

# The ELOG



**Gooooood  
Morning  
EYC!**





ERIE YACHT CLUB

# Making EYC History!

The 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.

With the expansion of the archives the Committee really needs your help. If you are the type of person who enjoys history and likes to keep things in their place... this is just for you!

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



## CONTENTS

|  |    |
|--|----|
| Gooooo Morning EYC .....                         | 4  |
| EYC Sailing Fleet Celebrates 25 Years.....       | 6  |
| Cruising Fleet Cruises into 2017 .....           | 10 |
| A Primer for AIS .....                           | 12 |
| It's Never too Late to Sharpen Your Skates ..... | 16 |
| If These Docks Could Talk .....                  | 14 |
| What's the Good Word .....                       | 20 |
| Tasting the Northern Highlands of Scotland ..... | 22 |
| 2016 Yachtwoman Award .....                      | 26 |
| Gail Garren Award .....                          | 28 |

## From the Bridge

by Vice Commodore Greg Gorny

I hope you have taken the opportunity to enjoy the numerous activities at your club over the cold winter months. Trivia, Fellowship dinners, bowling, and various other social events have packed the calendar.

There are many more activities prior to opening day ceremonies in May. Participate in one and find out just how much happens at your Club under the cover of snow and ice.

In the mindset of temporary inconvenience and permanent improvement, I am asking for your patience on a major capital project. Contractors and our grounds crew are working diligently through the inclement weather on renovations to I dock, its utilities, and the surrounding drive and walkways. Please be aware of construction activities and vehicles in the area and stay clear for your safety. Also a number of cosmetic improvements took place during the Club shutdown.



These included new folding walls, refinishing the doors and frames in the ballroom, and also refinishing the bar floor area.

The House Committee has teamed with Chef Dan and the House staff to continually refine our food and drink menus. Constructive suggestions are always welcome. Contact me or any member of the House Committee with your input.

The time will fly by so prepare for your boating season early. Check your safety gear and enjoy all the experiences available at your Club. Think spring!

## Directory

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## On the Cover...

Early risers know that the EYC takes on a whole different look in the early morning hours, as seen in Tom Madura's cover photo of a tranquil August sunrise.



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Scan to learn about the Erie Yacht Club





Sunset Happy Hours, dock parties, dinners on the deck, or just hanging out on the boat with a cocktail as the sun goes down.

We've all experienced the magic of hanging around the Erie Yacht Club on balmy summer evenings. But how many of you have been to the club in the early morning hours? If you haven't, you owe yourself the experience. If you have, you understand what a wonderful, magical place it can be to greet the new day.

Our familiar club is like a different world in the morning – calm, peaceful, serene, surrounded by the sights and sounds of nature. A subdued sanctuary from the hustle and bustle of everyday life.

And yet there can be a lot to see early in the morning - the sunrise over the city; a full moon setting in the still dim western sky; ducks and gulls taking a leisurely swim in search of their morning meal. If you're lucky, you may catch a glimpse of one of our resident minks prowling the water's edge in search of fish.

There's human activity, as well, although it too seems to proceed at a slower than normal pace, as if people are afraid to break the morning stillness. Fishermen leave port in the orange glow of the rising sun, eager to find the day's catch. Sailors motor out in the calm air, headed for destinations unknown. Occasionally you'll see runners or walkers or folks walking their dog, and they'll offer a "Good morning!" quietly, so as not to disturb the peacefulness.

So I urge you - this summer, for a different type of Erie Yacht Club experience, get down there early some morning, before sunrise. Take a cup of coffee, sit out at the lighthouse, savor the stillness and quiet, and watch the world transform around you, slowly, and appreciate it.

You won't regret it.







# ERIE YACHT CLUB RACING FLEET CELEBRATES 25 YEARS

The Erie Yacht Club's Racing Fleet celebrates its 25th year with the forthcoming 2017 racing season. Our fleet enters its silver anniversary very healthy with a strong membership and many enthusiastic volunteers that allow it to function smoothly. The group is comprised of over 300 sailors competing on 66 boats which currently range from 22' plastic boats to a classic 55' wooden finely varnished yacht. The Fleet hosts over 50 races per season plus many free fun parties and educational events in addition to the sponsored races that direct the fleet not only out to Presque Isle Bay but across state lines and into Canada eh! And don't forget the Great Fall Chili Race and Cook-off !

The Club's organized racing had been previously shared by a number of separate organizations prior to 1992 including the EYC Auxiliary Fleet under the Cruising Club of America rules and the Midget Ocean Racing Club, Presque Isle Station 31. The smaller open boats and dinghy's raced separately.

Our 2016 racing season concluded just as it began with hundreds of owners and crew enjoying themselves. The season was officially concluded with the November awards dinner and dance but the season had actually begun long before the racing season the essential planning and scheduling.

Last year's winter-spring social meetings included educational programs by Capt. Jamie Trost, Tall Ship Captain speaking on the Bayfront Maritime Centre's Porcupine restoration project, Mr. Tim Jackett, Chief Designer, Chief Operating Officer of Tartan Yachts speaking on modern boat construction, Skip Dieball of North Sails presentation on mounting a successful campaign and the unique effort required to not only successfully compete but to win the Echelles World Championships in Hong Kong just a few months earlier. These events are among the many free parties conducted by the fleet.

