

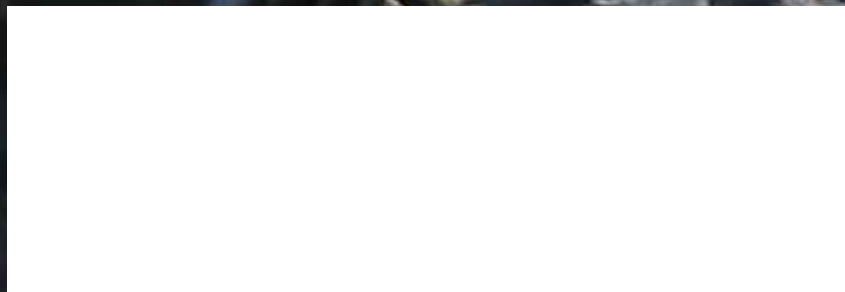
VOLUME XIV / ISSUE II

March / April 2016

The EYCLG



The EYC Fleet Racing Into the Future



the boathouse **RAW BAR** party

A summer shindig to benefit
the Erie Yacht Club Foundation.

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6:30 – 11 P.M.
\$100 PER PERSON

Martinis and Open Bar • Auction
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From the Bridge

by Vice Commodore David Haller

Thanks again to all who made this opportunity for me to serve the club a reality. This mild El Nino winter has turned out to be quite snowy. I shoveled snow all day February 16th simply to gain access to my jobsite. We Ice-boaters are going to start our summer depression early this year - little ice and too much snow.

The Club's annual shutdown will be from February 28th with a reopening on Tuesday March 8th. During that week we will have wallpaper, painting and wood refinishing work done. The Clubhouse was inspected and a map of repair locations was developed and given to contractors to be completed. The areas include the main hallway, ballroom and the grill room. The kitchen was completely painted last year so it will just be torn apart and cleaned as well as all the equipment. We are also looking into having the bar refinished by the original makers of the bar. That would include the bar top and wood trim.

We have had very good attendance at the Fellowship Dinners and Trivia Nights. We are adding two Fellowship Dinners to the fall schedule for the first time. We are working on speakers now.

The House seems to be in quite good order with all systems go. Let us begin our longing for beautiful sunsets, warm winds, calm seas, and great camaraderie.

Congratulations to all who enjoy the Erie Yacht Club.



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On the Cover...

Spinnakers fly gracefully moving the fleet towards the leeward mark as the sun fades beneath the horizon on a late September evening..



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Scan to learn
about the Erie
Yacht Club

ATTENTION:

Boat Trailer Owners

"The storage of boat trailers on Club property has become a major problem"... This was the heading and opening line of an article published in the July 1976 edition of The LOG penned by Commodore Richard Gorny, my father. History has shown that as things change, some things remain the same. Here we are forty years later with some of the same growing pains experienced in 1976.

These can be considered good problems. Over the last 10 years the Club has seen nearly a twofold increase in the size of the small boat fleet. These would include jet skis and power and sailing vessels of all sizes. It's good because we are seeing a resurgence in small boats, which for some of us, were what we grew up on. But, with this growth, come some of the pains we experience today as in yesteryear.

The area designated as the Dry Sail area, which is located in the east yard to the east of J/K Dock and around the launch ramp has not gotten any bigger. In addition, the area also serves a dual purpose as a winter storage area for larger boats during the off season.

So here are the problems we've identified. We have a small boat fleet eager to get going in the spring but we have some big boats not making ready for the start of the season. We also have empty trailers from those already launched sitting around the property taking up valuable dry sail space. Those big boats and empty trailers "on the hard" by Opening Day are also adding an additional burden to the yard staff. The Club has to move them multiple times to prepare for the start of our season as well as clearing the Dry Sail area.

The combined Committees of the Docks and Grounds addressed these issues by amending existing Club Rules and working with Dockmaster Bill in organizing the yard. The first Rule the Committee took a look at was Dock Rule 2. To summarize, this stipulates that any vessel not in its slip by Opening Day will be fined \$250.00. While this fine may not necessarily clear the property of the winter stored boats, it certainly will catch the attention of the owner to get moving in the spring.

The majority of us make a concerted effort to make our boats ready during launch season but there are too many others making no effort at all.

Rule #2 reads as follows;

A member who does not occupy his/her assigned slip or mooring by Opening Day will be assessed a fee of Two Hundred and Fifty Dollars (\$250), (Rev. 9/21/2015). In addition, if the slip is not occupied by June 15th, a Ten Dollar (\$10.00) per day fee will be assessed until his/her registered boat occupies the slip. If the slip is not occupied by July 1, the member may lose his/her slip or mooring assignment as well as the points associated with slip occupancy. Any fee paid for a slip or mooring will not be refunded. It is recognized that extenuating circumstances may occur and such situations will be taken into consideration before enforcing this Rule, provided that the slip or mooring fee is paid and that a letter explaining the situation and requesting an exemption is received and approved by the General Manager by May 15th. (Rev. 7/18/2005)



To address our issue of providing more room for the small boat Dry Sail area, the Committees revised Grounds Rule #27 which governs the storage of trailers. The Rule has four parts. The first, if you don't winter store your boat at the Club you can't keep your trailer here in the summer. Only those that winter store can keep their trailers in an area designated by the Dockmaster in the summer. Second, for those who winter store off the Club property: You can bring your boats down for launch after April 15th but your trailer must be off the property within 48 hours of launching. Part three of Ground Rule 27 addresses the use of "box" trailers. New box trailers are now banned on Club grounds. Those box trailers registered with the Club prior to September 2015 are grandfathered. Lastly, the final, part four of the Rule governs dry sailors and box trailer owners. If you are not winter stored at the Club, you can't bring your vessel or trailer on the property until after April 1st and it must be off the property by October 31st.

Ground Rule # 27 reads as follows;

Trailers

a.) Trailers will no longer be stored on the Club grounds during the summer for members who do not pay Winter Storage for their boats, (Rev. 9/21/2015).

b.) Slip holders with trailered boats who winter store off Club property can bring their boats to the Club after April 15th. The empty trailers must be off the property within 48 hours of launch, (Inst. 9/21/2015).

c.) "Box" trailers are not permitted to be stored on Club property. "Box" trailers approved prior to September 2015 are grandfathered and will continue to be issued Summer Dry Sail and Winter Storage stickers. All "box" trailers will be located in an area designated by the Dockmaster, (Inst. 9/21/2015).

d.) Any Dry Sail craft, box trailer, or trailer that is not winter stored at the Club cannot be brought to the Club prior to April 1st and must be removed by October 31st, (Inst. 9/21/2015).

Please pay close attention to these changes this spring as they will be enforced and fines for late launch will be imposed. Obviously, consideration by the Committees will be given for extenuating circumstances. As the Rule states, notify General Manager Mike Lynch by May 15th for consideration or a waiver.

These Rules have not been revised and implemented to target any one group of boaters or to make it difficult for anyone to use and enjoy their boat. As a Club, we all share a passion for boating and we need to address an issue of providing space for all of us to do what we love. Remember, it's a good problem to have because it means the Club is healthy and growing!

