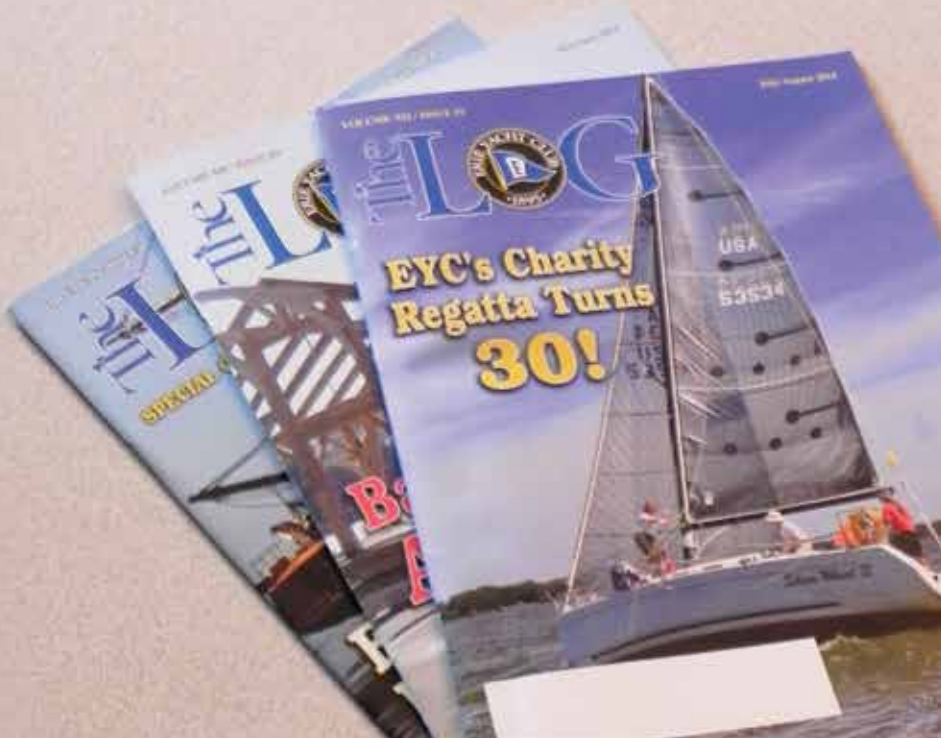
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Thank you, and we hope to hear from you soon!



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From the Bridge

by Commodore David Haller



Once again, I would like to thank all who have supported me and advised me to run for Commodore. The honor has been a very interesting and surprising period for me although one which takes a substantial amount of time. When you see the many Board members, committee members, volunteers, and staff, do not hesitate to thank them for their dedication to the EYC, they deserve it.

I say surprising because I, like many, did not realize the complexity of the EYC as a business. We have the Dock Committee assigning docks, the Grounds Committee sprucing up

the physical surroundings, the House Committee ensuring we all have a pleasurable restaurant/entertainment experience, not to forget the Finance Committee, Safety Committee, Sailing Committee, Junior Sailing Committee, EYC Foundation, Historical, Long Range Planning, By-Laws, Membership, and Nominating Committee who are all doing their thing.

I have attended several "kickoff" meetings called by these committees and the Club, and I am pleased to report we are off to a great start in 2017. Good luck to all.



Directory

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

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

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

LOG Photographer Volunteers: John Orlando / Tom Madura

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On the Cover...

Courtesans from the Floating World, Japanese Edo period. This triptych of sail art was created by artist & sailor, Heather Hertel & students from Slippery Rock University with the sails being donated by EYC sailors.



Officers

Com. David Haller	490-6825
dhaller48@gmail.com	
V/C Greg Gorny	323-1743
grg817@gmail.com	
R/C Bill Gloekler.....	882-1722
bgloekler@sepco-pa.com	
F/C Dr. Peter Lund	840-4392
svua@aol.com	

Directors

P/C John Orlando	454-0475
jmorlando@neo.rr.com	
Andrew Fritts	464-5625
andyf@fh-group.com	
Vincent Cifelli	450-2448
vcifelli@roadrunner.com	
Harvey Downey	434-2517
hdowney@navitekgroup.com	
David Lasher	823-5165
dblasher@roadrunner.com	
Gary Borowy	882-6718
gary@borowyinsurance.com	
Christopher Grychowski	450-9663
cgrychowski@prep-villa.com	

Contributors to this Issue

Ashby Advertising, Publisher455-2757
info@ashby-adv.com

Heather Hertel

GeneWare

Jamey Stewart

Paul Jenkins

David Frew

Dan Dundon

P/C Gib Loesel

Larie Pintea



Scan to learn about the Erie Yacht Club

EYC's Annual Meeting

The Results:

2017 OFFICERS:

Commodore David Haller

Vice Commodore Gregory Gorny

Rear Commodore William Gloekler

Fleet Captain Peter Lund

2017 BOARD OF DIRECTORS:

P/C John Orlando (1 Year Term)
Vincent Cifelli (1 Year Term)
Andrew Fritts (1 Year Term)
Harvey Downey (2 Year Term)
David Lasher (2 Year Term)
Gary Borowy (3 Year Term)
Christopher Grychowski (3 Year Term)

NOMINATING COMMITTEE:

Dan Dundon, Chairman (1 Year Term)
P/C Gerry Urbaniak (2 Year Term)
David Heitzenrater (3 Year Term)
Alex Nagle (1 Year Term)
Russell Thompson (1 Year Term)

AGENDA ITEM:

A. Resolution #1 PASSED

To clarify the language and formatting of the Constitution and By-Laws in regards to By-Laws and Rules. This Resolution includes four (4) related changes as noted below:

1. Constitution, ARTICLE XIV, Miscellaneous
2. By-Laws, Section IV, paragraphs 1, 2, 3, 4, 7, 9 and the closing paragraph
3. Section VI of the By-Laws Amendments
4. Table of Contents:

B. Resolution #2 PASSED

To introduce a 3 time per year Dues payment plan and to condense and standardize collection timeframes for Dues and House charges.

C. Resolution #3 PASSED

To increase Associate Class Initiation Fee from \$1,000 to \$1,200.

Throughout the year and at the Annual meeting the Board of Directors and the membership have voted to update and amend the Club's Constitution and By-Laws. Many of the changes were just maintenance items such as adding headers in the table of contents, clarifying the language and formatting some By-Laws and Club Rules. Others were major changes to Club policy that govern the dues and assessment payment process as well as the policy of refunds on slip fees. While a complete version of the Club's Constitution and By-Laws is available to all members online in the Member Only section of the Club web site. Below are all of the changes and what effect they will have on you, the member.

CONSTITUTION:

A. Table of Contents

Three new Main Headings entitled "Constitution," "By-Laws" and "Rules" were added.

B. ARTICLE XIV Miscellaneous

Two paragraphs were added to define a By-Law and a Rule and how they are created.

"By-Laws," as used herein, are standing rules which supplement the Constitution, and govern, in general, membership dues, fees, transfers and application; dock assignments and points; the authorities and responsibilities of standing committees; amendments to By-Laws; Officers and Directors Indemnification; and the Order of Business at the Annual Meeting.

"Rules," as used herein, refer, in general, to the conduct, procedures, and practices set forth by the committees and approved by the Board for the general operations and day-to-day activities of the Erie Yacht Club, in accordance with the Constitution and By-Laws.

BY-LAWS

A. SECTION I, Membership Dues

All Dues hereinafter set forth shall be exclusive of any state or federal tax. Thereon and shall be payable semi-annually, in advance, due on or before December 31 and June 30 of each fiscal year. Each Member may elect one of three payment options: Option 1 - Single annual payment due December 31; Option 2 - Semiannual payment with 50% due December 31 and 50% due June 30; Option 3 - Triannual payment plan with 33.3% due December 31, 33.3% due March 31 and 33.4% due June 30. Any member not selecting a payment plan will be billed single annual payment.

What does this mean? Starting in 2018, all members will have (3) options on how you would like to pay your Dues and Assessment. Once a year in November, twice per year, November and May or three times per year November, March and June.

