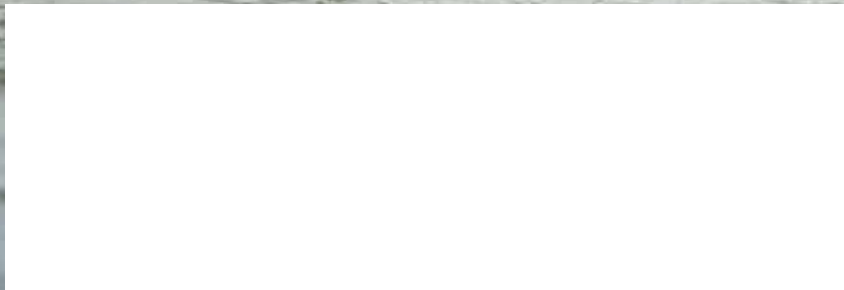


VOLUME XIV / ISSUE IV

July / August 2016

# The LG

It's Regatta  
**Time!**





# Waldameer

ERIE, PA

## WaterWorld

Exciting Family Park!



## New Kidz Slide 'N Spray Zone!



Exciting Amusement  
& Water Park  
Over 80 Rides,  
Slides & Attractions!

**FREE Parking**  
**FREE Admission to**  
**Amusement Park**  
(On fireworks days & holidays, admission is  
charged for those under 20 not with parent)

**Visit [waldameer.com](http://waldameer.com) for details**



**Water World Open Daily at 11am • Waldameer Open at Noon**

## CONTENTS

It's Regatta Time .....	4
Frolic on the Bay Continues Tradition .....	8
Dulcibella's Adventure Part II .....	10
Racing Fleet to America's Cup in Chicago .....	14
"Always Look Back" .....	22
If These Docks Could Talk .....	20
EYC Cruising Fleet Update .....	24
The Wreck of the M & B2 .....	28
The Right Specs for the Right Specks .....	30

## From the Bridge

by Rear Commodore Greg Gorny



By the time you read this the boating season will be in full swing. Opening day ceremonies led by Commodore Orlando with the support of the entire EYC staff went smoothly under beautifully sunny skies.

The docks are in great shape after a relatively mild winter and all slips have been assigned. The Grounds Committee is working hard on several major projects including improvements to our gas well. The House Committee has teamed with Chef Dan to continually upgrade our food and drink menus.

The racing and cruising fleets have kicked off their summer schedule of events and the

Thursday Sunset Happy Hours are drawing great crowds. The Auxiliary has provided 20 bikes for your riding pleasure on the property. Be sure to check the calendar of events on the website and read the weekly emails from Mike Lynch. You don't want to miss any of the great events coming up in the next few months.

As always, check your safety gear, use your boat and the club facilities safely, and enjoy the experiences available at your club. The summer season goes by quickly so don't waste a minute of it.



## Directory

Club House .....	453-4931	Club House Fax .....	453-6182
Fuel Dock/Guard House.....	456-9914	Canoe House .....	453-6368
EYC Web: <a href="http://www.erieyachtclub.org">www.erieyachtclub.org</a>		E-mail: <a href="mailto:eyc1895@erieyachtclub.org">eyc1895@erieyachtclub.org</a>	

EYC Catering: Elizabeth Dougan 453-4931 or [catering@erieyachtclub.org](mailto:catering@erieyachtclub.org)

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

LOG Photographer Volunteers: John Orlando / Tom Madura

Created, Designed and Published by Ashby Advertising, Inc.  
1722 West Eighth Street Erie, PA. 16505 (814)455-2757

## On the Cover...

The local chapter of the American Red Cross would like to thank photographer Mike Conway and all the volunteers and contributors that make the Club's annual charity regatta a huge success.



## Officers

Com. John Orlando .....	454-0475
<a href="mailto:jmorlando@neo.rr.com">jmorlando@neo.rr.com</a>	
V/C David Haller .....	490-3825
<a href="mailto:dhaller48@gmail.com">dhaller48@gmail.com</a>	
R/C Greg Gorny .....	323-1743
<a href="mailto:grg817@gmail.com">grg817@gmail.com</a>	
F/C Bill Gloekler.....	882-1722
<a href="mailto:bgloekler@sepcopa.com">bgloekler@sepcopa.com</a>	

## Directors

P/C Brad Enterline .....	881-0796
<a href="mailto:bkclaw@gmail.com">bkclaw@gmail.com</a>	
Thomas Madura .....	864-3165
<a href="mailto:tom.madura@basf.com">tom.madura@basf.com</a>	
Ross Rectenwald .....	392-5046
<a href="mailto:rectenwaldr@bostwickdesign.com">rectenwaldr@bostwickdesign.com</a>	
Andrew Fritts .....	464-5625
<a href="mailto:andyf@fh-group.com">andyf@fh-group.com</a>	
Vincent Cifelli .....	450-2448
<a href="mailto:vcifelli@roadrunner.com">vcifelli@roadrunner.com</a>	
Harvey Downey .....	434-2517
<a href="mailto:hdowney@navitekgroup.com">hdowney@navitekgroup.com</a>	
David Lasher .....	823-5165
<a href="mailto:dblasher@roadrunner.com">dblasher@roadrunner.com</a>	

## Contributors to this Issue

Ashby Advertising, Publisher .....455-2757  
[info@ashby-adv.com](mailto:info@ashby-adv.com)

Aimee Nicolia

Pam Masi

Mike Conway

Dan Dundon

John Garhart

Paul Jenkins

P/C Dave Heitzenrater

Bob Cunningham

P/C Gib Loesel

Tom Madura

John M. Scott

Blake Ragghianti



Scan to learn  
about the Erie  
Yacht Club



# It's Regatta Time!

## Sail Boat & Power Boat Festivities

● Sunday, August 28th, 2016 ●

by Pam Masi • Photos by Mike Conway

Join us in celebrating the 32nd Annual EYC Charity Regatta supporting the American Red Cross-Local Disaster Relief fund!

Sail Boats, power boats, sponsors and spectators all gather to enjoy this premier boating party of the year with music, food and the friendly competition and fun festivities this event has developed! Each year we all look forward to the enthusiasm and camaraderie this end-of-summer bash will deliver!

A great time for a great cause - all of your support, hard work and financial contributions will benefit the American Red Cross of Northwestern PA - local disaster relief fund. The premise of the Regatta is, and always has been, to raise funds that would remain local; funds that will support our community and neighbors right here in Erie County.

The American Red Cross has served the Erie community for over 99 years and is solely funded by the generosity of our local donors. The Red Cross is also one of the top-rated charities in spending, with ninety-one cents of every dollar raised going to programs and services.

Locally the Red Cross responds to disasters and emergencies 24 hours a day, seven days a week. Immediate help is provided to bring victims back to self-sufficiency by aiding with temporary housing, food and clothing, emotional well-being, medical necessities and other immediate needs.

Fires and flooding are the most prevalent here in Erie but other emergency services include: weather-related shelters, response to gas leaks and long term power outages, emergency communications and services to our deployed military personnel and response to many other unexpected events.

Our Home Fire Campaign provides fire prevention education along with smoke alarms installed in homes where they are needed. Working smoke alarms help to save lives and reduce loss and injury by giving families that warning to get out of their homes immediately. The local chapter has installed over 1,200 smoke alarms for families.

Being prepared saves lives! The Red Cross is the number one provider of disaster prevention, preparedness and response education. Our local chapter trains people in our community to do extraordinary things by being prepared in the event of an emergency and empowered to take action. Health and safety classes offered through the Chapter include: CPR/AED, First Aid, lifeguard training, safe babysitting and many more. Red Cross instructors also provide an array of disaster curriculum, that meet the standards of education for our schools at no charge to train our local youth in life-saving skills.

So please join the Erie Yacht Club in support of this year's Charity Regatta on August 28th! The five-mile bay race and power boat run begin at 11:00am, skippers/captains meeting precedes at 9:30am and followed by the celebration party with live entertainment provided by the Salmon Frank Band, barbecue picnic festivities and trophy presentation, rubber ducky race, prizes and all the fun and camaraderie you've come to expect from this boating race!

[\(continued on following page\)](#)





**It's Regatta Time**  
(continued from previous page)



To register simply fill out the form on the following page or log on to the Erie Yacht Club's web site and click on the EYC Charity Regatta link to enter your sailboat or power boat. Drop it off in the Red Cross Regatta box in the office at the EYC or mail to the address on the registration form. Sponsor a boat, donate prizes and supplies, make a financial contribution, or volunteer for the event by calling the American Red Cross at (814) 833-0942. You may also learn more about the Red Cross at [www.redcross.org/Erie/PA](http://www.redcross.org/Erie/PA).

Many thanks to the Erie Yacht Club membership for their outstanding support and partnership to ensure that this event is not only the largest local charity Regatta, but the most fun! Join the festivities of this 32nd annual event and sign up for the EYC Charity Regatta today!