Greg Gorny
Rear Commodore



The Erie Yacht Club Fleet

Racing into the Future....

by P/C Dave Heitzenrater



One of many explanations for the continued success of the EYC's racing fleet is the formation of the Family Jam Division, formed to promote easy, low cost, fun racing that offers the thrills of the start, tactical challenges of the race however minimize crew requirements. The emphasis is on FUN. It is specifically intended to be a starting point for new racers who can sail with the entire family.

Our F-JAM Division is low cost and easy because a handicap is assigned without charge and a sliding handicap system is applied that gives a bonus to all boats that did not place in a race allowing them an improved opportunity to move up in forthcoming finish positions.

In addition, the F-JAM Division is divided into several classes to group the boats by crew experience, size and speed potential. The intent is to be fair yet continuing to make the racing challenging and fun for everyone. The schedule has also been broken down into groups of three races to allow ample opportunity for numerous awards and individual trophies.

A very low entry fee covers the entire season and Early Bird payment receives a healthy discount. It's a fun summer package that includes many free pre-season events, post-race deck parties, awards presentations, door prizes, free food & beverages and fun. What's more, if a skipper is new to the fleet, one can join in on all of this fun and value for a mere \$50 for the entire season.

Offering more than racing, the fleet provides many social parties and educational events. Past presentations include classes on marine safety, racing techniques, strategy, marine products, sailing adventures, local marine projects, seamanship, author presentations and numerous other entertaining topics all at no charge.

2015 offered programs from Regional Science Consortium, Tall Ship Captain Jamie Trost spoke on the Porcupine project, Dr. Bruce Gebhardt spoke on cold water safety, Flagship Niagara Captain Billy Sabatini gave an update on the Brig, North U Cruising & Seamanship Seminar presentation was made by Captain Iver Franzen and an introduction to racing program was given by the fleet officers.

Regarding racing, the 2015 Family Jam Division class champions are as follows: Class D: P/C Tom Trost, Keya, Class C: A.J. Ficcardi, Joker, Class B: Ron Hamilton, Powderhound, Class A: P/C Dave Heitzenrater, Raven.

The five day 58th annual interclub cruise was held in late June and was another windy cruise around the eastern ports of Lake Erie. Race one was moved from the lake into Presque Isle Bay due to the heavy wind forecast. The race proved very exciting and challenging with a number of issues developing for the competitors. After five days on the water, EYC boats finished in eight of the top twelve places which allowed the EYC to earn the Four Ladies Trophy, awarded for the best performing yacht club four years in a row. Peter Lund in Taz took first place in the A fleet for the week.

(continued on next page)

Racing into the Future
(continued from previous page)

Locally, after a lengthy season, the Club's Spinnaker Division was highly contested and resulted in Bill Hertel and crew of Magic repeating as Boat of the Year. The J-35 Magic also led the Class A group with Pat Huntley on the J-80 Graffiti besting the class B entries. The prestigious Zurn Trophy was wrestled from all other competitors by Mike Mashyna racing his initial season on the Farr 30 Outlaw. Congratulations to all of the winners who may be viewed in the results page posted on the website. The many beautiful trophies can be viewed in our lobby show cases.

The Wolford Trophy, awarded for racing to Port Dover via Long Point and the Bluff Bar warning buoy with an overnight stay at PDYC and return came down to a tie between two classic and proper wooden yachts. The 2015 affair was another windy challenge with Altair and Dreamer defeating all of the more recent designed fiberglass challengers. Altair is a 42 ft. Rhodes designed sloop built in Germany in 1956. She is proudly sailed by EYC member Jeff Nagle. Dreamer, the 55' wood Alden ketch built in 1929 is most likely the oldest racing yacht currently on the entire lake escaped the tie by rule to take sole possession of the trophy. Dreamer is co-owned and carefully tended to by bay front sailmaker David Bierig and partners Douglas and Richard Klaber.

The Yachtswoman of the Year Award presentation was made post-humously by Mary Beth Dunagan in a very gracious and emotional presentation honoring Lynda Netkowitz who sadly passed away in September. Lynda was a key crew member on Magic and life companion of skipper Bill Hertel who was honored for her unique sailing abilities and experiences.

Also by decision of the Race Committee, P/C Tom Trost was the recipient of the Gail Garren award in honor of Gail Garren, a long time committee chair to recognize one person who in the opinion of the race Committee has contributed the most during the season through outstanding achievement, consistent participation and sailing sportsmanship.

The fleet with its many volunteers was successfully led by 2015 Chair Jon Stull who turned over the leadership position to Alex Miller who will guide the fleet into 2016 with continued exciting events and racing that will commence on May 11. Jon acted as the master of ceremonies and presenter at the jam packed fun loving November awards banquet and dance which could make an entire article in itself.

If you have a sailboat and want to get full use from it, come join us. The racing fleet has much to offer with all of the latest information available by clicking on the Racing Fleet menu on the club webpage. Check it out... Just do it!



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 - The Erie Yacht Club



A "Bucket List" Story:

Jim McBrier's "NYANZA" Almost Wins 2015 Port Huron to Mackinac Island Race

4th in Class • 6th overall
204 miles / Division 2 Shore Course

Ghost Written by Ken Claunch & a few of the Nyanza Pirates

As the story goes Dick Robertson and Jim McBrier on a cold winter evening at the EYC talked about the 20 inches of snow outside and switched the subject to warmer topics – sailing, summer and racing. And then the "Bucket List". The two minds collaborating together had an epiphany, the thought, "let's get in one more Mac race."

And so NYANZA with Captain Jim McBrier and a crew of seven competed in last year's 204 mile race from Port Huron, Michigan to Mackinac Island, the full length of Lake Huron. The crew aboard was Dick Robertson, David McBrier, JT McBrier (Young Jim), Jimmy Whistler, Ross Aresco, Rick McBrier and Sherry Burger (Professional Captain and sailor from FL). Five somewhat older, as above, and three 'youngsters' with muscles and sailing brains (your guess - see picture below).

The Nyanza Team



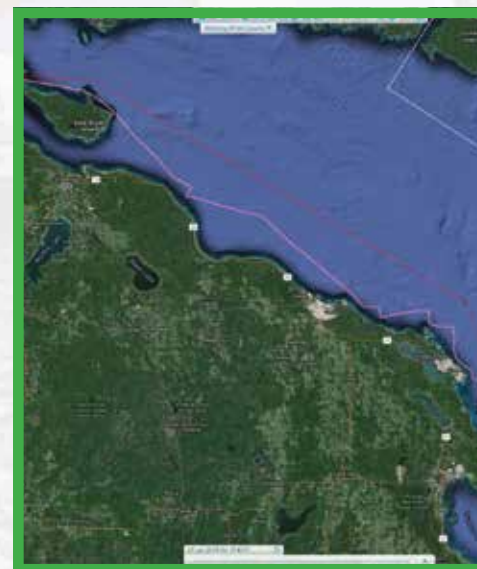
The teams started racing about noon on Saturday, August 18 and arrived at Mackinac Island early Monday morning at 2:23 am. It was close with the final results having NYANZA 4th in class L (19 boats in class L) and 6th overall (100 boats in Division 2 Shore Course). The Nyanza team put up a solid fight all the way until the end. This year was challenging as the event organizers allowed for Melges 24's to race for the first time ever. And to Nyanza's luck they landed in Class L. The two competing 1700 lbs light displacement Melges 24's with their voluminous asymmetrical spinnakers rapidly put the hammer down once it turned into a reach in the last night of racing moving up the northwestern shore of Lake Huron.