B. SECTION I, Membership Dues, Paragraph 2

The annual Membership Fee for Associate Members shall be \$725.00 effective January 1, 2014. In addition, each Member shall pay an Initiation Fee of \$1,200.00 upon acceptance effective January 1, 2017.

What does this mean? Any new applicant for Associate membership must pay \$1,200.00 to join the Club.

C. SECTION I, Membership Dues, Paragraph 9

Any Member not paid as of the specified due date will be considered in arrears and fined \$25.00. Any Member one (1) month in arrears in Dues or other indebtedness to the Club may be suspended and fined \$50.00 at the option of the Board, without limitation against privilege and having due regard for past experience with the delinquent Member. Any Member two (2) months in arrears in Dues or other indebtedness may be expelled at the option of the Board, without limitation against privilege and having due regard for past experience with the delinquent Member.

What Does this Mean? Dues and Assessment are due by the end of the month in which they were billed. In other words, your Dues were billed the 1st of December and are due by December 31st. If you pay your dues on January 2nd or later, you are late and subject to a \$25.00 late fee. If you have not paid your dues by January 31st, you will be fined a \$50.00 suspension fee and not be allowed to use the Club. If you have not paid by February 28th or 29th in a leap year, you will be expelled on March 1st and lose your membership.

D. SECTION IV, Standing Committees

The following sentence was added to the end of paragraphs 1, 2, 3, 4, 7, 9 as well as the closing paragraph.

"shall be posted on the bulletin board and published in the Constitution, By-Laws, and Rules for the guidance of Members."

E. SECTION VI, Amendments

The following paragraph was added to the end of this section.

"Changes to Rules may be submitted by or through the appropriate committee, and following approval by the Board of Directors, shall be posted on the bulletin board and published in the Constitution, By-Laws, and Rules for the guidance of Members."

RULES

A. CLUBHOUSE RULE # 14

All charge privileges are payable when incurred. Charges incurred in any given month are due on the last day of the following month. A Member who has not paid for all outstanding charges by the due date will be considered delinquent and be subject to a \$25.00 fine at the discretion of the Board. Any Member delinquent for three two (2) consecutive months,

or three (3) times within a twelve-month period, may be denied charging privileges by the Board of Directors providing the Member has been notified of his or her status. Charging privileges can only be reinstated by the Board of Directors after a request is made in writing. After charging privileges have been revoked, a charge on a Bar or Galley chit will be cause for a sixty-day suspension of the use of the entire Club facility. This action will start with the day said charges are received in the Erie Yacht Club office. A second offense will be cause for expulsion.

What Does this Mean? Like the dues, all monthly charges are due by the end of the month. The bill you receive on December 1st is due by December 31st. If you pay late you will be subject to a \$25.00 late fee. There is no longer a 15 day grace period. If you happen to be late in two consecutive months or three times in 12 months you will lose your charging privileges.

B. CLUBHOUSE RULE # 17

In accordance with Article III, paragraph (i) of the Inter-Lake Yachting Association (ILY-A) Code of Regulations (Amended December 7, 2013), the Erie Yacht Club extends reciprocity to other members of the ILY-A. Reciprocity is for the purpose of encouraging yachting and relationships among yachtsmen and yachswomen across the Great Lakes. We also extend reciprocity to the Yacht Clubs of America, and the Board may extend reciprocity to foreign clubs, if requested. It is intended for those who do not reside or work in the Erie Tri-State area and is limited to occasional visits as the Board deems appropriate. It also serves to collaborate with local clubs who share a reciprocity agreement with the EYC to extend privileges during maintenance shut-down weeks in the off-season. Abuse of this privilege, as determined by the Board, is subject to Board action."

What Does this Mean? The Club has never had any language in its rules that govern reciprocity with other Clubs from around the lake, locally, nationally or internationally. This language simply puts in writing the Club position concerning visitors from other Clubs.

C. DOCK RULE #1

Slip applications will be sent to all Members by October 1st of each year and must be returned to the Erie Yacht Club office by November 1st. Billings will be sent out immediately after slip and moorings are assigned. All charges associated with slip or mooring occupancy must be paid prior to launch and in any event by March 31st. Any payment received after March 31st will be assessed a late penalty equal to 20% of the slip fee. (Inst. 4/21/03) Applications received and/or payments received after the above time periods could result in forfeiture of slip assignments. Slip Fees are charged on a rate based on a price per foot by the Length Overall (LOA) of the vessel. The (LOA) must include the bow pulpit and swim platform on the vessel. Refunds on slips will be paid as follows; A Member who declines their slip will be afforded a refund as follows: 100% refund on or before April 30th, 80% on or before May 31st, 60% on or before June 30th, No refund after June 30th.

What Does this Mean? The last sentence pertaining to slip fee refunds was added this year. If you decline your slip on or before April 30th you will receive a 100% refund, 80% if you decline your slip in May and 60% if you decline in June. There are no refunds after June 30th.

THE SAILCLOTH ART PROJECT: WITH GRATITUDE

BY HEATHER HERTEL

Lightning Jib Sail
Japanese Edo Period

The Sailcloth Art Project is a collaborative art project that brought many different people and disciplines together. The exhibition debuted at the Bayfront Maritime Center during the Tall Ships Festival.

I would like to take an opportunity to share my gratitude for the Erie Yacht Club community that helped to support this endeavor.

The imagery for this project stemmed from the combination of Art & Science. Disciplines that collaborated were: Red Algae Cell research (Biology), The Floating World (Japanese Edo Period 1600's) Art History, Rime of the Ancient Mariner by Samuel T. Colerige (1834) (Poetry & Music), and the movement of Dance... all which embody floating on water, and the fluidity of the wind, a metaphor for sailing.

Thank you Dr. Ben Shaevitz (Silver Wheel), who immediately provided seven sails to start the project out. Dr. Ben also participated with the SRU Student Faculty Research Grant which provided funds for ten Art and Science students to participate. Thank you Dick Robertson (Pigs at Sea), for not only donating retired



Heather Hertel and Dr. Ben Shaevitz examining the donated sails
Photo courtesy of Gordon Ovenshine, SRU - PR

sails, but also for connecting me with Debbie Toy at North Sails in Annapolis, MD who then connected me to John Gladstone, Head Graphic Artist for North Sails, San Diego, CA. Dick also helped me acquire small boat dingy sails from Pete Gorny (Island Time/Widow Maker).

Thank you Dave Bierig (Dreamer) for supplying sailcloth samples to send out to the Chemistry departments at Golden and Liquitex Paint companies, who agreed with Dave,

that paint does not want to stick to the sailcloth. Dave shared two noteworthy comments:

1.) "Its risky business going South of 6th street" after I told him I lived in Grove City, PA and 2.) "Here are some sail samples, good luck, I don't think any paint will stick". Thank you Dave and Susan, for the most wonderful sail this summer!

A special thank you to David Heitzenrator (Raven), who allowed me to market the project through the use of digital art, where their spinnaker sail became unleashed from the vessel... drifting, oh so gallantly away over the tree tops! This project has been presented at multiple regional and national conferences (CAA, Washington, D.C.; SECAC, Roanoke, VA; MACAA, Cincinnati, OH) and everyone loves that image... thank you Dave!

Thank you Alex Miller (Pagan), for sharing photographs for my artistic research and conference presentations. This allowed me to spread the EYC sailing community to a larger audience. Thank you to Fred Sickert (Shock Top) and Phil Mashyna (Outlaw) for also donating retired sails for the art project.



The Floating World, Japanese Edo Period 44' wide by 22' tall

(continued on page 22)

PILOTS ON THE WATER

BY GENE WARE

No, not airplane pilots! Certain commercial vessels are required to have an adjunct captain board a ship to render assistance in guiding that ship through various circumstances. For example, when an ocean going vessel from another country enters our country, the ship is met by a small boat carrying a person who is titled "pilot" who boards the ship and takes over the bridge to assist the captain in bringing the ship safely into its destination port. This pilot has intimate knowledge of the hazards to navigation for that area as well as the currents, tides, depths, etc. and where the vessel is to be docked for loading or unloading.

Here on the Great Lakes, when a foreign flagged vessel over 300 tons (or over 35 meters in length) is entering the St. Lawrence Seaway to drop/pickup a cargo in Erie, Cleveland, Chicago, Duluth, etc., the vessel must take on a pilot. US flagged ships such as Great Lakes ore carriers are not required to have a pilot as they move cargo from port to port.