Disasters and emergencies are unpredictable but with your support the local Red Cross can be there to provide assistance to victims in times of need and education to help prevent and respond. Help us to prepare a more resilient community!



**Call to Action:**  
The Red Cross needs  
Members & Their Friends  
to Volunteer  
**833-0942**



**32ND ANNUAL ERIE YACHT CLUB  
CHARITY REGATTA  
SUNDAY, AUGUST 28, 2016**



Please complete all of the following information  
to register your sailboat.

Sponsor Name \_\_\_\_\_  
Sponsor Address \_\_\_\_\_  
Sponsor Email Address \_\_\_\_\_  
Sponsor Contact Person \_\_\_\_\_  
Sponsor Contact Phone \_\_\_\_\_

Sailboat/ Yacht Name \_\_\_\_\_  
Sail Number \_\_\_\_\_  
Make and Length of Sailboat \_\_\_\_\_  
Crew Count - members over 21 \_\_\_\_\_ under 21 \_\_\_\_\_

JAM (Jib & Main) Class \_\_\_\_\_ Spinnaker Class \_\_\_\_\_

Official 2016 PHRF Rating \_\_\_\_\_

- |  |   |                                      |
|--|---|--------------------------------------|
| <input type="checkbox"/> Roller Furling Main | <input type="checkbox"/> Inboard w/Folding or Feathering Prop | <input type="checkbox"/> Fin Keel    |
| <input type="checkbox"/> Roller Furling Jib  | <input type="checkbox"/> Inboard w/Solid 3-Blade Prop         | <input type="checkbox"/> Wing Keel   |
| <input type="checkbox"/> Outboard Engine     | <input type="checkbox"/> Inboard w/Solid 2-Blade Prop         | <input type="checkbox"/> Shoal Keel  |
|  |   | <input type="checkbox"/> Centerboard |

Captain/Skipper's Name \_\_\_\_\_  
Address \_\_\_\_\_  
Email Address \_\_\_\_\_  
Phone Number \_\_\_\_\_

*Waiver: In consideration of my entry, I, my executors and assigns, hereby waive all claims as may arise against the Erie Yacht Club Charity Regatta, the Erie Yacht Club, the American Red Cross of Northwestern PA, their officers, directors, members, employees, and agents arising out of the participation of my yacht and crew in the Erie Yacht Club Charity Regatta or arising from any related activities.*

Signature \_\_\_\_\_

MAIL REGISTRATION WITH ENTRY FEE OF \$10 X LENGTH OF BOAT TO:  
JACKIE BACCO, 333 CHAPIN STREET, ERIE, PA 16508  
EMAIL TO: [JACQUELINE.BACCO@GMAIL.COM](mailto:JACQUELINE.BACCO@GMAIL.COM)  
CHECKS PAYABLE TO: AMERICAN RED CROSS  
Questions? call the American Red Cross 814-833-0942





Monday, July 11th - 2016

by Dan Dundon

# Frolic on the Bay

The EYC Tradition of Giving Back Continues...



Last summer, we celebrated quite a milestone... the Twenty-fifth Anniversary of the EYC Frolic on the Bay. This summer, on July 11, we will continue our EYC tradition of providing special-needs children with boat rides. These are kids with difficult lives and maybe life-threatening conditions who otherwise might never get to enjoy a day on the water.

This is a most rewarding event for me as Frolic Chairman. Each year gives me special memories as I make new friends and have new boaters sign-up as first-time-Frolic-skippers. Of course, there are also the renewed friendships, seeing all the skippers who volunteer their boats and the shore-side folks who volunteer their time faithfully supporting Frolic, year-after-year.

After last year's Frolic, P/C Bob Allshouse told us "Thanks for all the work that you and your volunteers put in over the past year. In such events there can be a lot of details which only show up when they are neglected... AND, they did not show up! The Erie Yacht Club gets better every year because of EYC member participation with events like Frolic on the Bay."

Many of the Frolic children travel some distance to enjoy the day with us. They never go hungry either because they are given a bag lunch of a sandwich, fruit, chips, and soda. This same lunch is given to every sibling, parent and care-giver who goes on the boat. All these folks are also given a commemorative hat as a memento of the day.

Frolic on the Bay would not be possible without the support of our sponsors. Please say "thank you" when you see these folks: Ron Santos at Creative Imprint Systems, P.C. Pat Geary at Erie Beer Company, Sue Oldakowski at the Erie Water Department, Ray Kreger at H&K Do Nut Shop, Sharon Sisco at Mercyhurst University, Dean Schoenfield at Parkhurst Food Services, Mike Seager at STERIS Good Neighbor Fund, P. C. Gerry Urbaniak at Urbaniak Brothers Quality Meats and Norm Schlosser with his Water Taxis.

Thanks to the Erie Yacht Club Bridge Officers, as well as General Manager Mike Lynch, Dockmaster Bill Vogel and all the EYC staff who work so hard and diligently behind-the-scenes.

I also want to thank Silly, Twinkle, Paprika and Doodles of the Erie Clowns for stopping by with their face painting, balloon animals and brightening the day for all of us.

Frolic on the Bay would also not be possible without the tireless dedication of many excellent volunteers who appear and serve year-after-year and always make me look good. Here is one story from among these volunteers: Sharon Sisco arranges volunteer help from students from Mercyhurst University. I told Sharon how delightful it was having those fellows around. They happily pitched-in doing whatever I asked of them. Sharon told me "The boys took away far more than they gave."

They realized how lucky they are in both health and the ability to give back to the community. They talked about their boat ride as well as enjoying the volunteer cook-out all the next morning."

Some time ago, P. C. Gerry Urbaniak told me how Frolic makes us look noble in the eyes of the community as we "light up the lives" of so many needy and fantastic children. Frolic continues these good feelings as we additionally get to feel better about ourselves as well.

Why not come to the Frolic this year yourself and join all these other great volunteers? Bring your boat and be a Frolic-skipper!

We expect many returning children as well as children from agencies new-to-Frolic. We can't have too many boaters! We can always use new land-based volunteers, as well, and would love to have you join us!

We will certainly be grateful for any monetary donations, as well!

You can mail to the EYC Foundation PO Box 648 Erie PA 16512 and designate "Frolic on the Bay".

Dan Dundon - Frolic Chairman - 969-8631







# Dulcibella's Adventure Part II

by John Garhart

To Leamington, enroute  
to the North Channel

*In 2015, EYC member, John Garhart, sailed his Tartan 27, Dulcibella, to the North Channel of Lake Huron, stopping at numerous ports and harbors en route.*

*This is the second in a series of articles recounting that summer adventure.*

When you're in Leamington, slow down. Take a day trip on the ferry to Pelee Island. There is at least one winery on the island, and modest places to eat. A bus tour makes an island circuit, but I rented a bike. Pelee is rural and unspoiled, the antithesis to Put-in-Bay. Go, stand in a quiet place on the eastern shore of Pelee, and experience the lake, running, majestically unbroken east to Buffalo. Riding the ferry back to Leamington, a wind storm came in from the west; it was surprising how quickly Lake Erie can bare her teeth.

It's not often that you do something that you know you'll remember on the last day of your life. Dulcibella's trip would prove to be just such an adventure, visiting the North Channel's breathtaking bays and its fjord. But we're not there yet. First, we have to get unstuck from Leamington, climb the Rivers, get brushed by a tornado, and cross Lake Huron.

Leamington is not a natural harbor, but a stout muscular sea wall puts a firm shoulder to the lake. The harbor itself is large, with plenty of dockage. When the lake is stormy, you can stand on the grassy lawn of the municipal marina and watch the lake assault the immovable wall, yet you remain secure knowing your vessel is safe. If possible, time your visit for July 1, Canada Day. Leamington puts on an impressive fireworks display then, and your dockage puts you front and center for the spectacle.

There is no doubt that I stayed too long in Leamington. A pleasant and secure harbor is made of Velcro; it's hard to tear yourself away. There is much more I could say of Leamington, but our journey beckons. Remember, however, beware the mayflies.

For a small sailboat, it is a long run from Leamington to the mouth of the Detroit River. And, given that the river itself is a long run for a small craft, it would probably be better to begin your up-river journey closer to the river's mouth. But, from my limited experience, I'm at a loss to make a suggestion. Colchester, on the Ontario shore, has a municipal marina, but it is small and shallow; check before entering. Both the Ford Yacht Club and Grosse Ile Yacht Club, on Grosse Ile, are at the beginning of the river, but I'm unsure about depth on the approach and the availability of transient dockage. As to commercial accommodations, be skeptical of published guides; some of the places they list for dockage on the river are now closed.

Richardsons' Chartbook of Lake Erie contains a good chart of the river, but I'd also recommend a Detroit River Chart, #14848, for use in the cockpit. (Yes, I know, you have a wonderful electronic chart in your cockpit. So do I, but I still keep a paper chart nearby.) Many EYC members have travelled this river, so seek their advice. But have Chart #14848 in hand, so you can understand fully what is being said.