When Nyanza says "they almost won"... They prefer to take the racing results minus 2. 4th place minus qty 2 Melges 24's = 2nd place. Pirates do weird math, and that is how the story will be told for generations to come. Congratulations to team Eliminator (a C&C 35 MKII) who claimed 1st in class, and to the little tiny Melges 24's dinghies (2nd, and 3rd) for making it safely to the island. As pirates say "a battle well fought."

The 237 best yachts in the Great Lakes including 15 yachts trucked in from around the United States competed for the 2015 Port Huron to Mackinac race trophies. You could say the race was also on NYANZA'S 'bucket list' for the boat is classic; it's a Hinckley 42SW, built in 1982. Surprisingly, you don't see a lot 30,000 lbs. racing boats with varnish or teak at the docks in Mackinac. "Varnish, teak and full water tanks can be fast" says Jimmy Whistler. When the Nyanza team arrived Monday at 2:23 am only 21 boats had finished the courses which made finding a prime dock position for the party even better! It's always nice knowing there are 216 boats still out on the course when you are having your first ration of rum with your fellow pirates in one of the finest harbors in the world.

Dick Robertson commenting on the race said: "The race was an absolute pleasure because everyone on-board knew what to do being experienced salty sailors. There was actually little talk; we just jumped and did the obvious. Sailing by instinct so-to speak; all eight were delighted."

The start of the race was just north of Port Huron, Michigan and Sarnia, Canada in the far south latitudes of Lake Huron. In the Division II Shore



The pink line shows the course taken by Nyanza that allowed them to place so well, utilizing the higher winds coming off the shore.



A freighter maneuvering through the racers at the start of the race.

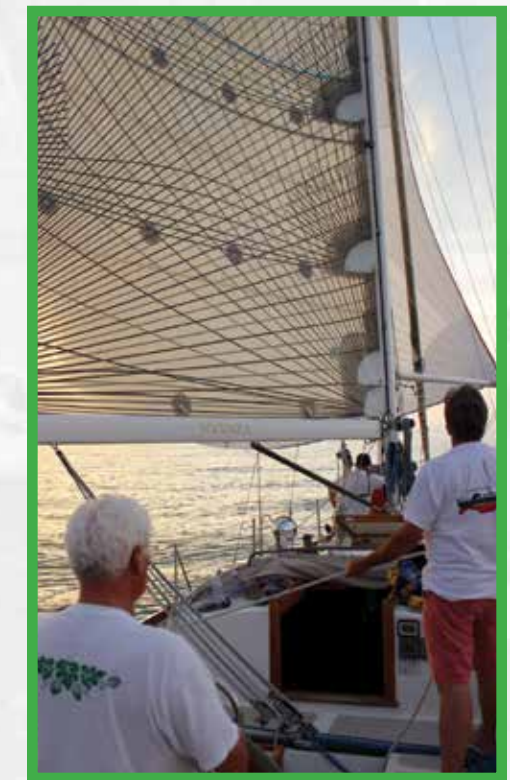
Course there were seven starts in a fleet of 100 boats. The start was with very little wind from the east, we all were drifting along at about 2 knots on a starboard tack. At one point a southbound freighter 'pierced' the racing fleet; since there was so little wind it was kind of enjoyable to watch how she strategically maneuvered through the mass of Grand Prix racing boats. (This area of Lake Huron is a confluence point for all lake freighters heading south to Detroit and on to, perhaps, the Atlantic Ocean.) As the 'weather gods' often do, the wind soon shifted a full 180 degrees and the great yacht Nyanza was on a port tack with still to light wind, but... we could see a dark front coming well ahead.

Again as the 'weather gods' often do, the front arrived and the wind increased from a few knots to about 40+ knots in a matter of seconds. "We were anticipating a frontal system, but were not expecting the wind to jump much above 20-25 knots. We had been watching the live weather forecasts at various Michigan weather stations for about 30 minutes before the line squall hit the fleet." With long distance racing, there is a general tendency to be a bit more conservative with weather because it's a long race and you don't want a miscalculated move to quickly create a safety situation causing damage to the team

members and the yacht. Unfortunately this quickly became a bad and dangerous situation.

Just prior to the line squall approaching, David McBrier, the bowman, was anticipating going to the

(continued on next page)



Jim McBrier at the wheel, just after the start with the spinnaker being trimmed and eased continuously.

A “Bucket List” Story

(continued from previous page)

jib as the westerly wind approached. As he tried to ready the jib, he found the jib roller furling drum to be severely tangled and fouled. To be ready for the fast approaching frontal system he worked diligently for 5 minutes to untangle the tightly wound line from the roller furling drum on the bow of the boat.

As the line squall began approaching from the shoreline horizon, the captain and then the crew commanded him to “Get the Chute down”. Here is how the dangerous events quickly unfolded from the perspective of the seasoned Bowman, nicknamed “Lebron”. At first David was unresponsive to the commands from the back of the boat for 38+ seconds, as he rapidly tried to coil the remaining line scattered all over the deck from roller furling system. Once the line was coiled and lashed down he sprinted back to the mast, grabbed the “Marlin Spike Fid” and then cat like ran to the bow, grabbed the forestay, climbed on the bow pulpit into a position that would enable him to not be Louisville slugged by the 6” spinnaker

pole on it’s release. Once safely in position on the bow pulpit he quickly spiked the Tylaska shackle with the “Marlin Spike Fid” using his right hand.

In an unexpected turn of events the shackle holding the stainless clue of the spinnaker released but unfortunately for the Nyanza team the spinnaker clue ring had knurled into the stainless steel shackle body and did not release as intended by design. The captain and crew yelled “Blow the Chute”, response from the bow “I did, it is released, but...” Just 4 seconds after this comment is when things got hairy and dangerous very quickly. The clue was caught in the shackle and it didn’t release! The 40+ knot gale had arrived. The boat perpendicular to the high speed wind out of the west and the spinnaker now 100% full pulling the mast and spreaders to the water. The boat was approaching an 85 degree angle. Picture this! The starboard side primary winches, located well up in the cockpit, were fully underwater in rapidly moving water. It was commented later that it was the first time the boat had ever had water close to entering the companion way hatch to down below! It was also a first for dunking the primary winches and cleaning the spreaders



GPS transponders placed on each boat allows pinpoint tracking available to all the racers via website, note the multiple changes of course in chart – some tacks, mostly lifts in the early stages of the race.

on the mast in the fresh Lake Huron waters! David, now on the bow, had to get to the mast “at once” to release the spinnaker. With the boat way over, spreaders touching the lake, he clung to the port lifelines as he crawled aft to avoid dropping down to the starboard side now in water. Leaping over to the mast, he popped the spinnaker halyard from the Harken winch jaws. The full length of the coiled spinnaker halyard went through his hands in less than a tenth of a second, ripping through two layers of leather from his sailing gloves and causing some minor burns on his fingers. David said that he had never seen the mast flex so much; it seemed impossible. As Jimmy Whister, Dick Robertson and Jim McBrier might say... “There were probably some momentary thoughts about the ‘bucket list’ idea. This may have caused us to lose a bit of distance here to ELIMINATOR.”