A person wishing to be a pilot, must have extensive maritime background including appropriate licenses before going through a three year pilot apprentice program. There are no schools where anyone off the street can just attend and get a pi-

lot's license. Salaries are similar to a ship's captain and are near \$100,000 per year.

The pilotage of international trade vessels, both foreign-flag and U.S.-flag, is regulated by the coastal states, each of which maintains a pilotage system suited to the needs and circumstances of its own waters. Pilots who operate under such a system are known as state pilots. Pilots of international trade ships in the Great Lakes are regulated by the Coast Guard, because sharing the system with Canada precludes individual state regulation. The Lakes Pilot Association has 3 districts, the St. Lawrence Seaway, Lake Erie/Huron and the third on the western great lakes.

When the pilot arrives on the bridge of a vessel, he or she conducts a conference with the ship's master, exchanging information about the ship and the upcoming voyage through the pilotage area. The pilot then directs the navigation of the vessel, typically giving helm and engine commands directly to the bridge crew, subject to the master's overall command of the vessel and ultimate responsibility for its safety.

The pilot is independent of the vessel and its owner but must work with the people on the vessel to ensure a safe voyage. In this regard, pilots must balance their public responsibilities with the need to provide good service to the vessels. Pilots often serve on vessels they have never or rarely encountered before and must work closely with foreign crews with cultural differences and limited English language skills. Despite those challenges, pilots must quickly establish a smooth, cooperative working relationship with the people they encounter on the bridge and must project a calm, reassuring command presence. This is considered part of the "art" of piloting.

Pilot boats are especially designed for heavy weather to transport the pilot to a ship or remove them while the ship is underway. The pilot boat pulls alongside the moving ship and the pilot then has to board sometimes with just a rope ladder. In a few instances, pilots board by helicopter. In either case, heavy weather can complicate the boarding. Company vehicles are often available for the pilots to return to their starting point once they have reached their final destination.



Pilot Boat "Sea Bear" stationed in Duluth Minnesota

This past November, a new pilot boat built in Massachusetts was being delivered to the District 2 Lakes Pilot Association located in Port Huron, Michigan. The 53 foot, 1.6 million dollar vessel, named Huron Spirit, transited the 35 locks of the Erie Canal system (Albany to Lake Erie) and due to gale force weather, stopped at the Erie Yacht Club for a few days. The twin 5 bladed prop gives the vessel a top speed of about 26 knots while cruising speed is 21. This is faster than the Lakes Pilot Association's other boats, the "Huron Maid" and the "Huron Belle".



The Huron's "Spirit" at EYC this past November

You may remember that during the recent tall ships parade, the Norwegian ship Draken Harald Harfagre came to the USA from Norway to participate and was unexpectedly required to pay \$400 per hour for a pilot. Unable to raise sufficient funds, she reduced the number of port visits.



That critical first step being made by pilot Roger Paulus boarding a freighter - photograph by Martin Zonnenberg

So the next time you transit the Great Lakes and see a boat marked "PILOT" with big letters, you will have an idea of what a pilot is about.



References:

1. A Career as a Ship Pilot, Oregon Board of Maritime Pilots
- 2 Proceedings, US Coast Guard, Fall, 2008
- 3 Lakes Pilot Association, Port Huron, MI



This Pilot boat services the Wolf Island/Cape Vincent (NY) area on the St. Lawrence seaway.



Drones, They're not just a toy

by Jamey Stewart

If you're like many this Christmas, Santa was very generous and now you're the proud new owner of a DRONE! I bet the first thing you want to do is charge the batteries and start flying right away! Well, there are a few things we should discuss before you start your new drone pilot career.

The main reason why there is so much discussion lately about drones, is because of the rules and regulations that the FAA has released, allowing for drone operations. This is of course great news for all of us, but some of the regulations can be ambiguous. In this article, we'll take a look at some of the important details of being a drone pilot, safety and how and where you can fly.

Before we dive into it, we need to talk safety. Drones are fun, but should be handled with care. Many

of the most popular models feature four (or more) spinning plastic blades that can severely injure a person or damage property. This is why the FAA has enacted regulations in order to ensure the safety of everyone.

The first thing you need to do before you can fly is to register your drone. It's like registering your car, but for your drone. This is inexpensive (\$5 for 3 years) and is easily completed on the FAA website: <https://registermyuas.faa.gov/>

Once you register, you are assigned a registration number, which you must affix to your drone in some way. Print your registration card and keep it with you while you fly.

Next, we need to talk about the distinction of recreational vs. commercial flights. The FAA regulations are different for each type and if

you want to fly commercially, you must get a Part 107 certificate, better known as a Drone Pilot's license. So what defines a recreational or commercial flight? Did you receive payment? Then you're commercial. Did you fly for free? Then you're recreational, but not always. The FAA defines recreational or hobby use as: "Flying for enjoyment and not for work, business purposes or for compensation or hire."

This is one of the biggest "grey areas" in my opinion. You may be saying, well I'll just give my drone footage away, so they can use it on their business website... not so fast. The FAA has provided an example of a realtor who flies a drone without charging their client for this service. The photos are posted online and are used to help sell the house. The FAA has ruled this a commercial operation, thus requiring the operator to have their Part 107.

If you're in doubt, don't risk it! It's not worth getting caught flying commercially without your Part 107. The FAA has started issuing fines that can be significant.

Now on to where you can fly your drone. The National Airspace is controlled by the FAA and if you want to fly your drone, you need to do so within their regulations. For recreational flights, you cannot fly within 5 miles of any airport, unless you call air traffic control for

approval. So you may be wondering, how you can tell if you're within 5 miles of an airport? There's an app for that - "B4UFLY." It looks at your GPS location and will let you know if you're close to an airport. In addition, you cannot fly higher than 400 feet above ground level. Outside of 5 miles from an airport, airplanes should not be below 500 feet. This gives a 100 ft. separation between your drone and the plane. And yes, the Erie Yacht Club is within 5 miles of Erie International Airport. If you want to fly at the Erie Yacht Club, a brief call to the Erie Airport tower is quick and easy.

Now that you're registered with the FAA, know where you can fly and how high, it's time to get out the drone and play right? Not really... Sorry!

One part of the commercial guidelines that I really like is checklists. A brief story if you don't mind. This past summer, my brother invited me for an evening flight over the Peninsula in a small airplane. He has his private pilot's license and enjoys taking friends and family for a sunset flight. Before we even got into the plane, he had a checklist that he was going through, point by point, to ensure the plane, its controls and settings were all appropriate for us to safely fly. There's no skipping around the checklist and no assuming things are as they are. This was for our safety and the safety of others we were flying over.

This is a great idea for drones as well. Checking the blades to make sure they are tight and not damaged, checking the battery in your drone and controller are fully charged, checking to ensure your GPS location is set and the drone's internal compass is calibrated, and even checking your surroundings and weather conditions. Keeping a log of each flight is also a great idea! For commercial flights, these logs and checklists are all required for each flight. The FAA looks at drone pilots very similar to real



pilots and holds us to the same standards. Even though you are not flying a multi-million dollar plane, your drone is flying in the same airspace as them.

Another thing to keep in mind with drones is privacy. It's pretty obvious that it's not a good idea to fly a drone into someone's backyard or where someone would have a "reasonable expectation of privacy." Also knowing if there are other local rules for drone operations is important. For example, Presque Isle State Park is off-limits to all drones by state regulation.

I want to finish with the safety talk. These drones are not only expensive, but can be very dangerous to people, property and other aircraft. Do not fly over people, even if you are a very experienced pilot. The last thing you want is a drone falling onto a person. If you see any aircraft near your drone, you must "See and Avoid." You must keep your drone

within visual line of sight to ensure its safe operations. Make sure your batteries (drone and controller) are fully charged before you take off and regularly check your battery level during flight to make sure you have enough reserves to land safely.

Finally, have fun flying your drone. They are a ton of fun to fly and can get some really cool photos and videos! It truly is an emerging industry that will be continuing to change.