As a novice, I suggest you digest the river chart in quarters, exactly as Richardsons' Chartbook lays it out. In the lowest part of the river, you'll proceed northbound using the Amherstburg Channel. The Livingstone Channel is downbound only. What lies further west of the Livingstone Channel, surrounding Grosse Ile, is unknown to me. I'd worry about depth and possible overhead obstructions. Keep life simple—take the Amherstburg Channel going north, but remember it's two-way traffic. This channel is wide, and clearly buoyed.



Above Fighting Island, a glimpse of Detroit's former industrial might still shows.

Dulcibella is a small, heavy cruiser, 7,400 pounds, with a 14 hp diesel. I was generally able to make between 2 and 5 knots upriver, mostly mid-fours. And I did not find it necessary to leave the marked channel at any point to lessen the current. I did, on only a few occasions, run the engine at higher rpms to keep my speed above 2 knots.

Part two of the river begins at the Ballards-Reef Channel, where the Amherstburg and Livingstone Channels join. Here, a wide, well-marked river proceeds north and seamlessly becomes Fighting Island Channel, leaving Fighting Island to starboard.



Seven interconnected skyscrapers, containing over 5 million square feet, make up the Renaissance Center, home to GM's world headquarters.

Part three is the river above Fighting Island, proceeding north under the Ambassador Bridge to the Renaissance Center (Ren Center). At first, the western shore is scarred by industrial usage and then, along the eastern shore, you'll see freighters anchored in the river. Later, downtown Detroit comes into view. Two points: your mast is certain to clear the Ambassador Bridge (vertical clearance 156 feet), and as to the Ren Center, you'll know it when you see it.

Part four is the river beyond the Ren Center, and around Belle Isle to Lake St. Clair; this eastern channel is called Fleming Island Channel. Be careful here. In a sailboat you can only go around Belle Isle to the east, because of 32 feet clearance for the Douglas MacArthur Bridge on the west side. And at the top of Belle Isle, give the tip a wide berth - very wide. The buoys are confusing, it's shallow, and running aground is a real possibility.

My overall impression of the river is it's just a river, wider than most and with heavier freighter traffic. It has a strong but not dangerous current, which waxes and wanes. There is plenty of room for both you and the freighters. Don't worry, but don't do anything stupid, like go below. Remember to look behind you, as well as ahead. Freighters

*(continued on next page)*



## Dulcibella's Adventure Part II

(continued from previous page)

are quick; you'll see them coming, but they do tend to sneak up from behind. Don't cross their bow. The river is well marked. Use your chart and count off the buoys by number - it's easy. In a heavy, slow cruising sailboat I would plan a day to climb the Detroit River, provided you begin near the bottom and stop at one of the many marinas or yacht clubs around Belle Isle. The current may, on occasion, run faster than I experienced, depending on lake levels and strong winds aligned with or opposing the current. Tune out the naysayers - you can do it. And you'll be a better sailor for it.

The difficult question is where to stay before entering the river. Much will depend on your craft. Fast boats will have many options, but small, slow cruisers will need to plan more carefully. Because of my long run from Leamington I wanted to stop at the beginning of the river.

The chartbook and my ports guide showed possibilities in the Amherstburg Channel, but I found everything was closed (2015). An



The Ambassador bridge between Detroit and Windsor, Ontario is privately owned. At 156 feet, mast clearance is not an issue.

old amusement park, Bob-Lo, on Bois Blanc Island has a marina, but that requires going around the top of Bois Blanc and then back south again; too much wasted effort for me. Additionally, in the lower part of the River, where there are breaks in the channel walls, the current can be especially swift, and the danger exists of getting forced aground. If going to Bob-Lo Marina, be cautious of the current when crossing or leaving a channel. A careful cruiser with a shallow draft might be able to anchor above Bois Blanc Island, between the two channels, short of Crystal Bay (see chart). (But I'd want to confirm this with trusted local knowledge before attempting it.) (And, God forbid, what your anchor would bring up from the mud, given the early, unregulated industrial activity of Detroit).

As it turned out, my first stop on the river was based on a serendipitous remark by a sailor in Leamington, who mentioned that the La Salle Mariners Yacht Club, behind Fighting Island on the Ontario shore, offered a friendly welcome to sailors. (It's an all-sail club.) Given that my other choices for dockage had evaporated, I changed plans to go to La Salle. I gave pause to my new plan when I discovered that the buoyage, marked so plainly on the charts, was less obvious on the water, and the marks were private.

I was reluctant to leave the well-marked channel of the broad river for something that might prove ephemeral to a stranger. Rule one: when in doubt, slowdown, which is exactly what I did. Keeping bare steerage, I went from buoy to buoy, fixing the next mark carefully before leaving the old. Gradually, as the narrower channel became reliably marked, my anxiety lessened. I had become spoiled by the large marks on the main channel. The channel split, then split again, with a submerged muddy island between sub-channels. I was finally able to locate the La Salle Mariners Yacht Club. On my approach to the club a couple of



Built in the early 1920's the Mediterranean styled Detroit Yacht Club is impressive both inside and out.

members appeared, and, as I tossed my lines ashore, I was surprised to recognize John Murphy, a friend and a fellow member of the Great Lakes Singlehanded Society.

Here, on a back channel of this mighty river, nestled on the quiet Canadian shore, lay a tiny emerald oasis seemingly of another planet, altogether different from all that had preceded it that day. I was given the run of the small clubhouse, and graciously invited to dine with a family cooking out on the lawn. I talked at length with sailors familiar with Lake Huron, and collected helpful advice on worthwhile harbors and ports to the north. After the members departed, while the light still held, I discovered this magical oasis was watched over by a lone sentinel, a regal heron. In the morning he was there to see me off, and we each said our silent goodbyes.

I got a late start from La Salle and stopped again in the afternoon on Belle Isle, near the entrance to Lake St. Clair. Here there are multiple places for dockage on both the Canadian and American sides. I intended to stop on the American side of Lake St. Clair, and felt it best to clear back into the US at Detroit, a major port of entry. The venerable Bayview Yacht Club was nearby but,

curiously, it is not marked on any charts, nor was it listed in my ports guide.

The Detroit Yacht Club on Belle Isle is easier to find. DYC is huge—93,000 square feet. It has an indoor and outdoor pool, both Olympic-sized. On its upper floors the club also has handball and squash courts, as well as an indoor pistol range in the attic. A member offered to show me the indoor pool; it took us fifteen minutes of wandering in the cavernous club to locate it. The pool sat there large, silent, and empty; inviting, but, with no lifeguard, off-limits. The outside pool was a riot of children—no thanks.

DYC, with its imposing size, was designed to make a statement by its mere existence. Built in the early 1920's in a Mediterranean style, the club features long colonnades and large public spaces. Onyx statuary of forgotten Greek or Roman demigods adorn the rooms. Artwork and models of once-important ships are found throughout. Trophies abound. The lockers in the men's locker room are huge; there are New York apartments smaller than these lockers. In places, it's as if you stepped through a time warp into 1956. One expects to see Don Draper, from



Statuary of forgotten demigods at DYC, a reminder of the diminished role of myth in the modern world.



The city of Detroit as viewed from the Detroit River.

Mad Men, having drinks in the bar discussing an advertising campaign with Ford executives for the exciting new Edsel. A sign on the lower level proclaims that a jacket is required to ascend to the floors above. But people don't live like this anymore, and both Detroit and its executives have lost some of their swagger. These oversized public spaces seem forlorn. People pass through, but, sadly, no one stops to be impressed. I don't intend to be disparaging, the club is beautiful and well maintained, and members and staff alike were unfailingly friendly and helpful. It just that time moves on, the rhythms of life change, and yet the buildings—and the statements they were designed to make—remain frozen in time.

Finally, a few words about US Customs: get an I-68 card for you and every member of your crew; unfortunately, good for only one year. This card will allow you to clear into small ports with just a phone call. Otherwise, you can only enter into the US from Canada at formal ports of entry. Get some passport photos and your passport and make an appointment with customs at the Erie Airport. For a small fee, this card is worth every cent. You will be spared meeting with a customs officer in person or, worse, sent on a foolish chase to locate a picture phone. These are always in a noisy, public venue, with car and foot traffic nearby; you call as required, but, often, they're too busy to answer. A Nexus Card is better, with its three-year life, but you can only get one

of these with an in-person, advance appointment in Detroit or Buffalo—their choice. Also, don't be convinced the Small Vessel Reporting System (SVRS) program is just as good as an I-68 card—it isn't. In Detroit, a customs training hub, none of the personnel were aware of the SVRS program.