Nyanza and the fleet continued north with a nice brisk wind to the Alpena, Michigan area where the course generally turns from north to

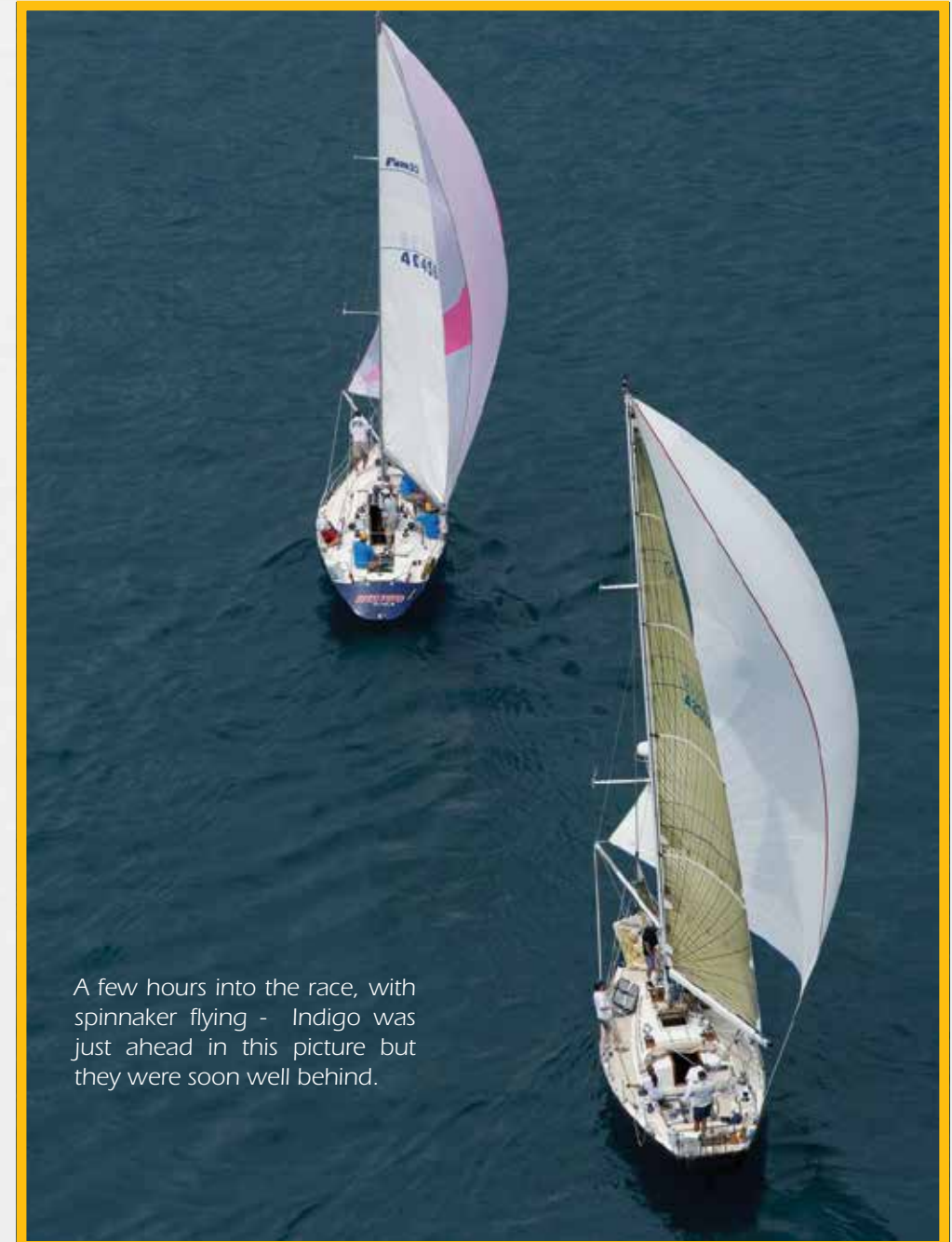
NNW and then later west as Mackinac Island is approached. At the Alpena area, the race turned from an easy port tack cruise to repeatedly tacking, or more importantly grabbing every LIFT on every wind shift coursing off the variable land topography. The ‘name of the game’ was to hug the shore for those lifts, sometimes tacking, sometimes being lifted up the shore. It was clear the best course was right at the shore, but the ‘rock gods’ had placed lots of rocks and boulders all along that shore area. With almost 8 foot of draft, great caution was required trying to get as far inshore as reasonable. (Note: The winning boat, ELIMINATOR, was able to hug the shore line very closely). One can count 36 course changes in this 100 mile stretch. (note Nyanza’s multiple course changes from it’s GPS tracking image on page 11)

Overall it was a 100% perfect Mackinac race for the captain and crew of the Nyanza team. They had multiple days and nights of beautiful coastal Great lakes sailing followed by a wonderful few days on the Mackinac Island enjoying the yacht festivities and the beautiful sights and sounds of the island life. And thankfully, the mishap in the first few hours of the event when the line squall went through did not cause any damage to the boat or crew, and after that it was fair weather sailing all the way to the Pony (Mackinac island).

And because of this Bucket List voyage, the captain and crew were able to add a few more (1000) hours to their log books. Don’t forget you have to get the boat to the start of the race and all the way back to Erie via the hull she is sailed on.

There are tall ships and small ships that sail the sea, but the best ships are friendships and may they always be. Start building your “Bucket List”

Here is a perspective from the captain on technology and how it is changing the strategy and tactics of racing.



A few hours into the race, with spinnaker flying - Indigo was just ahead in this picture but they were soon well behind.

All the yachts in the race had GPS satellite transponders mounted on deck, this transponder device relayed each boat’s GPS tracking positions by satellite to computer facilities in the UK. All this tracking data was displayed publicly on the tracking website, so it was possible for those on board OR shore side to follow what was happening in almost real-time to all the yachts. All the boats were tracked throughout the race until they were tied up on Mackinac Island. Captain Jim noted that usually when doing well near the end of a race, we’re saying things like, “we could win this” or

“we’re only a few seconds behind, trim that sail.” But with this tracking data being calculated at every point on corrected time, you know pretty well where you stand. Standing at the Pink Pony with your crew in the old days watching the finish yacht times come in, it’s more fun to hope and wonder!



Nyanza’s Navigator in action, James Taylor McBrier.

2015 Yachtswoman of the Year Lynda Netkowicz

by Mary Beth Dunagan

Lynda with Bill Hertel
at the 2012 Commodore Ball



When you say the name of this past year's 2015 Yachtswoman, you can't help but smile. Just the mere mention of her name brings a smile to all who knew her. The love of sailing, the competition, being outdoors in the open air (regardless of the weather), and the support of women in sailing are all part of Lynda Netkowicz. One of the biggest compliments that one of her crew members could give her was that "she wanted to be treated as just one of the guys". Lynda wanted no special treatment because she was a woman or the wife of the boat owner. She was capable of doing whatever was asked of her and did it well with the all the gusto, energy, dedication, and smiles galore.