Now, I'm not a drone legal expert! However I do feel that as a videographer in the drone industry, with commercial licensing and insurance, it is up to all of us to ensure the safe operations of drones. As drone pilots, we are the ambassadors to the public about drones. We need to be the professionals that people come to with questions. We need to lead by example and always, always, always be the first to share your view from your iPad while flying. If you see me flying around the Club, stop by and say hello, and take a peek! If you have questions about drones, ask! Happy drone flying!



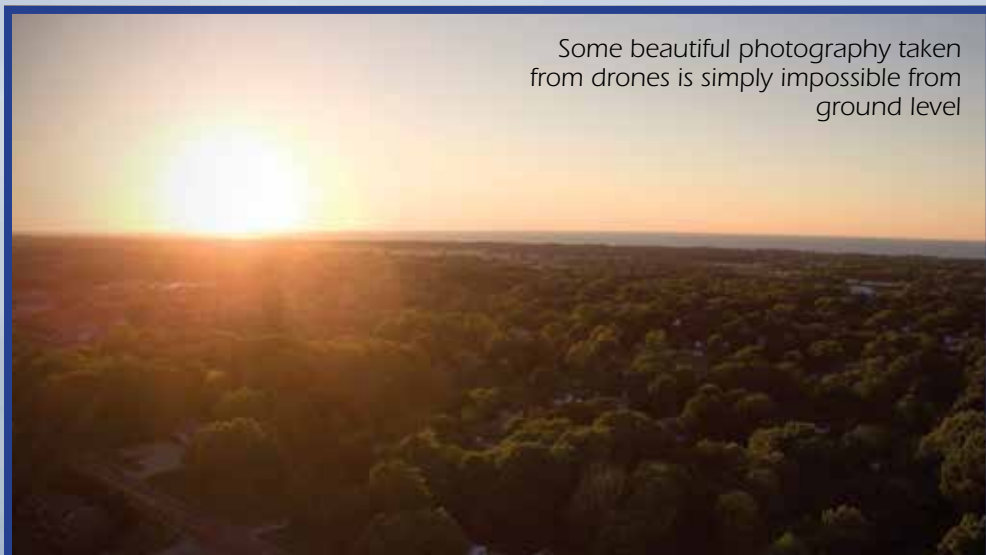
To learn more about the FAA regulations, visit the FAA's website at: <https://www.faa.gov/uas/> Another great resource is the Academy of Model Aeronautics at: <http://www.modelaircraft.org/>

Disclaimer: This article was not written to be legal advice, always consult with legal counsel.



Drones are available in countless styles, options and price ranges

Some beautiful photography taken from drones is simply impossible from ground level



The Frosty Sails Again

by Paul Jenkins



It all started while on a glorious summer sail with Don Richwine and my old friend Gene Polaski on Don's amazing Beneteau 46.

Even though I have been a sailor for the majority of my 60 years on the water, most of my boats for the last 25 years have been powered vessels. During the last two summers however my most pleasurable boating time has been on Richwine's beautiful high tech yacht which has renewed my interest in owning just one more sailboat.

A few years ago my friend Paul Huntley called to say that he got the okay from his son Patrick to give me the old Cape Cod Frosty that had been languishing in his barn for many years.

When I arrived to pick up the dusty old six foot dinghy, I was amazed at its minute size and light weight. Even though several parts were missing - little things like the sail, spars, rudder, dagger board and rigging. It did have a very nice wooden paddle that might be my sole means of propulsion.

The only saving grace was that at least it wouldn't be made into a liquor cabinet as Patrick had often talked about. While sailing one afternoon, Gene and I were having some fun talking about each of us owning one last sailboat. Gene mentioned that he always admired the Cape Dory Typhoon, which was also one of my favorites. When I told Gene about my Frosty that needed so many parts he surprised me by saying he also had one and would almost give it to me.

I wasn't sure I wanted another Frosty, because I hadn't even sailed the one I had. Then it dawned on me - if the sail and the other gear was good, and I knew Gene was a guy who did things right... what the heck!

A few weeks later we met at the EYC boat ramp to set up tiny blue Frost and carefully placed it in the water. Gene held the little thing steady while I lowered my petite, 225 pound body into the cramped cockpit. As hard as I tried it was not possible to get my legs under the front deck, which was extremely uncomfortable. Another small problem was the short tiller that poked in the center of my back.

It became apparent that this wasn't the type of boat that you just got into - it was like a tight glove that you just put on. Luckily there was a light north-west breeze that only pushed the dinghy along at a few miles per hour and the helm responded well. The boat seemed light of foot considering the small main sail, but that wasn't surprising because the hull only weighs about forty pounds.

It was hard to imagine sailing this thing in a 10 or 15 mile per hour wind. I'm sure it would plane easily, at least until it capsized.

After ghosting along near Ferncliff, I came about and headed back toward the boat ramp. Once at the pier, Gene steadied the floating shoebox and helped me out. How in the world would I ever mount or exit this thing alone and also stay dry? The only good news was that maybe I could take my two 6 foot Frosty's and make them into one 8 or 9 foot dinghy. At least I now had all the gear needed.

Once at home I called Paul Huntley to get his advice on my Frosty rebuild project. After explaining my plan there was a long pause on the phone. Then he said, "whatever you do, at least you will have some good firewood"

"Firewood" I growled, "No way! I will make this thing sail no matter what." Then came another long pause, as he chuckled and said, "How about a liquor cabinet, then firewood after the liquor runs out."

Still looking for some encouragement, I asked my fifty year anniversary bride what she thought. After looking at the two shoebox hulls in the garage she put her finger on her chin, tilted her head back slightly and paused... I hate those long pauses. "How about a cute nautical bookshelf for the basement to go with the rest of your boat junk?" "Boat junk!" I blurted. Do you realize that most of those things are antiques? Then she flashed me a grin and said, "Okay, old boat junk"

Now I was really motivated to make those boats into one great sailing machine. After some on-line searching I found plans for building a two piece sailing dinghy. All I had to do was saw off part of the Huntley dinghy and bolt it onto the Polaski Charger and I would have a slick new shoebox.

After several days of sawing, stitching and gluing, my craft looked like an eight foot dinghy that had some surgery. It was finally time for sea trials but when wife Kathy and I arrived at the EYC boat ramp a stiff East wind forced us to look for a better launch area. We toured Presque Isle Park but because of the stiff breeze we finally settled for Horseshoe Pond. It's really great to have a boat that you can launch almost anywhere.

I pulled the fully rigged dinghy through the seaweed and water lilies growing in the black mucky goo that stuck to my legs like chocolate pudding. Once in the boat without tipping over, I lowered my hand-crafted kick-up rudder. but when I pushed the tiller slowly, something didn't feel right. The boat wouldn't turn and the tiller was as light as a feather. One glance told me the problem. The kick-up rudder had lived up to its name... It had kicked up totally out of the water, and wouldn't stay down. All I could do was paddle back to shore. It was back to the drawing board for a re-design.

Oh the pleasures of small boat gunkholeing.



116 Days 'til Summer Beach Party at the Erie Yacht Club!

by Dan Dundon

Happily for me, I again get to ask: Do these cold arctic winds make you long for the warm summer days? Do these long winter nights make you dream of long summer days? Well, "good news", everybody! It's time (again) to stop dreaming and get ready for the third 116 Days 'til Summer Beach Party at the Erie Yacht Club! Dust off those tropical shirts! It's time to find your favorite sun-dress, grass skirt or bathing suit! The coldest part of winter, late in February, is time for the Erie Yacht Club's 15 - 20th (or so?) Tropical Beach Party!!!

As I have previously admitted, I've lost count of how many times we have enjoyed these annual parties. My best guess is maybe 18 annual parties with maybe three 116 Days 'til Summer among them? Right you are! Yes, it sure IS tough to be us!

Anyways...

Still another time we can look forward to Chef Dan's terrific summer buffet! Nothing says "Summer!" like smoky, tangy, barbecued ribs, or homemade honey-fried chicken... what could be better?!? How about a generous helping of scrumptious steamed mussels? The Erie Yacht Club summer picnic buffet continues with offerings like grilled hot dogs, homemade baked beans, fresh raw veggies, corn on the cob and sweet watermelon! Be sure to save a little room for desert, like a 'sliver' of Key Lime Pie or maybe some Mango Pie, brownies or cookies! (OK... Right you are, again! I should say... AND cookies?)