When I cleared into Detroit, two young customs officers came to my boat. I was surprised when they didn't know where Belle Isle was, or even the Detroit Yacht Club. (I was warned by Canadian boaters that I might have to report to the public Emma Henderson Marina to clear customs; mercifully, this didn't happen). After a "who's on first" conversation about my SVRS number, they left without issuing me a customs clearance number. (Always get one, and write it in your log book.) They promised to call with the number "soon." I put their names in my logbook, and was thus able to call the next day. I waited on the phone for over a half hour while they sorted things out. My take on customs is that while everyone was nice, they're overworked and many are in training. Nowhere will you get the personal attention and service I've received from customs at the airport in Erie.

I know we're making slow progress upstream. I hope to cross Lake St. Clair, climb the St. Clair River, and get us docked safely in Port Huron in the next installment.





# EYC Racing Fleet Travels to Chicago for Louis Vuitton America's Cup World Series

by P/C Dave Heitzenrater



A few of our EYC group met at Chicago's famous Weather Mark Tavern to ensure a successful start to this spectacular weekend.

A contingent of EYC sailors traveled for the once in a lifetime opportunity to view a leg of the America's Cup challenger competition held for the first time ever on fresh water and in the Great Lakes just a few hours from our EYC in Chicago, USA.

The races were held June 10-12, 2016 adjacent to Chicago's historic Navy Pier making it possible for huge numbers of spectators to view closely the reaching starts and exciting finishes on a shore side course.

The legs of the course were set up in a relatively small area adjacent to Navy Pier with the finish line as close as possible to the sold out grand stands making for some fast maneuvers and exciting races.

The close proximity provided exciting views as the boats and crews had to maneuver quickly to avoid the massive concrete pier just after piercing the finish line. This course configuration purposely was selected to enhance viewing enjoyment of the spectators which encouraged the competitors to "buzz" the grand stand just feet from the concrete often up high on the foils to the flamboyant cheers of the thousands of excited spectators smothering the pier.

Over 200,000 fans were on Navy Pier over the course of the three day event, including close to 40,000 through the sold-out race village. The race course was also snugly encompassed by a spectator fleet close to 1,000 boats.

In previous years, these important races were held far offshore restricting observers to those fortunate enough to secure a spectator boat or those who could view it on some obscure TV cable channel.

Our cheerful EYC group was comprised of about 25 sailors some of whom met on Friday night at a fun nautical themed pub, the Weather Mark Tavern located on S Michigan Avenue. Obviously this meeting was necessary to get the busy weekend started with everyone in the appropriate frame of mind.

Louis Vuitton America's Cup World Series (LVACWS) is a racing global circuit competing on foiling, wing sailed catamarans that ultimately will determine the sole challenging team to face the United States cup defender, Oracle Team USA.

These races feature the best of the best sailors on Earth racing in AC 45F catamarans. The F is for foiling and these cats are equipped with ridged winged main sails that are capable of lifting the entire hull above the water on the foils to quickly accelerate and reach amazing top speeds.

The challenger and defender will meet in match racing for the 35th America's Cup series commencing May 2017. The finals will be held in the British Territory of Bermuda off the east coast of North Carolina about 665 mi southeast of Cape Hatteras. This curious move of the cup competition to a country outside the defenders home waters is a true break from tradition.

Rumor has it that the 2013 premium expenses of the San Francisco 34th Cup were the motive for the venue change as well as downsizing from the AC 72' to the much smaller and safer AC 45'. The 2017 Cup, with its \$3,000,000 entry fee suggests the size of the financial commitment involved just to launch a team program.



The reaching starts bring these big cats to full speed flying high on their foils just moments after the starting signal resulting in an exciting drag race to the first mark.

There are no doubt numerous reasons that the fleet of challengers is comprised of merely 5 teams nonetheless fund raising is significant. Teams from both Australia and Italy withdrew their official entries from the 2017 cup.

How does the LVACWS work you ask? Louis Vuitton, the French fashion house is the global sponsor for these races held in eight different venues around the world. The series is the initial stage of competition in the 2017 America's Cup that began last summer. The overall ranking position at the conclusion of the series determines the starting points score of the teams in the America's Cup Qualifiers to be held in 2017.

(continued on next page)



Photos by Tom Madura  
P/C Dave Heitzenrater



## EYC Members Trip to America's Cup / Chicago

(continued from previous page)

Chicago was the sixth regatta selected with four remaining on the current schedule being Portsmouth, UK (2nd visit), Toulon, France, Fukuoka, Japan and Bermuda next May. Previous sites were Muscat, Oman; the British territory of Bermuda; Gothenburg, Sweden; Portsmouth, UK and New York City.



Over 200,000 spectators took in the racing over the 3 day event. Many viewing from almost 1,000 boats.

The Louis Vuitton America's Cup World Series uses a high-point scoring system with the winner of each race scores 10 points, second place earns 9 points, third 8 points, and so on.

On Sunday, point scoring is doubled: 1st - 20 points; 2nd - 18 points; 3rd - 16 points, etc.



Ellie, Joe and Will, Bloomstine with Team Oracle USA crew.

You may have noticed that the 2017 Cup defender, Oracle Team USA is competing amongst the challengers during this phase of the challenger selection process. This historic change in procedure is meant to increase the excitement for the local spectators as well as providing valuable experience and time in the boat for the Oracle team.

The Chicago venue provided more than the usual excitement with both Emirates and Oracle capsizing those 85' high rigs in Friday's high winds. Team France had a long night of repairs after contact with Land Rover BAR's boat during pre-start maneuvers. Ben Ainslie's last second port tack attempted duck didn't quite make it as he clipped the transom of the French Groupama. The good news is that no one was injured during these mishaps or the regatta.



Large screens throughout the venue helped spectators track their favorite teams.



The wind in the "Windy City" was not always supportive of the race schedule, but when cooperative the racing was fast and furious.

The America's Cup has spawned some peculiar relationships and circumstances since its beginning. A yacht club from non-coastal Switzerland won the 2003 Cup in New Zealand with the entire crew of New Zealanders. The 1988 match was a one-sided contest between a 90' mono hull and a more agile, wing-masted catamaran. The newest and maybe the oddest quirk in the lengthy history of sailing's most prestigious event, the defender, with no outside pressure, chose to hold the contest outside the United States, thus Bermuda is the home of the 35th America's Cup. Wow!

(continued on next page)

The Chicago regatta included 4 races that counted in the overall scoring. The results are as follows:

**1st Sweden "Artemis Racing"**  
Nathan Outeridge: 61 points

**2nd UK "Land Rover BAR"**  
Ben Ainslie: 58 points

**3rd Japan "Softbank Team Japan"**  
Dean Barker: 56 points

**4th New Zealand "Emirates Team New Zealand"**  
Glenn Ashby: 51 points

**5th USA "Oracle Team USA"**  
Jimmey Spithill: 49 points

**6th France "Groupama Team France"**  
Franck Cammas: 40 points





## EYC Members Trip to America's Cup / Chicago (continued from previous page)

In the original cup competition, the yachts had to sail to the race site on her own bottom and the crew were citizens of the nation they represented. Past cups rules have strayed far from these original tenets but humorously the 2017 rules make an effort to better maintain the provision in the original Deed of Gift for "Friendly competition between foreign countries" so presently at least one of the crew sailing each AC45 Yacht shall be a national of the country the yacht represents. The "sail there on her own bottom" has vanished similar to Egyptian long staple cotton sails.



Racing downwind of Chicago's mountain of skyscrapers provided very shifty, unpredictable winds. Oracle Team USA found Friday's blustery conditions a bit too challenging but were sailing again just minutes later.



Tight quarters throughout the course made for some "Too close for comfort" racing.

Why is it called the America's Cup? The first race was held in 1851 at Cowles, England around the Isle of Wight. Queen Victoria watched as the upstart crew and the radically designed America was first to cross the finish line. "There is no second M'lady" was the reply upon the queen's inquiry as to who finished next. "America" had just horizoned the entire fleet and thus the regatta is forever known as the America's Cup. In its 165-year long history, only four countries have managed to secure the Cup and England is not one of them.

The Cup is currently held by the Golden Gate Yacht Club in San Francisco, USA. On September 25, 2013, ORACLE TEAM USA, completed the biggest comeback in sports with an 8 race winning streak of sudden death races to retain its 2010 Americas Cup title.



## The Deed of Gift

Author at the helm of 'America' replica during an Erie to Buffalo, NY sail.

The Deed of Gift of the America's Cup is the chief apparatus that administers the rules to make a lawful challenge for the America's Cup and the rules to conduct the races. The current version is the third revision of the original 1852 deed.

After the 1881 Cup match, the New York Yacht Club officially returned the Cup to George L. Schuyler, the sole surviving member of the syndicate that owned America to rewrite the deed to discourage inland-based yacht clubs from challenging the Cup. This revised Deed also incorporated these changes: that the challenger's yacht club's annual regatta must take place on the sea or on an arm of the sea, and the challenging yacht must sail to the site of the contest on her own bottom, as the yacht America crossed the Atlantic to first win the Cup in England.