Lynda's sailing career spanned over 35 years. Her sailing career started in the early 1980's aboard Summer Dawn. Her racing career began in the MORC main & jib fleet on a Sojourn, a Catalina 25. After winning the Class, her boat moved up to the Spinnaker Division. She sailed and competed on the Catalina for three years. Her husband, Rob Netkowicz, wanting to be more competitive, soon sold the Catalina and purchased a true racing yacht, a J-27 named Magic.

During these years, Lynda and Rob put together a crew that would be with them and compliment them for 23 years on four different boats, the Catalina 25, a J-27, a J-24, and S2-7.9. Following her time on Magic, she crewed aboard Rob's next boat, Fast Forward, a J-24, which they campaigned from Michigan to New York. After several years of the J24, Rob and Lynda moved up to a larger boat, Boomerang, a S2-7.9, EYC Boat of the Year in 2000.

This Yachtswoman was an integral part of any crew. She did everything from organizing the sails, packing the spinnaker, working in the Pit, and anywhere else where needed. Lynda was not one to complain, she just got her job done with a huge SMILE on her face and with little indifference to the struggle or the weather. She could skirt the foot of the jib with nimble and quick movements and work below deck even though she was claustrophobic. During a time she was sleeping on the boat, it started raining and all the hatches were closed. Lynda had a panic attack until Rob calmed her down by convincing her that air molecules were smaller than fiber glass molecules and pass right through the deck into the cabin.

Lynda could hand it out as well whenever anyone screwed up, or another boat got too close. She was a fireball when necessary and a calming influence when tempers flared. Truly a valuable member of any crew, just one of the guys.

Throughout the years, sailing was a major part of her summer activities with her loyal crew mates all joining in on the fun by adding a Bob extension to their names. There was Robbie Bob, Bobbie Bob, Billie Bob, Jeffie Bob, Davie Bob and Keithie Bob. Lynda was known as "Lynnie Bob". After 23 years of sailing and a four-boat learning curve with the "Bobs", Lynda, Rob and their crew achieved the first of three Boat of the Year honors including 2001 and again in 2003. These were also very difficult years for the Netkowicz family because Rob's health was failing as he fought cancer. Rob sailed off with the angels in February 2004. Her crew stuck together thru all the boats, tragedy and changes. Lynda was the "glue" that held it together, with her positive attitude, always smiling, the love of sailing, the joy of the competition and friendship to all.

Despite the tragedy of losing her husband, Lynda did not give up. So in 2004, it was no surprise that Lynda joined another crew. She sat with a J-35 crew of another Magic during an EYC sailing fleet meeting and was added to the crew list that very night. Considering all of her experience, Bill Hertel, the owner of Magic, thought "she was the Best sailor on the boat"! She fit right in with her new crew and never missed a practice or a race. Aboard this Magic, with her help, the boat won many awards, including several Spinnaker Class A first places, several Zurn Champion first places, Bay week first places, Lake Interclub first places, and 5 EYC Boat of the Year honors.

Lynda was an integral part of the crew on a total of 8 Boat of the Year campaigns over her 35 years sailing. A conservative estimate of over 20 races a year would yield over 700 sailboat races, not bad for a little 120 pound woman! Lynda had a way of shaping behavior by challenging others to always do better.

She could always offer that challenge with a smile, positive words of encouragement, contagious laughter, making everything fun, always taking the time to listen and care, and showing hard work and dedication to every aspect of her life. Unfortunately, in September 2015, Lynda passed away.

The 2015 EYC Yachtswoman was given in honor of woman who has left this world but not our hearts & memories. Lynda will always be with us in spirit and in the sailing winds that propel her beloved sailboats with a huge smile on her face. Her two daughters Kristy and Lisa, her precious grandson Finn, are all testament to her legacy. Kristy, her husband Mike, and Finn were presented the honor at the 2015 EYC Sailing Banquet this past November. The award was accepted on behalf of their wonderful mother, amazing father Rob Netkowicz, loving partner of Bill Hertel, and very talented and accomplished woman sailor: The 2015 EYC Yachtswoman... Lynda Netkowicz.



Her Crewmates from "Magic"

Daughter Kristy & Family
Accepting Award



Past Yachtswoman of the Year Award Winners



A Solemn Presentation

Scotch Tasting ♦♦2016♦♦

“You Take the High Road and We’ll Take the Low Road”

by Captain Eric Marshall
(USN Retired)
and P/C Gerry Urbaniak



From a breathtaking land of stark mountains, lush glens and ancient castles, flows an amber liquid, so loved around the world, that nothing that goes into a glass can match the fondness for it.

We’re referring to Scotch Whisky. And on Friday, April 29th at 7:00 p.m., the Erie Yacht Club will devote an entire evening to the Country, the flavors and the stories that make it so renowned. It’s our 8th Annual EYC Scotch Tasting.

This year, we will be taking the Low Roads to the sea, in experiencing the remarkable whisky of Scotland’s island distilleries. There are over 200 islands that make up this great nation, many of which, at one time or another, had their own signature distillery. Through the years, many have disappeared, yet those that remain harbor some of the greatest Scotch’s on the planet.

As we visit them through stories, tastings and music, we will begin to understand the reasons for their generation’s old survival and success. From breathtaking vistas, to lush fields of heather, we will travel along the shores of these island havens of malt whisky, and taste the smoky, yet sweet and salty marriage of the sea air, and the hearty earth tones. Paired with the delightful malt selections will be a host of sensational cuisines ranging from Brie, star fruit and smoked salmon, to Shepherd’s Pie made from fresh lamb, authentic Scottish Haggis and crème brulee.

So if you’re so inclined to experience centuries of culture, mixed with ample helpings of stories, melodies, and delicious fare, and a few drams of the world’s greatest elixir, then call your Erie Yacht Club, and reserve a spot for yourself, and someone that you share life’s best with.

Seating is very limited, so this event may sell out quickly. Please call early: (814) 453- 4931.

As always, Kilts, Sgian Dubh, and Sporrans are welcomed.



EYCRF Member Profile

Kim Yamma

by P/C Dave Heitzenrater

The EYC Racing Fleet is comprised of many sailors from many walks of life and various life experiences. A continuing question that always strikes my mind is just how did a particular individual become a sailor and how did they get involved in our racing fleet. Our instant target is Kimberly Yamma who despite having three children and being introduced to racing later in life, managed to purchase her own boat, race it, become chair of the racing fleet and start her own marine business.

Q. Hello Kim, tell us about yourself.

A. Born and raised in Erie I am the mother of three and grandmother to 2 ½ grandkids. My daughter is due the first of June with her second son. I was lucky to be able to stay home with my kids until they were all in school. And I somehow found myself in the paint business where I stayed for 25 years.



Kim enjoying some downtime with some fellow lady sailors at the EYC.