As always it will be easy to picture yourself at Put-in-Bay, the party capital of the Great Lakes, while you enjoy that terrific buffet and listen to West Side Steve, the Skipper of the Lake Erie Booze Patrol. We can always count on West Side Steve, direct from Put-in-Bay, to treat us with songs of Lake Erie and spin tales of nautical-lore!

Close your eyes and imagine palm trees swaying in a warm breeze while you enjoy the signature music of Erie's great band, Key West Express. Count on Key West Express to fill the air with the tropical island sounds. When KWE conducts our annual limbo contest, we will all be smiling, for sure!



Walking among us and mystifying us will be world-class magician Cliff Hopkins and his lovely assistant Kelly. New to our party in 2016, I can't wait to be dazzled again by the illusions of this great duo!

Everywhere, there will be signs of a great summer party: dancing, laughing, the limbo, great summer outfits, cool refreshing tropical drinks, and ice-cold brew. It doesn't get any better than this! You can have it all when you need it the most: during the cold, blustery days of winter!

We will laugh at the cold because we will have the heat cranked-right-up to mid-summer July temperatures.

So... be sure you dress accordingly! Leave the sweaters at home! If you are uncomfortably warm, you wore too much!

Come to Erie Yacht Club on February 25th! Let West Side Steve, the Skipper of the Lake Erie Booze Patrol, take you into maximum summer-party-mode! Dance the night away to the tropical music of Erie's own Key West Express.

Don't miss the Erie Yacht Club's 116 Days 'til Summer Party! Great food, great drinks, great music, great magic and great friends.





Port Dover's Summer Garden Bob Dylan & The Band

by David Frew

Bob Dylan's backup group, The Band, got their musical start at Port Dover's Summer Garden

On a rainy Thursday evening last August I wandered into the club to listen to acoustical group Rankin and Schell, which had been moved indoors because of rain. Knowing my obsession with one of their regular songs, bass player Glen Schell smiled and offered to play "The Weight." A few years ago, while driving up Peninsula Drive on a warm summer night I had heard the song playing at the Ugly Tuna and a desperate U-turn into the parking lot to listen. I arrived just as the song was ending but Rankin and Schell kindly played it again that night and I began to follow them on gigs to listen to their melodic sounds. Especially their cover of "The Weight." So I have now become the "wacko" who goes to their concerts to hear one special song.

Desperate to find a seat at EYC last summer I plopped down with Jack Schultz, who was innocently enjoying a meal prior to my rude arrival. When the final strains of one of my all-time favorite songs ended I apol-

ogized while making a lame attempt to explain my musical irrationality, and add the connection between the song and Port Dover. The magical words, "Pulled into Nazareth," never fail to propel me back through



The Original (1921) Summer Garden is shown in the background of the beach

*"I Pulled into Nazareth,
was feelin about half dead,
just need some place
where I can lay my head.
Hey mister can you tell me
where a girl can find a bed,
he just grinned and shook my hand,
no was all he said.
Take a load off fanny,
take the load for free,
take a load off fanny,
and put the load right on me."*

(The Weight by The Band's Robbie Robinson)

decades. The first time I heard the verse was in 1969 as a graduate student in Ohio. Sneaking away from studies I went to see "Easy Rider," the counter culture film featuring Peter Fonda and wingman Dennis Hopper as they rode motorcycles toward the Big Easy. One of the film's many backstories involved the soundtrack, which was constructed using a composite list of the film director's all-time favorite songs. As it turned out, the unprecedented use of existing popular music ultimately cost the production company more than the rest of the movie, including filming and production. But the impact of that unique approach to powering the film's sound created a revolution in the film industry that led to the sound tracks of "The Graduate" and other 1970s films. Of all the Easy Rider songs, "The Weight," written by Robbie Robertson from "The Band" was the standout feature. Within a year the album had rocketed to the top ten list of musical albums, a rarity for film soundtracks in those days. Naturally, I purchased a copy and still count it as one of my most precious possession. Annoying scratches and all.

The Summer Garden

In 1970 I moved back to Erie to work at Gannon and in August my family, including three little kids, visited Port Dover. I was personally unsure of how my life might unfold at the time and wondering if my employment at Gannon and new life in Erie would last, or if I would move on after a few years to a bigger school. But for the moment I was enjoying a pilgrimage to a place that I considered a holy city: Port Dover. Much of my youth had been spent at Presque Isle where I constantly wondered about the mysteries of the other side of the lake. So there I was with my family in our VW Bus complete with its owner-added eight-track player. The sounds of the 1960s accompanied us and "The Band" was a favorite. Our first Port Dover trip focused on the beach and while my kids were splashing I noticed the bedraggled Summer Garden. A picnicking farmer filled me in on the story of the concert hall and its many famous musical acts, including The Band. "Pull into Nazareth," began playing, both in my and on our eight-track as we drove out of town.

The original 1921 Summer Garden was destroyed in a Lake Erie storm, which eroded the beach that supported its pier-post, anchoring structure in 1929. Undaunted by this

setback Ben Ivy, the owner of the Summer Garden, rebuilt the structure, reopening a more permanent version of the original dance hall.

The 1929 dance hall was moved north and away from the beach to protect it from the fury of Lake Erie and Ben Ivy made his rebuilt Summer Garden into an incredible success, booking some of North America's biggest acts into the small summer resort town. Guy Lombardo, Bennie Goodman, Louis Armstrong and crooner Rudi Vali were just a few of the acts that played Port Dover during the 1930s and 1940s while the town enjoyed the notoriety associated with internationally known entertainment stars. The venerable dance hall was destroyed by fire in 1932 and rebuilt a third time, but during its final iteration Ben Ivy was unable to return the business to its Pre WWII glory so he passed the Summer Garden to his son, Don "Pop" Ivy, in 1936. Social changes, including television slowly eroded the glory days of big bands and other 1930-style entertainment and slowly the dance hall evolved into a more modern music venue as Donald "Pop" Ivy began to book rock & roll and other modern music acts.

(continued on next page)



The second (1929) Summer Garden only lasted three years

Port Dover's Summer Garden Bob Dylan & The Band

(continued from previous page)

As he did he formed a regular relationship with Ronnie "The Hawk" Hawkins who had moved to Ontario from the American south (Arkansas). Eventually, Hawkins and his backup group, "The Hawks," took over as the regular Summer Garden house band.

Hawkins' backup band played with him for several years at the Summer Garden and other Southern Ontario gigs at Toronto and Hamilton. This group included Levon Helm, a fellow Arkansas musician who had known Ronnie Hawkins in high school and college and followed him north to Ontario with other musicians from the American South.

In 1958, however, all of The Hawks dropped out of the band and returned to Arkansas with the exception of Levon Helm. In 1959 four Southern Ontario boys, Robbie Robertson, Rick Danko, Richard Manuel and Garth Hudson, replaced the original Hawks and began to play with Hawkins and Danko. Robbie Robertson was born on the Mohawk Indian Reservation south of Port Dover, Danko's family were tobacco farmers from west of Port Dover near Simcoe, and Richard Manuel was from Stratford, a few miles fur-

ther north. Garth Hudson, who was born in Windsor, was the group's premier musician. Hudson's parents were professional musicians and as a youngster their son was a piano and organ virtuoso. Each of the four Ontario boys had followed Hawkins and the Hawks as they performed and when the American musicians dropped out and left Canada they were all anxious to join the band.

For the next three years the new backup group performed with Ronnie Hawkins, traveling between Hamilton, Toronto and Port Dover and earning accolades, both for their skill and their unique new sound. In 1963 Hawkins, who was growing weary of travel, decided to move to Toronto and reinvent himself as a single act, leaving Levon Helm and the four Ontario boys to fend for themselves. In groping for a new name they decided to abandon the old "Hawks" brand and simply called themselves "The Band," which was the name that many people had called them as they backed up Ronnie Hawkins between 1959 and 1963.

The Band retained some of the Levon Helm sound that the previous southern, rockabilly "Hawks" had enjoyed, while adding layers of jazz and rock structure as well as a new musical depth driven by the keyboard and other instrumental skills

of Garth Hudson. In retrospect, musical critics have connected The Band's evolving sound with the synergy between Hudson and Robbie Robertson who was writing uniquely new music with lyrics drawn from his world view as a Native North American.