It is interesting to note that George L Schuyler's signature appears on the deed of gift used today. It is more interesting to note that we have a number of descendants of George L. Schuyler here at the EYC whom you may know.



Tom Schuyler III & Tom Schuyler IV.

Shouldn't Your Boat Coverage Come from People Who Know Boats?

Stevens Marine Vanner Insurance  
A Division of

We Know Boats! Call 716.688.888

Peter Stevens | pstevens@vannerinsurance.com  
Patsy Cunningham | pcunningham@vannerinsurance.com

CHUBB

You've Made Us the Biggest & Best in Northwestern PA ...Thank You All.

1216 West Sixth St.  
Toll Free: 1.800.700.7809  
Ph: 452.2347  
fax: 459.0237

frontier pharmacy  
WELCOME!  
frontier pharmacy  
"Keeping Health Care Affordable"

- Increased Parking
- Modernized Facility
- Large Customer Lounge
- Better Customer Service
- Improved Phone System
- Increased Computer Capability

24 Emergency Service: 814.459.5736 Cell 814.392.4465

Back to The Original...

Jensens Target Collision  
Since 1988  
QUALITY COLLISION REPAIRS GUARANTEED

2978 W 12th St.  
833-6510



# If These Docks Could Talk

by P/C Gib Loesel



As chairman of the EYC history committee I get to see many items dealing with our history and many of them surprise me. For example the other day I was looking over a stack of Pilots (which was an older version of our current LOG) when I noticed the reminder message on the back cover "Don't Forget... E.Y.C. Party At Waldameer, Monday July 24, 2011". Of course this got me thinking (again) about this "Gem" that is right in our backyard (so to speak) and wondering how many of our members are aware of all of the fun and entertainment that is available at this park.

When I was a kid hanging out in the Canoe House P/C Schlaudecker hired a couple of us to sand the varnish on the boats he was refinishing. At the end of each work day he would hand us a couple of bucks and that night we would head off to Waldameer to "have fun", no doubt the beginning of one of my future goals.

Before I go too much further I don't want you to think I am writing an ad for Waldameer, my new knowledge like a lot of things was quite accidental. When I retired I made up a "bucket list" and one of the items on it was to work in an amusement park. Last spring (2015) I decided to see if Waldameer would hire an old sailor and lo and behold they did. I was assigned a job in Water World and my eyes started to open as to how much it takes to operate a park like Waldameer.

There are literally hundreds of jobs that have to be filled each summer (about 500 summer employees are needed to cover all of the positions and shifts) so I decided to "offer" my services again this year and proposed adding a narration to the train ride (the L. Ruth Express) and once again, lo and behold they took me up on my offer.

Now it was time to put up or shut up so I traded in my "yachting cap" (actually an Altair ball cap) for a real "engineers hat" embroidered with Waldameer on the port side and "L. Ruth Express" on the starboard.

"Google" look out here I come, the Internet is loaded with information both current and historical, I actually came up with over 150 items to talk about on the 12 to 15 minute ride. I was also able to "pick" Paul and Lane Nelson's brain to uncover a few more unpublished facts.

Here are just a few of the items I talk about: Waldameer was born (named) in 1896 one year after the EYC. Waldameer means "Woods by the Sea" in German, "kids" (as young as 14) get their first taste of work here. The Ravine Flyer II was opened in 2008 and voted the best new ride for the year by the Amusement Industry. Paul Nelson the owner (EYC member) has worked at Waldameer since he was 11 years old (he will have to tell you what year that was I don't want to get fired).

Season passes are priced right and allow the use of all rides and Water World every day for the entire season. The Ravine Flyer III is especially designed for young smaller riders. The Monkeys who lived on Monkey Island "allegedly" were recruited into the space program. Waldameer is the 4th oldest amusement park in Pennsylvania and the 10th oldest in the United States. Parking is free, admission is free, use of picnic facilities are free and the fireworks that light up the sky 3 times a year are free. The Wave Pool holds 467,200 gallons of water. Throughout the park there are 40 beautiful life like bronze statues created by world famous artist Randolph Rose.

Green space and gardens are important to the park and about 5,000 new plants and flowers are put in every year. The park and water world open each day with the "Stars Spangled Banner" and close each night with "Goodnight Ladies".

If These Docks Could Talk, they would say "Keep the dock lines on for a day and visit this great Erie facility".



**Dahlkemper Landscape Architects & Contractors**  
814/825-3253  
1650 Norcross Road Erie, Pa 16510  
*Your outdoor living specialist!*

*Improving Erie's Environment Since 1955!*

www.dahlkemperlandscape.com 814.825.3253 PA-198

**Remember those who have sailed on before us with a memorial gift in their name.**

www.erieycfoundation.org

**J. THOMAS TREE SERVICE**  
*"Out on a limb for you!"*  
Jacob Thomas, CTSP  
(814) 882-5111  
PO Box 9367 | Erie, PA 16505

24-HOUR EMERGENCY SERVICE

TCIA ACCREDITED TREE CARE COMPANY  
Free Estimates | Fully Insured  
Residential & Commercial

www.jthomastreeservice.com PA072401

**Our Services:**

- Tree Removal
- Stump Removal
- Arborist Services
- Trimming
- Pruning
- Land Clearing
- Crane Service
- Tree Planting
- Snow Removal & Management
- Firewood

ACCREDITED QUALITY CONFIDENCE

VISA MASTERCARD DISCOVER



# “Always Look Back”

## The Inspiration of Larie Pinte

by Paul Jenkins

When I read the recent EYC Log story about the invasion of France by Larie Pinte, it really brought back memories about my old boss and friend, who was the Morning News Managing Editor and the most interesting and demanding editor I have ever worked for.

Pinte and I had a special relationship because we had so much in common. Larie's column entitled, “Always Look Back” centered on his family and his Pa, who worked at the Hammermill Paper Company as did my Grandad at that time.

Grandpa Jake was on the bricklayer gang and Mr. Pinte worked on the, tinsmith gang, as they were called. Larie's stories also awakened fond memories of the east side neighborhood near Saint Church, that my family attended for many years.

Pinte was known for running a tight ship, so you better do your job well or the stern faced boss might call you into his office and read you the, riot act. If he was really upset you might even get the dreaded, “black look,” from behind those big dark eyebrows, as the Pinte kids once got from their Pa if they messed up.

As the years went by, Larie and I got along very well and formed a strong friendship, but that didn't mean any special treatment for me. He was still the boss.

Pinte was a hands-on Editor and if a hot news story broke out during the late shift he grabbed a notebook and told me to get my camera and follow him.

On one such night, the police scanner crackled with the details of the cops on a foot chase after a guy toting a shotgun near the West Bayfront. We raced to the scene and tried to get just ahead of the action for a photo of the suspect as the cops grabbed him.

Larie stayed in the car relating the details from the scanner to me with a hand held radio as I walked slowly down the dark street. It finally occurred to me that this guy with the gun might not like having his picture taken, so I walked a little slower. All of a sudden a squad car pulled up and the cops asked what I was doing? Then they told me to get back to my car and leave the area.

When I returned and said we had orders to leave, Larie agreed that might have been a little too close for comfort. They never did catch the guy, but it was a night I would never forget. It seemed obvious that the boss was enjoying the whole thing. Maybe it was a flash back to his early days as a police reporter.

A few years later the city was being hit by a violent lighting storm. “Get your camera kid, we're going out for some great storm shots,” Pinte said. As we drove south on Sassafras Street the rain was hitting our windshield so hard that it was impossible to see, even with the wipers turned all the way up. We decided to park in the Central Mall lot in the center of the storm.

Crash! Bang! Went the lighting bolts and the thunder cracked like bomb shells. To get a clearer photo I stuck my camera out the side window, while Larie held a umbrella over it. About then an ear shattering strike hit the pavement in front of us and a dancing white tremor flashed across the pavement hitting a building behind us setting off the fire alarm. Pinte yanked the umbrella back in the window and told me to get the heck out of there. When we returned to the paper there was no way we would admit that we, were sitting in a lightning storm holding a metal handled umbrella out of a window.

Not all our late night stories were that exciting but we always had fun cruising around, swapping stories, drinking coffee and munching Mighty Fine Donuts. The Boss loved to talk about his Army and Navy service, and I would spin tales about my Army tour in West Germany as a news photographer. Pinte's stories were much more exciting because he saw combat.


We both remembered the days when the train ran down the center of East 10th street and stopped at East Avenue so the brakeman could jump off and switch the light.

I have Larie to thank for his encouragement to write a boating column, and later “Good Morning” and Sunday features. I had no formal journalism training but he told me, “just write it the best you can kid, and we'll fix it up later.”

The news business is sometimes stressful and usually hard work, but when you're guided by a veteran editor like Larie Pinte, you can learn to love it. He often said, “you'll do your best when you just open a vein and write from your heart.”