Q. Obviously you love boating and the boating culture. How did all of that come about?

A. It was in my early 40's when I became a single woman again and began dating a local sailor. He took me sailing for the first time. It was hook - line and sinker! (My dad was an avid fisherman but I had never sailed before.) The relationship didn't last but my love for sailing did so I bought Anam Cara - a 1987 Hunter 26.5. It was love at first sight. I docked her at Bay Harbor East. It was walking distance from where I lived at the time and brand new.

Q. Kim, that is great and very typical of many of us regarding the hook, line and sinker scenario.

So just how did you get involved with and join the EYCRF?

A. I started racing in the EYCRF shortly after I started sailing. Mostly in the "D" F-JAM Division. So I spent many a Wednesday night at the EYC bar after races and became friends with many of the sailors. After I bought my boat, I raced her for one full season but when work started to take too much time from my sailing, I had to make the difficult decision to sell Anam Cara. Then I needed a new "happy place" so I joined the Erie Yacht Club. Like-minded souls, friends with sailboats and all in one place, Perfect!

Q. The sale had to be a difficult decision. Do you have any memorable past sailing and racing experiences?

A. One of my most notable sailing experiences has to be the time I helped deliver a 37' Gulf Star from Key West, FL

to Georgetown, SC with a friend of my dad. Most of the time was spent motoring the inter-coastal water way but there were several days of sailing on the Atlantic Ocean. Dolphins, sea turtles, Portuguese man-o-war and assorted jelly fish, manta rays, and manatees were our traveling companions. I recall sailing one night after leaving St Augustine Harbor we were able to see the lights from Savannah, GA and Jacksonville, FL at the same time. Unfortunately the wind died and we ended up motoring all night to Savannah. Another night we spent drifting off Port Canaveral in pea soup thick fog - taking turns at watch, very grateful for radar.

Q. Tell us about your boat. How did you derive her name?

A. My boat was my happy place for five years. I purchased her from Tracy at RCR Yachts. It was love at first sight. I wanted a boat that was comfortable to sleep on but a competitive racing boat. I knew as soon as I boarded her that she was the one. And her name sealed the deal. Anam Cara is Gaelic for "soul mate" or "friend of the spirit". I was promptly told by a previous owner - Jude Dippold - that I was not allowed to change her name. There was no chance of that happening!

When the time came, I was very lucky that I was able to sell her to a friend and now co-business owner Mark Platteter. He has taken very good care of her and made many improvements, (wine cooler, air conditioning, surround sound, ice maker, all new electrical). And best of all I still get to sail on her. She now spends her summers on E dock at the EYC.

Q. Do you think you have faced any additional challenges as a female boat owner in this sport?

A. I have been told that it is bad luck to have a female on board a ship. And the first time I sailed on Dawn Treader, the clew ring ripped from the headsail. It was because it was an old sail - not because Alex Miller had a female on board. There are very many wonderful female sailors and I don't believe it to be the elite male sport of days gone by. I do believe we need more female boat owners and I hope to own a sailboat again someday.

The Erie Yacht Club definitely makes women feel welcome and included. I was fortunate and had the privilege of serving the members as the EYC Race Fleet chair for the 2013 season. It was a great experience and I was able to get to know my fellow sailors even better.

Q. Can you tell us about your new endeavor with American Cruising Sails? What got you to start this new career?

A. One clear windless Wednesday night after a JAM race on Red Herring, skipper AJ Miceli was telling the crew of his plans to sell his share of Fish USA business and also retire from teaching at Gannon University. He said he was looking to start another business - maybe a sail loft. I have been sewing all of my life (I have 5 machines at home) - even re-covered the cushions of a friend's boat some 30 years ago. I had been thinking of making sails for almost 15 years. We could do this. American Cruising Sails was born. We even came up with the name that night. AJ Miceli, Mark Platteter, Rosemary Briggs and I were starting a sail loft. We bought a used industrial sewing machine and a mainsail kit from Sailrite for a Catalina 22 and after many long nights and weekends in the back of Mark's warehouse and lots of cussing (the machine was in desperate need of servicing) we had a mainsail. We could do this.

Q. Wonderful! Can you explain a little more about the business?

A. In March of 2014 we leased the basement of the Frontier Building at the corner of W 8th and Mohawk. We purchased a new sewing machine and also invested in a plotter. Mark built a 32'

x 12' table to accommodate our equipment. While in the process of planning this venture I spoke to master sailmaker Dave Bierig and asked if he needed any help at his loft. I told him I wanted to make sails. His answer was an emphatic NO. To him I was just another sailor who thought they could make sails as a hobby. He has since become a wonderful friend, resource and mentor.

The word spread that we had a loft and repairs started coming in and even a couple of brave sailors took a chance on us and let us make them new sails. Winter came and with no history or reputation we needed something to pay the rent so we started making totes, bags and purses out of old worn out sails. The first of which was Anam Cara's blown out main. We started selling them at the Maritime Museum Gift Shop. It is now a valuable part of our business.

Q. What were the most difficult issues you had to deal with?

A. Because we all had full time careers this was a part time evening and weekend endeavor. It became clear during the summer of 2015 that something had to change. What good is having a sail loft if you don't have time to sail anymore? That's where I was. Then Mr. Bierig called and asked if we wanted to make new sails for the Telstar and Gemini multi hulls, one of his product lines he was fulfilling. Soon I was spending time at Dave's loft, our loft and still had a full time job. That changed in September. I am now able to devote a lot more time to sail making.

Q. Are there any important successes stories you would like to share?

A. My favorite success story is from Russ Thompson. We made him a spinnaker for his Lightning. During a regatta he was in 12th place going up wind and when he rounded the mark and put up the spinnaker he passed something like 6 boats going downwind. He tells the story better than me.

Q. Any other hobbies, sports, activities?

A. You mean if I had time :) ?

Q. Is there anything else you would like to share, thoughts, goals, bucket list, planned activities etc.

A. My bucket list is quite extensive - Sail in the Mediterranean, charter a sailboat in the BVI's, go on a river cruise in Europe - I see a theme! My immediate goal is to make American Cruising Sails successful enough to allow me to travel and shorten my bucket list.

Thank you Kim for sharing part of your life with us. Good luck to you and your partners. See you on the water soon!



Get On Board with the EYC Cruising Fleet!

by Bob Cunningham



We are organizing a Power Boat Cruising Fleet with trips starting in the summer of 2016.

All member boats are welcome. Possible destinations are Mentor Harbor YC, Lakeside YC, Ashtabula YC, and points beyond...

There will be an organizational meeting at the Club on Tuesday March 8 at 6:30 pm (first day after shutdown). The purpose of this meeting is to gauge interest, talk about possible dates/destinations and in general organize for one or two short cruises for the inaugural season.

Many other clubs have cruising fleets and we think this is a great way for our members to meet one another, improve their boating skills and have a lot of fun at the same time. Hope you'll join us! The more the merrier!

If you have had a desire to travel by water on your boat to someplace other than the beach or marina, come join in the fun. Our plan is to start with short 3-4 day cruises and vary them with longer ones as we get established. Having watched other clubs arrive at EYC with many boats and all the fun they have; we feel it's time we get our fleet together.