The Dylan Years

In 1965 American folk singer, Bob Dylan, was thinking about reinventing himself by adding electric sounds to his traditional acoustic sound. His manager's secretary, a Canadian, suggested that he visit Toronto and listen to the group that had broken away from Ronnie Hawkins. Dylan was impressed with both Helm and Robinson and invited them to join his new backup band. After traveling with Dylan and suffering the adverse crowd reactions when audiences booed the new non-acoustic sound, Robertson and Helm drew an artistic line in the sand. Either Dylan had to hire the entire Ontario-based backup group or they were leaving.

Reluctantly, Bob Dylan sent for the other three former Hawkins backup band members and they began touring as Bob Dylan and The Band in 1965. Dylan and The Band experienced mixed success between 1965 and 1968 as they toured and produced studio albums. At various times Levon Helm became annoyed with the negative crowd responses and left the band, once taking a job on an oil rig in the Gulf of Mexico. But finally in 1968, the entire group reconvened in Upstate New York at a (pink) rented house where they produced a breakthrough album called "Music from Big Pink." The new sound that erupted as a result of Dylan's fame, Helm's pounding southern rhythms, Robertson's writing and guitar virtuosity, and Hudson's musicianship suddenly caught on as it revolutionized popular music. The growing fame of Dylan and his new backup group was propelled by The Band's appearance at Woodstock. Unlike most backup bands, The Band managed to de-



Knechtel's is adjacent to the site of the old Summer Garden

velop its own standalone identity as the emerging group toured and produced albums independently catching on in Canada and Europe as well as the United States. Later, the Eagles, Eric Clapton, George Harrison and several other musicians credited The Band's innovative sound with their own artistic success.

When asked about the inspiration for his groundbreaking song, "The Weight," Robertson responded that

were overwhelmingly inspirational. Speaking of the Mississippi River, Roberson spoke of how music literally exuded from the water. As he visited mysterious American cities he imagined himself a spiritual traveler, feeling biblical parallels as successive waves of inspiration overwhelmed him. For Robertson, artistry and writing were more in keeping with his spiritual identity than performing, which was why he was the first to drop away from "The Band."

He also understood that the group's major strength was Helm's voice and explained that he wrote "The Weight" knowing that his friend, Levon, would be singing "Pulled into Nazareth." Interpretations of "The Weight" point to Robertson's Native American spirituality and the anti-religious establishment feelings that

(continued on next page)



The third (1932) Summer Garden's marquee and entrance was located on Walker Street, close to the beach and south of today's Erie Beach Hotel, near Knechtel's



Port Dover's Summer Garden Bob Dylan & The Band

(continued from previous page)

he harbored as a result of Canada's Indian Schools and ethnic cleansing. On another level it has been noted that Nazareth, Pennsylvania is the home of Martin Guitars, Robertson's acoustic instrument preference.

Like many such rocket rides, the exploding success of The Band may have been too much for the quartet of small town boys. By the early 1970s most of their artistry seemed to have faded and The Band issued a statement suggesting that they were through with playing. Film-maker Martin Scorsese, sensing the power of the moment, made a 1978 documentary film entitled "The Last Waltz," which seemed to mark the end for the musical group. They reconvened without Robertson for another tour in 1983, but the second iteration of the group was lacking in excitement and freshness.



The closing of Winterland and The Bands last concert intact, snowballed into a megaconcert with many of the top acts of the day and a Martin Scorsese film

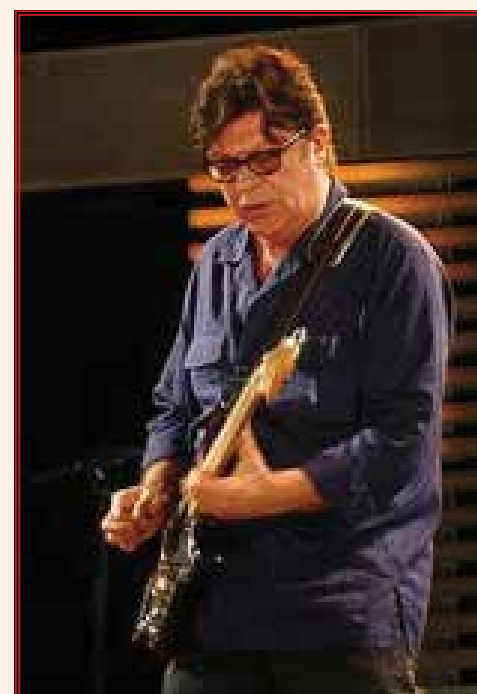
A Retrospective

Port Dover's Pop Ivy closed the Summer Garden after the 1969 season, citing changes in the musical business and television as root causes for failure. The "artsy" entrepreneur from Port Dover's famous Ivy Greenhouse family, who perennially wore a white suit with a lapel rose, passed away quietly and his beloved Summer Garden continued to deteriorate until 1975 when an arsonist set fire to the building and it was destroyed for the final time. In 1999 Port Dover's Lighthouse Festival Theater produced a play entitled "Summer Garden" to celebrate Donald "Pop" Ivy. Ronnie Hawkins became a Canadian citizen and continues to live in Toronto at age 86. Sadly, when the Easy Rider Soundtrack Album was being produced in 1968, the film's legal people were unable to obtain a release from Robbie Robertson (writer) or "The Band," so the iconic version of "The Weight" that became enormously popular

in 1969 was covered on the album by a studio group. Robbie Robertson, who is 73, diversified his artistic pursuits and became a film and music producer as he has continued to advocate for Native North American causes. Levon Helm, a long time chain smoker, died from throat cancer in 2012 after a protracted illness during which he lost his singing voice. Garth Hudson, age 80, continues to live in Ontario and enjoy a reputation as a jazz, and popular music icon. He released several solo albums after his time with "The Band." Both Rick Danko and Richard Manuel, who would both be 73 if they were still alive, died of illnesses attributed to hard lives a rock & roll musicians. Manuel passed away in 1986 at age 43 and Danko died in 1999. Bob Dylan, who lived in a legendary drug stupor for years, has recovered and returned to performing. In 2016 he was awarded the Nobel Prize for Literature. The 75-year-old folk artist, who was born

on the Great Lakes at Duluth, Minnesota, has enjoyed a resurgence of interest in recent years, notably propelled by the use of his classic "Shelter from the Storm," in Bill Murray's award-winning film, St. Vincent.

The next time you visit Port Dover, find an old-timer to tell you about the once powerful tobacco industry west of town that helped produce Randy Danko. Take a side trip to Brantford to see the Six Nations Reserve Mohawk Chapel that inspired Robbie Robertson and walk the shores of Silver Lake where you will find the remains of the Ivy Greenhouses that provided the financial impetus for the Summer Garden. Visit the Harbour Museum's Summer Garden exhibit then grab a perch sandwich at Knechtels and sit at a picnic table south of the takeout window. There you will be enjoying a snack near the iconic site where some of North America's most significant musical history began. If you listen carefully, like Robbie Robertson on his southern pilgrimage, you may hear strains of music rising from the sand: "Pulled into Nazareth..."



Robbie Robertson, who wrote "The Weight," left The Band in 1978 for a successful solo career

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From Left to Right: Garth Hudson, Rick Danko, Robbie Robertson, Richard Manuel and Levon Helm

THE SAILCLOTH ART PROJECT WITH GRATITUDE

(continued from page 7)

Thank you Bill Hertel (Magic) for your patience and tireless hours of sewing 44 feet of sailcloth, and 20 foot dancing figures, and for helping to complete the outside sculpture. Thank you for teaching me how to sail, enrolling your children in the Reyburn Sailing School, and encouraging me to keep sailing, as I continued on to Direct the Coconut Grove Sailing program and also train for the U.S. National team in windsurfing, while living in Miami, Fl.