I sure would like to see more of those “Always Look Back” stories in the Log.

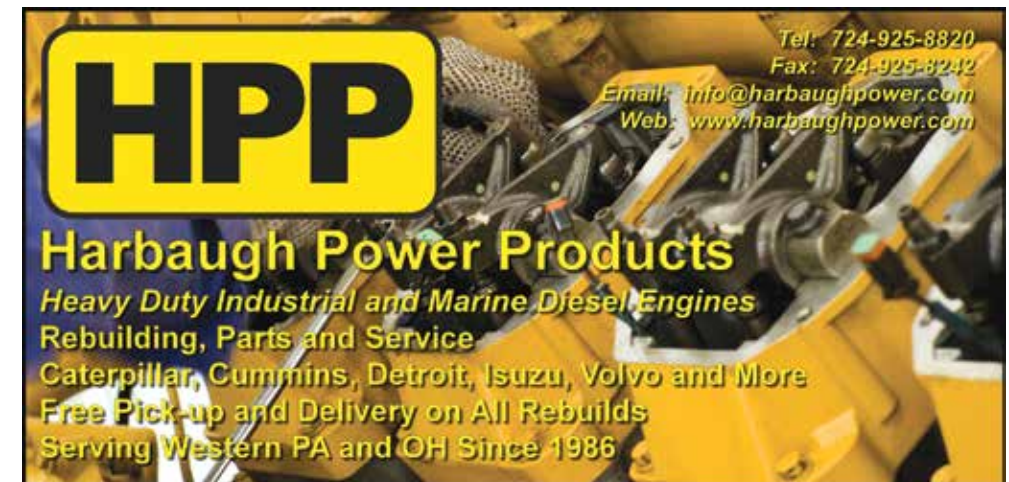




Tel: 724-925-8820  
Fax: 724-925-8242  
Email: [info@harbaughpower.com](mailto:info@harbaughpower.com)  
Web: [www.harbaughpower.com](http://www.harbaughpower.com)

### Harbaugh Power Products

Heavy Duty Industrial and Marine Diesel Engines  
Rebuilding, Parts and Service  
Caterpillar, Cummins, Detroit, Isuzu, Volvo and More  
Free Pick-up and Delivery on All Rebuilds  
Serving Western PA and OH Since 1986





## Anchor Marine Ltd

- Complete engine & drive service
- Fiberglass repair & restoration
- Interlux yacht paint center
- Ship's store
- Brokerage boat sales
- Inside storage

Five State St. • Erie, PA 16507 • 452-1717 • Fax: 452-1804  
e-mail: [anchormarine@anchormarineltd.com](mailto:anchormarine@anchormarineltd.com) • [www.anchormarineltd.com](http://www.anchormarineltd.com)



## Get Onboard With Luxury!



# Cadillac



The All New  
2016 Cadillac CTS

  
The World's Oldest Cadillac Dealer™

[www.RothCadillacGM.com](http://www.RothCadillacGM.com)  
email: [mwells@rothcad.com](mailto:mwells@rothcad.com)







# ERIE YACHT CLUB *Cruising Fleet* UPDATE:

by Bob Cunningham

On May 29th the Erie Yacht Club Cruising Fleet held its first ever fun event, a raft up in Marina Bay. Twenty two boats and many on board tied up together and shared good food and cold drinks, on an unseasonably warm afternoon. It was a great time for all who were able to join. Many laughs and good times were had by all. Boat hopping was the exercise of the day giving everyone quite an exciting workout and a chance to see the other boats on the inside.

Next up on the schedule was the Lighthouse picnic. Great weather again blessed us making for a large and exciting gathering. As we grilled hot dogs and hamburgers everyone enjoyed their new found friends.

The new Cruising fleet logo apparel made its debut and was a huge hit. Many more items are now available to order just email: [richiesea@aol.com](mailto:richiesea@aol.com) to get an order form.

As of this writing the bay swim committee is putting the final details in place for swim held on June 18th. There are many from the Cruising Fleet helping out as safety boats. This is a very organized event and safety is taken very serious. If you have never been on the water while these 300 swimmers make their way across, it's wild!

Our next event will be a day trip to Barcelona, NY to enjoy food, drinks and entertainment at the new "When Pigs Fly Barbecue". (Formerly Zebro's) We plan on going up sometime in the morning and heading back to be home before sunset. It would be only fitting if we could get P/C Robertson and "Pigs at Sea" to join us for this memorable day to see pigs fly!

Reservations are being taken for the weekend cruise to Mentor Harbor Yacht Club on July 15 - 18th. This should be a lot of fun for all of us, as MHYC has a big bonfire and music on the beach planned. We have a block of slips open for us but need confirmation from those planning to go so that we can secure them. Please get your reservation into myself or Karen Imig Carns to guarantee our dock space.

We have a new link on the Erie Yacht Club home page for the Cruising Fleet, just look under the tab marked "fleets". Thanks to Mike Lynch for setting this up in a simple manner that we could all navigate. Our "calendar of events" also can be found in this section for your convenience.

If you haven't done so already please like us on Facebook, just go to Erie Yacht Club Cruising Fleet. You'll be able to get last minute updates on Facebook, as well as by email if you have signed up. You can also sign up by sending your info to Bob at [richiesea@aol.com](mailto:richiesea@aol.com) or Karen at [secretary@eriyachtclub.org](mailto:secretary@eriyachtclub.org)

Stay tuned for more events to come. Join us for one or all the events and remember all the members are welcome!






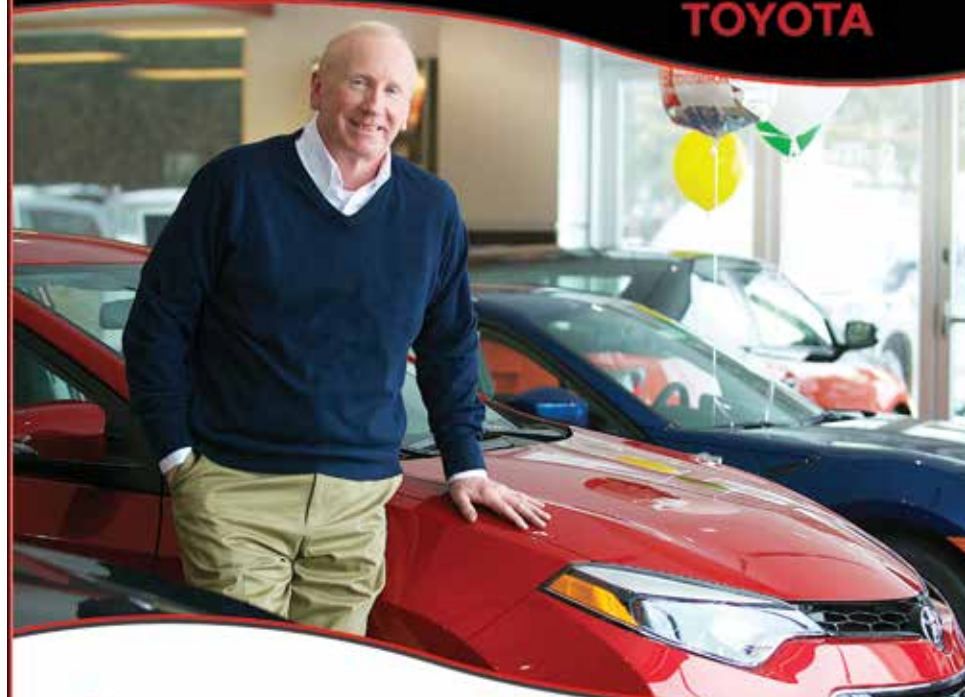
**Coleman & Co., P.C.**  
Certified Public Accountants




2415 West Grandview Blvd. • Erie, PA 16506 • 814.866.3000  
Fax 814.866.0171 • E Mail [edc@colemancpa.com](mailto:edc@colemancpa.com)

**Let's Go Places**







5615 Peach St. • Erie, Pa 16509

**Bill Crotty**  
[www.superiortoyotapa.com](http://www.superiortoyotapa.com)

**New Homes**

- Additions
- Finished Basements
- Garages
- Replacement Windows
- Siding & Roofing
- Commercial Buildings



**PATERNITI HOMES**

PA#036146

**Professional Remodeling**



833.3493 • cell: 397.1015 • [www.paternitihomes.com](http://www.paternitihomes.com) • [paternitihomes@roadrunner.com](mailto:paternitihomes@roadrunner.com)



**Ferrier's**  
True Value  
THE FIREPLACE & GRILL SHOPPE

For all your Fireplace, Grilling and Maritime Maintenance & Repair Needs:

**Fireplace & Grills:**

- FireMagic
- Napoleon Gourmet Grills
- Weber Grills
- Barbeque Grill Replacement Parts & Accessories

**Maritime Products & Repair**

- West Epoxy Systems
- Stainless Steel Marine Hardware
- Ropes & Lines
- Cleaning Products

2827 West 26th Street • Erie, PA 16506 • [www.FerriersHardware.com](http://www.FerriersHardware.com)

**RCR YACHTS**  
Since 1972

**New Boat Dealers for:**  
Alerion • Beneteau • C&C Yachts • J/Boats • Sabre • Back Cove

Power & Sail Brokerage Services: RCR Yachts sells over 130 used boats each year with a proven marketing program that gets results!