If you'd like to attend, please call the Club office at 453-4931 and leave your name and member number. This is just to get a feel for how many may attend the first meeting. If you didn't register for the meeting, and your plans change, you can come anyway.

If you are interested in cruising and cannot attend the meeting (OK snow birds, that means you!), please call the Club office and leave your name, member number and return date or email Bob Cunningham at: richieseaa@aol.com or Club Secretary Treasurer Karen Imig Carns at: secretary@erieyachtclub.org.

One of us will get in contact with you upon your return.
P.S. sailboats are welcome as well.



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If These Docks Could Talk

by P/C Gib Loesel

An EYC "Pop Quiz"



When the new history committee was being organized we (the committee) thought it would be a good idea to create EYC history questions for Trivia Night. The Trivia Night organizers also thought it was a good idea and they could be used as "tie breakers." So far so good. Along about the second or third session they decided that some of the questions were too hard and some too obscure so this got me to thinking (again) maybe the entire membership might like to take a "crack" at them. Clues are located in and around the club house, locker house, canoe house, the grounds in general and the 100th year EYC History Book. There are 13 questions listed below, the answers are on page 28 along with a few pictures and a few very short stories about the answers. Good Luck!!

Question #1:

How many Commodores have served multiple terms, 11, 12, 14 or 16?

Question #2:

Commodore Bliss served as Commodore several times. How many times did he serve 4, 5, 9, 11 or 13?

Question #3:

Which company gifted to the Club the large satellite picture in the hall next to the kitchen; Robertson Kitchens (P/C Dick Robertson), Zurn Industries (P/C Frank Zurn), Finish Engineering (P/C Bob Way) or Erie Industrial Supply Company (P/C Dave Schuler)?

Question 4:

P/C Pete Traphagen crossed Lake Erie for 12 consecutive calendar months in his yacht Sojourner. The crossing covered a two year period. Which two years? 1979/80, 1989/90, 1992/93 or 1993/94

Question 5:

There is a large satellite picture of the Presque Isle area next to the General Managers office. It was gifted in the memory of P/C Durk Braggins, Dock Master Martin Pomorski, Homer Coleman or P/C George T. Bliss?

Question 6:

What year was the Locker House Built: 1918, 1919, 1920 or 1921?

Question 7:

What year was the foundation added 1944, 1945, 1946 or 1949?

Question 8:

Who was Commodore when the foundation was added Andy Shafer, Dick Schlaudecker, Clarence Krug or Bob Dodsworth?

Question 9:

The Locker House was painted in 1945. Who was the "chief artist": Hank Lorence, Charlie O'Day, Rip Sawdey or I. Martin Pomorski?

Question 10:

The flag pole in front of the club was designed and built by Amthor Steel, Bob Way, Charles Blakley or Kaiser Aluminum?

Question 11:

The wooden flag pole which was located at the south end of "D" dock was a mast off of which Erie Yacht Club racing sailboat: Iroquois, Miriam, Marvel or Grace?

Question 12:

Erie Yacht Club's fuel dock use to be located at the north end of "D" dock. Which gas sign was displayed Texaco, Gulf, Esso or United?

Question 13 is the \$64,000 question: What was the name of P/C Captain William Morrison's dog? (If you are not over 80 you don't stand a chance, sorry no hint)

(continued with answers on page 28)

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What's the Good Word?

by Dan Dundon



In the spirit of anticipating another great boating season as well as suggesting reflections for quiet times aboard our boats this summer, this installment of Good Words will offer thoughts from some mystics of the East.

We are what we think. All that we are arises from our thoughts. With our thoughts we make the world.

The mind is everything. What you think, you become.

- *Buddha*

You cannot do right in one department of life while occupied doing wrong in any other department. Life is one indivisible whole.

- *Gandhi*

Fall seven times, stand up eight times.

The superior man seeks what is right. The inferior man seeks what is profitable.

If a man take no thought about what is distant, he will find sorrow near at hand.

- *Confucius*

Wherever there is attachment, association with it brings endless misery.

- *Gapopa*

One who knows the Self puts death to death.

- *Upanishads*

To know what we do not know is the beginning of wisdom.

- *Maha Sthavira*

Muddy water. Let stand. Become clear.

If you are depressed, you are living in the past.

If you are anxious, you are living in the future.

If you are at peace, you are living in the present.

In thinking, keep it simple.

In conflict, be fair and generous.

In governing, do not try to control.

In work, do what you enjoy.

In family life, be completely present.

- *Lao-tzu*

Never let life's hardships disturb you. After all, no one can avoid problems, not even saints or sages.

- *Nichiren*

So, I hope you enjoyed these Good Words! Don't forget to send me your favorite quotes and words-of-wisdom (dandundon@gmail.com) for us to include in future EYC log articles!

In closing:

There is always a piece of fortune in misfortune.

Keep a green tree in your heart and perhaps a songbird will come.



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ERIE YACHT CLUB

Making EYC History!

A new Erie Yacht Club History Committee has been established to continue the preservation of our ongoing history and to continue documenting, collecting and archiving any and all items of interest from the past.

Hopefully by the time you are reading this history; items will have started to appear on one of the TV's in the Grill Room (South Wall near the Waitress Station) to start with, there will be pictures and pages from the 100 year history book published in 1995.

We would like to thank the members who have so graciously volunteered to conduct the interviews of our past commodores. Your time and efforts are greatly appreciated.

The EYC History Committee is now collecting historical items that members think should be in our archives. Anyone with archiving experience who would like to work on this project please let us know.

As the committee moves along if you have any ideas or thoughts we would be interested in hearing them.

Gib Loesel - Mary Gensheimer - Sandy Will



Archivist Needed:

The EYC Historical Committee is looking for an archivist who would be willing to collect & organize items and information pertaining to the Erie Yacht Club.

Please help the Erie Yacht Club History Committee preserve our esteemed heritage by contacting:
Gib Loesel at :814.440.2394 or MC Gensheimer at 814.455.0497

AMERICA'S CUP QUALIFIERS SET SAIL FOR CHICAGO

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The LOUIS VUITTON AMERICA'S CUP WORLD SERIES CHICAGO is a qualifying event for the 2017 America's Cup in Bermuda and will take place June 10-12, 2016, at Navy Pier, Chicago.

This is the first time ever that these America's cup qualifying races are to be held in fresh water and secondly on the great lakes in near-by Chicago. The races will be held on Sat & Sun June 11 & 12 off Navy Pier, center city Chicago. There are a number of our members who will be attending this once in a life time happening.

Tickets for a weekend pass to the race village are \$49. You can also choose from a number of on the water viewing cruises. View all of the information on line at:
acws-chicago.americascup.com.

We will plan an EYC happy hour on Friday night if there is enough interest.

Let us know if you plan to attend contact Dave Heitzenrater at:
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If These Docks Could Talk

An EYC "Pop Quiz" Answers

1) - 16 which includes P/C Dick Robertson who stayed for a second year when V/C Jim Lockwood "slipped his anchor" the night before he would have assumed the office of Commodore. Jim's name is on the board.