SRU Dance faculty performing during the Tall Ships Festival



Jerry Trost and Dan Romance hang the sailcloth at the exhibition installation
Photo courtesy of Sharon Trost

Thank you for the Magic crew members, Dan Romance, who climbed a very tall ladder and created the metal cable system donated from Rabe Environmental; and to Mark Fagley, of the Gannon Sailing Team, for joining the SRU students in constructing the outdoor sculpture. Although this article is for EYC members, I need to mention, the hosts for the exhibition, Rich and Amy Eisenberg at the Bayfront Maritime Center and Erie Arts & Culture for their funding, also the Trost family, Tom & Fay (Keya) and Jerry, Sharon and Jamie (Comodore Perry Yacht Club) for their support. What a great waterfront community Erie has!

The opening reception and Tall Ships Festival blew in more visitors from the EYC sailing community, Jeff & Neala Eastman (Northern Lights), Mere Gorley, Jon Stull and Mike Engro (Joker crew), Brad Carns & Karen Imig (Lucky Star /Mingo), Paul & Joelle Kircher, Peggy Means, Alex Miller (Pagan), Dick & Debbie Robertson (Pigs at Sea), Chris & Cathy Robertson, Jennifer Reed and Russ Thompson (Morning Star), and Paul Walkama (Blake Erie) all came out to celebrate the project.

Thank you all! If any sailor wants to recycle their retired sails, the project continues! The next phase is titled: Dream Sail, which will incorporate Space Astronomy/ Physics, Australian Mythology/ Aboriginal Dream narratives, Bird Migration and feather patterns... for all ages!

Contact Heather Hertel if interested in being involved!

email: heather.hertel66@gmail.com
website: hhertel.com



SRU Dance faculty, Lindsay Fisher Viatori





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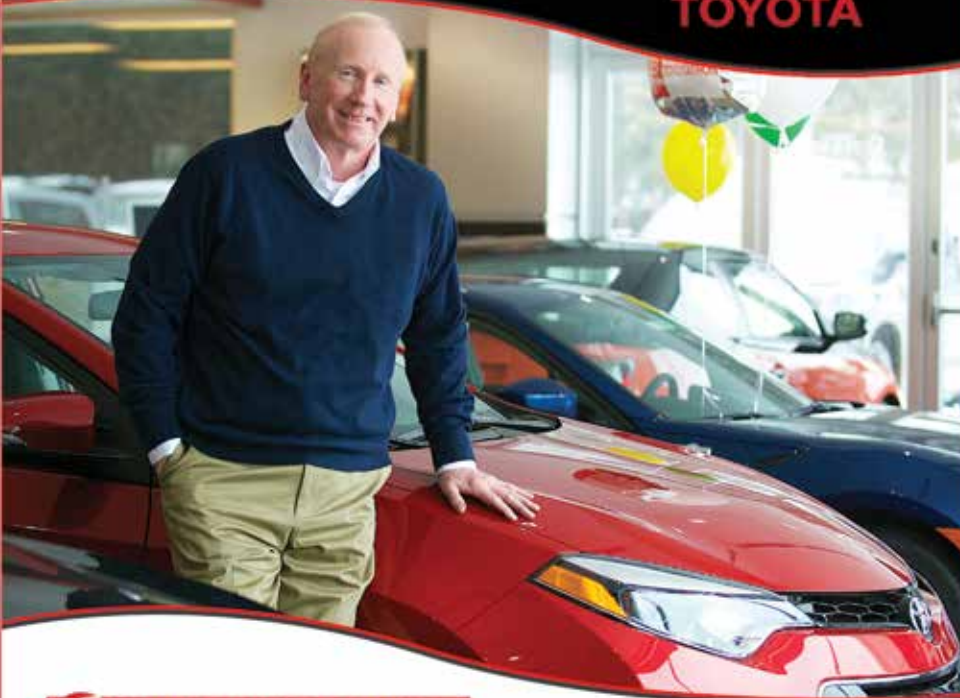
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What's the Good Word?



by Dan Dundon

The November EYC Log, Good Words included a mix of various and unrelated quotations. A few members let me know they found such a mix agreeable, so, I figured we will start the new year with another such batch. Let's hope some of us find these quotations equally enjoyable!

Do not anticipate trouble, or worry about what may never happen. Keep in the sunlight.

- Ben Franklin

Many people mistake politeness for weakness. You've got to make them think you're a little bit crazy.

- Jack Nicholson

The art of being wise is the art of knowing what to overlook.

- William James

May the most you wish for be the least you get.

- Old Celtic Blessing

The most wasted day of all is one on which we have not laughed.

- Nicholas Chamfort

The Lord prefers common-looking people. That is the reason he made so many of them.

- Abraham Lincoln

I've got a 50/50 chance of being right, or stupid.

- Bob Spampani

Courage is what it takes to stand up and speak. Courage is also what it takes to sit down and listen.

- Winston Churchill

It is hard to argue against cynics. They always sound smarter than optimists because they have so much evidence on their side.

- Molly Ivins

Nine tenths of wisdom consists of being wise in time.

- Teddy Roosevelt

Life must be lived forward, but it can only be understood, backwards.

- Soren Kierkegaard

I hope among these quotations you heard a few new ones? I am sure you have some favorite quotes or such words-of-wisdom? Why not send them to me (dandundon@gmail.com) for us to maybe include in future EYC log articles? Generally, I try to find quotations which are not too long-winded. An exception is this one:

I have for a long time been of the opinion that the quantity of noise anyone can comfortable endure is in inverse proportion to his mental powers. The man who slams doors instead of shutting them by hand is not only ill-mannered but also coarse and narrow-minded. We shall be quite civilized only when it is no longer anyone's right to cut through the consciousness of every thinking being by means of whistling, howling, bellowing, hammering, whip-cracking and so on.

- Arthur Schopenhauer

... or, at the risk of repeating my father's words:

The emptiest barrels make the most noise.

Having made one exception, let me make another. I have avoided including the few quotations by me because they were inspired by co-workers (jerks) from during my working life. Anyways, here goes:

Deliver me from people who speak with the voice of authority and do not know their butt from a hole-in-the-ground.

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If These Docks Could Talk

by P/C Gib Loesel



A week or two ago I received a text message from P/C Ed Schuler; it said “look what was turned up”. There was a picture attached that was so small on my old fashion “flip phone” I could barely make out the white letters on what appeared to be a boat timber.

I texted Ed back (I hate texting) with a lot of question marks and he returned my text with the word ALODGE (doesn’t anyone call anymore)... at this point I had to slip into my old fashion mode and just plain call him. As he was answering it dawned on me, ALODGE was Al Lodge and this got me to thinking (again) about Al Lodge, his wife Annie and some of the other members whose boats were on the old “center” dock, now known as D/E.

Before I get into that I had better explain that the boat timber I was looking at was at least 70 and maybe 80 years old, dating back to the time when boat owners were required to supply their own cribbing. To make sure it stayed “theirs” a little paint did the trick. Considering the fact that the Lodge’s “slipped their anchor” many long years ago I wonder where it has been hiding all these years.

Ironically a few days later after my text from P/C Schuler an old post card of EYC’s center dock popped up on eBay and I was the lucky bidder. Hopefully the picture is somewhere on this page so as you look at it, almost in the center the boat with the white transom is Lodge’s boat the TinBoxTwo appropriately named because it was Al’s second metal boat the first one being the OOPS.

The first boat on the dock was the Joanne owned by Joe English and named after his daughter Joanne. Joe was a friendly fellow known as Whistling Joe as he was always whistling.

Next to them were a couple of empty slips (I used to call them stalls until some wise guy corrected me by saying “boats are kept in slips, horses are kept in stalls”), Then was Lodge’s TinBoxTwo. I believe the blue boat was Bill Forster’s Keewaydin, which was a very popular spot for the Canoe House Boys, as you would often find the beautiful Forster girls hanging out there with some of their girlfriends. Next I am quite sure was the Brightman boat who also had a beautiful daughter. Maybe this is why the ALODGE boat timber fired up so many memories.

Back to a few memories of the Lodge’s... Annie was always nice to the kids often treating us to a coke or snack. Al was a creative guy who designed a system to lower “catwalks” when the water dropped. This really worked well because he had a wooden leg which made it difficult to board the boat in low water cycles. The idea was pitched to the board for all of the slips but that didn’t work out to well. He did away with his boats standard lever gear shifting method by designing and building a push button shifting system. In order to assist his lawn cutting duties he designed and built a remote powered lawn mower so he could sit on his front porch and mow.