Buyer's Agent Services: If RCR doesn't have the right boat we can find virtually any type of boat for you.  
We'll negotiate for your best interests at no cost to you!

960 West Bayfront Parkway • 814.455.6800 • [www.rcryachts.com](http://www.rcryachts.com)  
Broker Tracy Buczak

**Help Kick This Years Charity Regatta Into High Gear By Becoming a Premium Sponsor!**

**Three Different Sponsorship Levels to Choose from:**

**GOLD - \$3,000**  
Sponsors will have the opportunity to bring promotional items, marketing materials, and corporate signage. Appropriate sponsorship recognition on event marketing materials. Corporate recognition placed on sponsor board that will be posted at the EYC a month prior to the regatta. A VIP reception for 10 guests to be held the day of the Regatta in the EYC's Bliss Room. Sponsorship recognition placed on the television advertisements promoting the event.

**SILVER - \$1,000**  
Sponsors will have the opportunity to bring promotional items, marketing materials, and corporate signage. Appropriate sponsorship recognition on event marketing materials. Corporate recognition placed on sponsor board that will be posted at the EYC a month prior to the Regatta. 4 tickets to attend the Regatta.

**BRONZE - \$500**  
Boat sponsorship, Recognition in the program. Company logo placed on the sponsor board to be hung inside the EYC and will be displayed outside at the event. 4 tickets to attend the Regatta.

**To Sponsor or Questions:**  
**814.833.0942**

**American Red Cross**

**ERIE YACHT CLUB**  
• 1895 •

**What's the Good Word?**  
by Dan Dundon

Here we are in the middle of another great summer. When I look among the "good words" I have come across, I find someone named "Anonymous" said many things, some of which we may ponder on a beautiful summer day?

I know there is a lot of things more important than money and they are all expensive.

Foolishness sown never reaps honor.

Every day will be ordinary unless you choose to make it special.

No youngsters can feel cockier than an old man does when he has shown his knowledge can beat their strengths.

When you're in a hole, it's generally a good idea to stop digging, that is, stop doing the same idiotic stuff that got you in trouble in the first place.

In haste, there is no blessing.

Good judgment comes from experience. Experience comes from bad judgment.

If I were not open-minded, I would not have been in a position to be lucky.

Every so often, hearts are true and people do good things for high-minded reasons.

The only sin worse than not working is working too hard.

There's a reason that nothing rhymes with wisdom.

Even a simpleton knows "conventional wisdom" is an oxymoron.

Keep things simple. Everything else will follow.

Well, it could be such simple thoughts are the best? If you have some favorite quotes or such words-of-wisdom, by all means send them to me ([dandundon@gmail.com](mailto:dandundon@gmail.com)) for us to include in future EYC log articles?

In closing... when I retired, Bill Hertel warned me I might need to learn to say "no" when folks ask for my time. Maybe this quote reflects Bill's wisdom:

"If you can't say no, at least think twice before saying yes."



**Serving the Erie Area Since 1945.**

**CM**  
Church & Murdock  
Electric Inc.

COMMERCIAL • INDUSTRIAL • INSTITUTIONAL  
CONSTRUCTION AND DESIGN

814/825-3456 • Fax: 814/825-4043

**Keep Your Options Open!**  
New Home/Office Pickup & Delivery  
We'll spend 14 hours a day, 7 days a week making you look good!  
[parisclean.com](http://parisclean.com)

**Since 1926**  
**Paris Cleaners**

6 locations including 4 Giant Eagle locations  
Open 7am to 10pm 7 days a week.

4114 Peach Street and 4025 Pine Avenue  
Plus 4 Giant Eagle locations: Yorktown, Girard, Harborcreek & Edinboro

**Support Your Club... Support "Your LOG"**

**CIFELLI**  
AUTO  
SALES + SERVICE  
ERIE, PA

**"Second Generation"**

**CORSI**  
REMODELING

Remodeling Erie Since 1981

**Complete Remodeling**

- Bathrooms
- Kitchens
- Basements
- Ceramic Tile
- Carpentry
- Electric & Plumbing

**Mark Corsi • 490-7118**



# The Wreck of the M & B2

John M. Scott, Erie Storyteller

*In the early hours of December 9, 1909, the rail car ferry, Marquette & Bessemer 2 sank in a storm on Lake Erie. Though related to the storm, the exact cause of her sinking is still a mystery, as is the place of her final rest. None survived, including those found by the Commodore Perry, out of Erie, Pennsylvania, December 12, 1909.*

Erie's a port and a northern resort  
On the lake that bears the same name.  
And the Winds they will blow, down from Ontario  
And tell a story only they can explain.

They tell of the time, in December '09  
When the Commodore Perry put out.  
Locked four days in port by Winds whose report  
Brought a rumor: disaster about.

The Winds that had blown, had carried the moan  
Of a distress signal somebody blew.  
We went out to check for what must be the wreck  
Of the Marquette and Bessemer 2.

She carried coal to keep Canada warm,  
Every morning from Conneaut Bay.  
She'd make for Port Stanley, trade for empty coal cars,  
Turn around and be home the same day.

The 12th of December we will always remember,  
We set out from Presque Isle Bay.  
The reports that we knew said the ship and her crew  
Were all missing and this the 4th day.

The Commodore Perry was a tug on the line,  
A work-horse all fishermen knew.  
We left Presque Isle behind and set out to find,  
The wreck of the M & B 2.

We sighted debris just one hour out,  
And turned Westward into the fray.  
Then out of the cold, saw a mystery unfold  
The story that the Winds tell today.

She was sailin' the Wind like a ghost ship and crew,  
With eight men, each one man'n an oar.  
And a ninth man aboard, was crouched in the forw'rd  
Of the unsinkable lifeboat called "Four".

We signaled to her as we hauled toward her course  
But silence came on the Wind's breath.  
It was a silence that roared, as we saw all aboard  
Sailed for a Captain, the Captain named Death.

Nine men man'n their post, each frozen in place,  
And to this puzzle that haunted our mind.  
We later found stored, a set of clothing aboard,  
Neatly folded as though left behind.

We towed into port, the lifeboat called "Four"  
And nine men, or ten?, in her crew.  
And a mystery that day,  
spread throughout Presque Isle Bay  
Of the wreck of the M & B 2.

Now Erie's a port and a northern resort  
On the lake that bears the same name.  
Stand now, as before, on this country's North Shore  
And hear the Wind sing its mournful refrain.

The Winds will caress as you stand looking West,  
In the sunset a mystery shines through.  
On the Wind these men live, and the story they give  
Is the wreck of the M & B 2.

For the Wind surely knows, the riddle that blows,  
'Cross the lake on Canada's Breath,  
As it whispers the mystery  
that lives down through history  
When men sailed for a captain named Death.

The Winds they still blow, down from Ontario.  
Mark the story of the time that they blew.  
Was in '09, December, and always remember,  
The Marquette and Bessemer 2.

**For details of the many mysteries involved, read:  
"Long Gone The Mystery of the Marquette & Bessemer No.2" by David R. Frew**



## About the Author - John M. Scott

*John is a retired United Methodist clergy who has honed his writing skills during a 40 year career of using The Arts as a tool of theology.*

*He has published articles in "Worship Arts" Jan-Feb 1995 and Sept-Oct 1996; The Chorister, April-May 1997, and Alive Now! Nov-Dec 1988. He also has self-published "The Limerick Bible" which offers interpretations of Biblical texts in limerick form.*

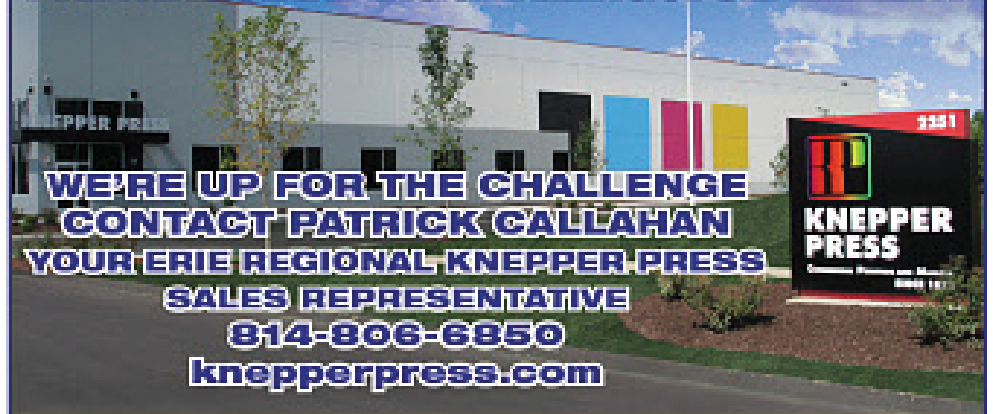
*John is primarily a Storyteller... Most of his writing has been for oral presentation. He offers storytelling programs and workshops, also "God at the Movies" - group discussions of theology found in several Hollywood movies.*