2) - Bliss 11, Henry Chattan served three times the balance two years each.

3) - Finish Engineering

4) -1989/90 (P/C Pete Gorny was his crew and it was reported that they could hear the ice "pinging" as they broke it up around Long Point) These are Pete's words, "We heard it two times during the trip. Going down Presque Isle Bay it was dead calm and the water was beginning to freeze. It sounded like a light rain on a dead calm night. In fact, at first we thought it was starting to rain. It was the bow breaking through the very thin ice. We motored across the lake and the same thing happened at Long Point."

5) - Homer Coleman by his son Bill Colman

6) - 1920, on a floor that was used for the tent floor during the I.Y.L.A. Regatta hosted by EYC, the floor was moved to the Locker House location where the building was constructed however it was built without a foundation. (The tent can be seen in many of the old club pictures)

7) - 1945

8) - Dick Schlaudecker

9) - Rip Sawdey and 36 other distinguished Artists. The Locker House was divided up into sections, a section for each member to paint it turned out that the members hired the "Canoe House Kids" to do their "squares".

10) - The unstayed flag pole was designed and built by P/C Bob Way.

11) - Miriam owned by P/C Captain William Morrison.

12) - Texaco

13) - Polly (as I remember Polly even sat by his side when the P/C's lined up for Memorial Day)

"If These Docks Could Talk" they would say: "If you didn't get 100% I hope you got to know your Club a little better!"



Sock Burning Party!

Ahoy Springtime!

Warm weather ahead. Time to start realistically looking forward to another boating season. What better way to give the one-fingered wave goodbye to winter than a good old fashioned sock burning party.


On Wednesday March 16th the EYC will play host to our annual Sock Burning Party on the Club-house deck at 6 PM. Fabulous dinner and drink specials will be featured as well as live entertainment by The Breeze Band. Be sure and bring your smelliest winter socks to offer up in sacrifice to gods of warm summer weather and a beautiful sailing season ahead.

The act of sock burning began as a tradition in the town of Annapolis, MD in the mid 1980's, according the Annapolis Maritime Museum.

It is celebrated in conjunction with the spring equinox when day and night are of equal length everywhere on earth. In the boating community, it is highly frowned upon to wear socks with your shoes between the spring and fall equinox.

There is one exception to this "sockless" rule: If on a given day the temperature drops below 30° Fahrenheit and the wind gusts over 17 knots, one can wimp out and don socks. This is known as the "Wimp-Chill Factor."

The Erie Yacht Club will be wimp free as we host your Sock Burning Happy Hour.



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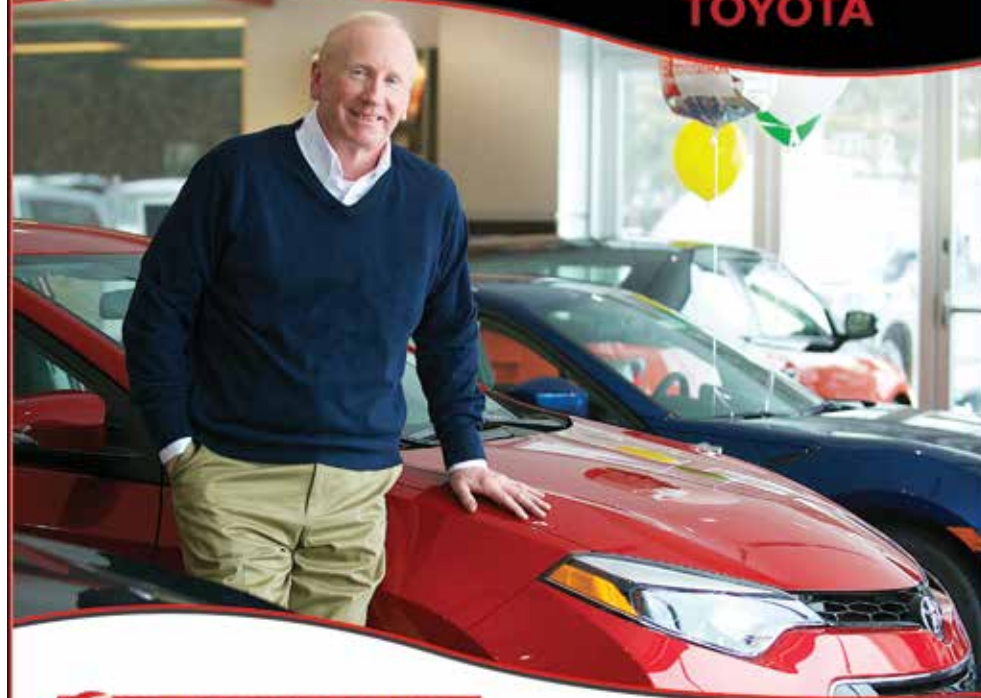
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LOG Content Contribution

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



March Calendar of Club Events

- 8th Club Reopens
- 9th EYC Fellowship Dinner
"Post 9/11 America"
Presented by David Martine
Cocktails 6pm • Dinner 6:30pm
Reservations Required at 453-4931
- 10th "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
- 13th A la carte Breakfast • 10am - 2pm
- 16th Sock Burning Party
6pm on the EYC Deck
Entertainment by The Breeze Band
- 17th "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
- 20th A la carte Breakfast • 10am - 2pm
- 22nd Blushing Brush Night
Painting Class Event • 7pm
Presented by EYC Auxiliary
\$40 per person
Reservations Required
- 24th "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
- 27th Easter Sunday Brunch
11am - 2:30 • Adults \$22.95
Ages 11-15 \$16.95 • 5-10 \$11.95
4 & under - Free
Plus tax & gratuity
Reservations Required

Remember!
The Club Will Be
Shut Down From
February 28th - March 7th
For Annual
Maintenance

Boating Basics



■ **Basic Boating Course** ■
Tom Ridge Center,
Saturday, April 30, 2016
from 8am to 4pm.

**Presented by the
PA Fish and Boat
Commission**



Course itself is free of charge but you'll forward \$10.00 with your application.

Pre-registration is required by calling 814-336-2426.



April Calendar of Club Events

- 3rd A la carte Breakfast • 10am - 2pm
- 6th EYC Fellowship Dinner
"The Canal Era"
Presented by David Frew and Jerry Skrypzak
Cocktails 6pm • Dinner 6:30pm
Reservations Required at 453-4931
- 10th A la carte Breakfast • 10am - 2pm
- 14th Taxpayers Bawl • 5pm - 9pm
Share the taxpayers blues with your fellow taxpayers • Hors d'oeuvres
Drink Specials & Select Dinner
specials priced at \$10.40
- 16th Wine Tasting Dinner • 6pm
"West Coast Flavor"
Five Course Menu • Limited to the first 30 reservations at 453-4931
\$75 per person plus gratuity.
- 17th A la carte Breakfast • 10am - 2pm
- 24th A la carte Breakfast • 10am - 2pm
- 29th EYC Scotch Tasting Event
Sample Malts from the Scottish Islands • Hors d'oeuvres
Haggis & Shepherd's Pie • 7-9pm
Reservations are very limited at 453-4931

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

www.erieyachtclub.org



the empty fridge

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