Al and Annie were tricksters, each year for their annual Christmas Party the invitation would arrive in a special envelope or box. As I remember in order to attend the party or be eligible for a party prize you had to solve the puzzle or figure out the game that they sent. While I never actually witnessed this, there were great funny stories about how after chopping ice for drinks Al would end up sticking the “pick” in his leg completely shaking up those who were unaware of his wooden leg.

If These Docks Could Talk, they would say “It is amazing what memories one little very old boat timber can stir up”.



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A Leaky Sailboat Changes Her Tune

by Larie Pinte

PART 2

The bay beckoned every time I put in a bolt. I could see other sailboats out there and that hurried me along.

Before anything else I had to have caulking material, which was left in a note by my new friends, the commercial fishermen who examined my work every day and left a note, usually a little bit of praise, but more often some construction pointer.

They even let me use their electric drill to put in the pilot holes for the screws - and there were many of them, believe you me!

First came a trip to Doneley's Hardware Store to get the caulking material. I told Charlie Doneley what I wanted the caulking for and he grinned and reached for a big putty knife. He cut an enormous slab of material from a large can of putty and slopped it on yesterday's newspaper, "that ought to do ya!"

I put it on my father's bill. I figured I would explain it later. It wasn't long before the work was done and my buddies were anxious to sail in the - "no name" sailboat. I came up with a name of a pretty gal named Consax. It never occurred to me to check on the spelling of her last name. Everybody was puzzled. There was no girl in school with that name.

Who was she? But wouldn't you know it - I found out she had a steady boyfriend. So much for naming my sailboat.

We launched her and run up the sail, and away we went, following directions of a book on Sailing from the Public Library. And the Thanksgiving table at our house was smaller but cram-full of fine food.

But I was away at Great Lakes Naval Training Station. So there was no one there to explain why the table was smaller.

The extension for the dining room table was now the finest transom on the bay for an 11-footer!

Larie Pinte is the retired managing editor of the Erie Morning News.

At the age of 89 he is still writing, reaching way back for some early day sailing stories.



The Seventh Season of the Club's ever popular "Trivia Night" is now underway! Get a group of your friends together to form a team (maximum of 8 members), come up with a clever team name, and show up on Trivia Night ready to answer a wide range of questions. Or just show up and join an existing group that may need some more members. It's that simple!

Thursday Trivia Nights are a great way to make the winter a bit more enjoyable. It's an opportunity to spend time with great people, partake of some good food and beverage, answer some no-stress questions, and enjoy some laughs. (You could also learn some totally useless information!)

For those who care, we do keep weekly scores, with prizes awarded after each of the six rounds of questions. So come on down and join the excitement. It's fun and it's FREE. See you there!

2017 EYC Trivia Nights:

Jan. 5th, 12th, 19th, 26th
Feb. 2nd, 9th, 16th, 23rd
Mar. 9th, 16th, 23rd
Questions start flying at
7:00pm sharp!

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Dreamer

In a stiffening southerly breeze
Sails and spinnaker are raised and teased
Heeling and surging and gathering speed
White foaming froth trails in our freshly plowed wake
Surfing down waves in a lively churned lake
We re-discover our lives and are quietly freed
Forgetting our schemes and recalling our dreams.

The masts are bent, each sail flies high and fills deep
Into the heavens it seems the boat wants to leap.
The lake rushes in and down the gunwales it flows
Flowing forward then aft, and then nobody knows
Washing the deck and our shortcomings and failures
The boat has been cleansed as are those who will sail her.

The water is gloomy and dark 200 feet below
But it's bubbly and bright above where the south winds blow
Fading into turquoise, then greens and further out blues
It's not hard to dig and discern what you find to be true
Under the sun and blue skies and colored sails pulling unfurled
No matter what comes, and it will, it's still a beautiful world

Spinnakers and staysails are raised, trimmed and bagged
Lines are confused, and then knotted, and somehow unknagged
The boat takes a wave and begins a mad roll
And into the water plunge the boom and then the spinnaker pole
The preventer comes loose and the boom swings hard on a jibe
Water is everywhere, but I need something more to imbibe

Dave in the cockpit, cajoling, and coaching (sort of)
While all around us there are boats rounding and broaching
On board there is planning, and discourse and sometime contention
But as we come flying around Long Point, we find our redemption
Through storms, high seas and the occasional gale
We remain together a team, brothers and sisters of sail

- Kyle B Smith
30 September 2015

for more Lake Erie sailing poetry,
see *Beyond the Breakwall*,
by Kyle Smith, at Amazon.com



January Calendar of Club Events

- 1st New Years Day - Tom & Jerry Event
1100 to 1300 hours
Members Only, No Guests
- 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
"Who Were They"
The Commodores 1895 -1920
Presented by Michel Lynch
6pm - 9pm • Dinner 6:45
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
- 15th EYC's Sunday Jazz Brunch
10:30am - 1:30pm • \$19 per person
No Breakfast Menu Available on
Brunch Days, Buffet Only
- 19th "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
- 22nd A la carte Breakfast • 10am - 2pm
- 26th "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
- 29th A la carte Breakfast • 10am - 2pm

**Remember
The EYC
Will Be Shutdown
February 26th
and Reopen
March 7th**

The Choice Is Yours...

At the Annual Meeting on November 18, 2016, the members present passed a By-Laws Resolution that affects how and when our dues and monthly charges are payable. This Resolution affects several important things of which you should be aware.

First, it introduces a new 3 Payment Plan option for dues and assessments while retaining the current options of the one and two installment plan. Selecting the 1, 2 or 3 installment payment plan will be the member's choice and there is no cost or fee for selection of any of the three payment options. Since this change will take effect in 2018 and requires you to select which payment option you prefer, there will be more information coming to you later in 2017.

Two other important changes in this resolution were the change in service fee date for all dues and monthly Club charges and the shortening of the collection period by 1 month. All payments for dues and Club charges are due by the last day the month in which they are billed. There is no longer a 15-day grace period for payments and suspensions and expulsions now will occur 1 month sooner than in the past.

Under our previous policy all dues and monthly charges were payable by the end of the month but the Club allowed for a 15-day grace period before a late fee of \$25.00 was imposed. The new policy does not allow for the 15-grace period. The \$25 fee will now be applied the morning after the due date.

To give an example: your November statement which came out on December 1st with your dues and monthly charges is payable upon receipt and due no later than December 31st. If the bill is not paid by the morning of January 1st a \$25 service fee will be assessed. If unpaid on the morning of February 1st a \$50 fine and suspension from the Club would occur. If still unpaid on March 1st the member would be expelled from the Club for non-payment of charges.

(See page 3 for a complete list of changes passed at the annual meeting)



February Calendar of Club Events

- 2nd "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
- 4th Wine Tasting Extravaganza
6pm • \$75 per person
- 5th A la carte Breakfast • 10am - 2pm
- 8th EYC Fellowship Dinner
"Eclipses in 2017"
Presented by DR. David Hurd
6pm - 9pm • Dinner 6:45
Reservations Required at 453-4931
- 9th "Trivia Night" Fun & Prizes
7pm - 9pm • Form a team of 3 - 8
Call 453-4931 to reserve a table
- 12th EYC's Sunday Jazz Brunch
10:30am - 1:30pm • \$19 per person
No Breakfast Menu Available on
Brunch Days, Buffet Only
- 14th Valentines Day Dinner • 5pm - 9pm
Special Chefs Selections
Live Music with D.H Jazz Express
Reservations Required 453-4931
- 15th Junior Sailing Happy Hour
5pm - 8pm • To Benefit the Reyburn
Racing Program • Chinese Auction
Cash Prizes • Hors d'oeuvres
Live Entertainment with Sam Hyman
Need Not be Present to Win!
- 16th "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
- 19th A la carte Breakfast • 10am - 2pm
- 23rd "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
- 25th 114 Days 'til Summer Party
6pm Cocktails • 6:30 Dinner Buffet
Continuous Entertainment with
West Side Steve & Key West Express
Reservations required 453-4931
- 26th Club Shutdown
Reopens Tuesday, March 7th

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