*In 2003 he retired from full time parish work, and with his wife moved from Meadville to Erie.*

## KNEPPER KNOWS NO BOUNDS

**At Knepper, your peace of mind is essential. Tight budgets, impossible deadlines, and complex specifications are our specialty. No matter how big or small your job, expect quality.**

**PRINTING | BINDING | MAILING | FULFILLMENT**



*"Excellence from Design through Validation"*



**Reddog**  
INDUSTRIES INC.

A Hilbert Company

**We Pay Attention to the Details  
(Even When You Don't)**

**SMITH**  
COLLISION, INC.

**For Complete Premium Collision  
Repairs on all Foreign & Domestic.**

3844 West 20th Street • Erie, Pennsylvania 16505 • 814.835.1110



# The Right Specs for the Right Specks

by Blake Ragghianti



For many of us, sunglasses are a fashion statement but in reality, they are much more important. The right sunglasses could mean the avoidance of irreparable damage to the delicate tissues in our eyes, especially for avid boaters.

Activity on or around the water is one of the harshest environments for our eyes. Piercing rays of light attack the delicate cells of our eyes from all directions, from the blazing sun above and diamond-like reflections from the water, to the burning white of the boat deck.

Having worked for several years in the yachting industry, I can personally attest to the critical nature of choosing the right sunglasses. For instance, a captain I briefly worked for had cataract surgery twice. . before the age of fifty! A recent report from Yacht Owner magazine claims that two out of three yachties suffer from eye diseases such as macular degeneration directly related to not wearing the right protection of eye-wear.

If you wear a pair of sunglasses with weak or no protection but a dark tint (as is the case with a frighteningly large percentage of sunglasses on the market), your retina (light-sensitive tissue in your eyes) thinks it is dark out and accordingly signals your pupil to enlarge and let even more light in. The result? You are causing yourself even more damage than if you had worn no sunglasses in the first place because intense rays of sunlight now have full entry into a wide open pupil.

Another optical issue is known as the "floating dock syndrome" which is actually the beginning of cataract. If you close your eyes and see drifting light particles you already have FDS. If you catch it early enough, doctors are generally able to assist in reversing the syndrome and the body can even sometimes heal itself if the damage is not too severe. On the other hand, continuing to wear poor quality shades for months is sure to cause irreversible damage.

The lesson to be learned? Not all shades are created equal. Protect your eyes for years to come by purchasing glasses that meet all of the following specs as advised by the American Optometric Association.

- Block out 99 to 100 percent of both UV-A and UV-B radiation;
- Screen out 75 to 90 percent of visible light;
- Have lenses that are perfectly matched in color and free of distortion and imperfections;
- If you participate in potentially eye-hazardous outdoor work or sports, your sunglass lenses should be made from polycarbonate or Trivex® material. These lenses provide the most impact resistance.
- Consider wearing wraparound frames for additional protection from the harmful solar radiation when on the water.



## July Calendar of Club Events

- 3rd A la carte Breakfast • 10am - 2pm  
EYC's Annual Family Picnic  
3pm - 6pm • Free Activities  
include: Train & Boat Rides,  
Petting Zoo, Bounce House,  
Wall Climbing, Euro Bungee Jump  
and Caricatures  
Charge for Picnic Buffet at 4pm
- 7th Sunset Happy Hour • 5pm - 9pm  
Moscow Mule Drink Special  
Complimentary Sheet Pan Pizza  
Music with the Doug Phillips Trio
- 10th A la carte Breakfast • 10am - 2pm
- 11th Frolic on the Bay 2016  
Skippers and Volunteers at Noon  
Children & Families arrive at 12:30  
for Boat Rides, Clowns & Lunch
- 14th Sunset Happy Hour • 5pm - 9pm  
"EYC Relaxer" Drink Special  
Complimentary French Fry Bar  
Music with Rankin & Schell
- 16th EYC Drive-In Movie Night on the  
Clubhouse's West Lawn • 9:45pm  
Ladies Auxiliary Night Christmas  
in July featuring "ELF"  
Free & weather permitting  
concessions available for member  
charge only
- 17th A la carte Breakfast • 10am - 2pm
- 21st Sunset Happy Hour • 5pm - 9pm  
Frozen Margarita Drink Special  
Complimentary Nachos  
Music with the Sam Hyman Band
- 22nd Dock Party at the EYC Lighthouse  
6:30pm • for Docks A, B, C, D E F,  
G, H & I
- 28th Sunset Happy Hour • 5pm - 9pm  
"Cuba Libre" Drink Special  
Complimentary Fried Pickles  
Live Music with Mambo
- 29th Dock Party at the EYC Lighthouse  
6:30pm • for Docks J, K, L, M, N, O
- 30th Dover Weekend Celebration  
8 - 11:30 pm • Outside Clubhouse  
Deck • Music by Street Level
- 31st A la carte Breakfast • 10am - 2pm

## So... you want to be the Commodore?

The 2016 Nominating Committee of the Erie Yacht Club has officially begun its work, looking for a few qualified candidates to fill several seats that will be opening in the fall. Any and all Regular members, in good standing, are eligible to run for any of the positions.

Here are the positions that are available:

- Two open seats on the Nominating Committee.
- Two open seats on the Board of Directors.
- One open seat for Fleet Captain. (This seat eventually leads to the position of Commodore)

Serious inquiries can be directed to this year's Chairman, Tom Trost at: [faytomel@aol.com](mailto:faytomel@aol.com); or by phone 814-490-3363).

Also, Vice Chairman, Dan Dundon at [dandundon@gmail.com](mailto:dandundon@gmail.com); or to any of the other members of the committee:

Commodore John Orlando  
[jmorlando@neo.rr.com](mailto:jmorlando@neo.rr.com)  
P/C Ed Schuler  
[edschulereyc@aol.com](mailto:edschulereyc@aol.com);  
P/C Gerry Urbaniak  
[gerorem@gmail.com](mailto:gerorem@gmail.com)  
Jeff Benson  
[jbensondmd@yahoo.com](mailto:jbensondmd@yahoo.com) or  
Mike Kohler  
[koho1066@yahoo.com](mailto:koho1066@yahoo.com).

Position descriptions and responsibilities can be found in the EYC By-Laws on the Club website.

So if you feel that you have a genuine interest in EYC Club governance, why not give it a try?

The future success of our Club may be in your hands!



## August Calendar of Club Events

- 4th Sunset Happy Hour • 5pm - 9pm  
Sangria Drink Special  
Complimentary Sriracha Chicken  
Bites • Live Music with Encore
- 7th A la carte Breakfast • 10am - 2pm
- 9th Junior Sailing Banquet • 6pm - 9pm
- 11th Sunset Happy Hour • 5pm - 9pm  
Beach Punch Drink Special  
Complimentary Mini Pretzels  
Live Music with the Doggone Good  
Band
- 14th A la carte Breakfast • 10am - 2pm
- 18th Sunset Happy Hour • 5pm - 9pm  
"Southern Bell" Drink Special  
Complimentary Fried Ravioli  
Live Music with Greatest Hits
- 20th EYC Drive-In Movie Night on the  
Clubhouse's West Lawn • 9:00pm  
Under the Stars with "Star Wars"  
Free & weather permitting  
concessions available for member  
charge only
- 21st A la carte Breakfast • 10am - 2pm
- 25th Sunset Happy Hour • 5pm - 9pm  
"Purple Peach" Drink Special  
Complimentary Buffalo Chicken Dip  
Live Music with Salmon Frank
- 28th A la carte Breakfast • 10am - 2pm  
EYC Charity Regatta  
Benefiting the Red Cross  
11am Skippers Meeting  
Race Starts at 1pm  
BBQ Buffet from 4:40pm - 6:30pm

Visit The EYC  
website to stay up  
to date on all the  
Club's Activities

[www.erieyachtclub.org](http://www.erieyachtclub.org)



We're by your side  
so your parents  
can stay at home.



Whether you are looking for someone to help an aging parent a few hours a week or need more comprehensive assistance, Home Instead can help.

Home Instead CAREGivers can  
provide a variety of services.  
Some include:

- Personal Care
- Household Duties
- Respite Care
- Hospice Care Support Services

*PA Homecare Association Member;  
Licensed, Insured & Bonded*

Call for a free,  
no-obligation appointment  
**814.464.9200**



*To us, it's personal.®*

**HomeInstead.com/eriepa**