The competition began in May that brought tons of racing and fun however after hundreds of nautical miles of water passed beneath those polished keels, the on the water struggle concluded at the annual November dinner, dance and awards show. The Boat of the Year being awarded to Bill Hertel's Magic (J-35) and prestigious Zurn Trophy being earned by Mike Mashyna and crew aboard Outlaw (Farr 30). The Class B Spinnaker Championship was claimed by Alex Miller on Pagan (J-29). There were four class champions within the Family Jam Division which were topped by class A: Mike Mashyna's Outlaw; B: Serendipity (C&C 30) sailed by V/C Greg Gorny, C: Vamanos (J-22) skippered by D: David McBrier and Deliquescent (Catalina 30) owned by Frank Jarecki.

*(continued on next page)*



BY P/C DAVE HEITZENRATER





## EYC Racing Fleet Celebrates 25 Years

(continued from previous page)

The Regatta de le Femme was won by Jackie Exley on Pagan. The beautiful crystal loving cup representing the Yachswoman of the Year Award was presented to the deserving youthful Meredith Gourley. The Wolford Trophy was won by none other than 8th time winner, Chris Wolford on Andycapp (Cal 33). Finally the annual Gail Garren Award for the individual who has contributed the most to the fleet was joyfully awarded to our well-deserved Principal Race Officer, Mike Squeglia.

Our past racing season was very successful thanks to the skillful management of Chairman Alex Miller aided by the many volunteer officers, committee heads and committee members. The new season planning has already begun with new chairman Frank Jarecki.

Kenny Read at the EYC,  
April 27th 2017.  
Save the date!

2017 pre-season events scheduled at this writing include 'An Evening with Kenny Read'. Mr. Read is a World Class Sailor and President of North Sails Group. His most recent sailing has been as skipper of Jim Clark's 100' carbon fiber super yacht "Comanche". Ken Read is a three-time America's Cup veteran, racing for American teams in 1995, 2000, and 2003. He is known to sailors around the world as the very entertaining America's cup race commentator with broad firsthand knowledge of the event. He is also a big supporter of the AC Endeavour youth education/sailing program.

North-U Seminar  
Rules and Tactics

New Racing Rules for 2017-2020 date to be determined.

The worldwide Racing Rules of Sailing are updated every four years. Whether you're racing in the USA, Mexico, Spain or Estonia, the racing rules are the same. The rules makers have made the changes which will apply for the next four years. The global sailmaker, North Sails will conduct a North-U seminar discussing tactics and the rule changes here at the EYC as they have in the past.

Beginners are always welcome.

We have a Family Jib and Main-sail only division made just for those who would like to ease into racing. Joining our sport is inexpensive, fun and easy. Weather you would like to join a crew, volunteer your services or enter your boat, we make it fun and easy to get started.

Complete detailed fleet information is available concerning all of the events and anything that matters on our multipage website. Go to: [eriyachtclub.org](http://eriyachtclub.org)

Come play with us! Come to our events, Volunteer, Join a crew or just start racing.

Smooth sailing to all...





# EYC CRUISING FLEET CRUISES INTO 2017

BY KAREN CARNS

2016 saw the inaugural season of the new EYC Cruising Fleet which included tons of great boating activities. We started the season with an informational meeting including a visit from USCG Commander Matt Jordan to discuss boating safety. A memorable 21 boat Memorial Day Raft Up provided a great start to a fabulous boating season.

This was followed by picnics, a July cruise to Mentor Harbor Yacht Club for a Luau Party and an August cruise to the always fun Port Dover Yacht Club. There we celebrated with a rum party along our PDYC friends and enjoyed "Art in the Park," a craft and art festival in the heart of downtown. And then of course there was perch at the Erie Beach! A Labor Day Weekend Raft Off and a Pre-Holiday Cocktail Party ended the season... and plans for 2017 look to be just as exciting!

Among the many things in store for the upcoming boating season are informational meetings with interesting speakers, several rendezvous and involvement in various EYC Club activities. This season's possible destinations being considered include Conneaut, OH, Barcelona, NY and/or Ashtabula, OH for day trips, with a possible "Bike, Boat and BBQ" trip. A trip to Buffalo, the Erie Canal and points East is also under consideration.

Another option is heading west to Put-in-Bay and Kelly's Island with stops along the way in Vermillion, or at Pickle Bill's, or Cleveland for an Indians game, or a trip to the Rock and Roll Hall of Fame. The possibilities are endless. The group will decide after hearing what everyone wants to do this summer. Although primarily power boats, all EYC members, both boat owning or not, are welcome to participate. Sailors and Powerboaters can easily raft off together, also there were several folks who traveled along with cruising fleet friends to both Mentor and Port Dover.

Aside from the fun of just being out on our boats, the camaraderie was one of the best results of this new group. Several new Club members joined in on the fun and were delighted to have a way to get to know their new Club mates. In addition, there were many long-time members who participated who were just as delighted to meet a whole new group of friends at the Club. One participant said, "We've been to Mentor before on our boat, but it was so much more fun to do it with our group!" And we did have fun. .eating, drinking, dancing and just chilling. It was a terrific cruising summer!

So, if you want an excuse to get out on your boat, meet new Club friends and strengthen ties with existing ones, the EYC Cruising Fleet is for you. Contact Brad and Karen Carns at 814-881-5367 or Bob and Dianne Cunningham at 814-873-4753 if you want more information. See you on the water!





# A PRIMER ON AIS

by GENE POLASKI

AIS is an acronym for Automatic Identification System and is an electronic system on boats and ships used in collision avoidance.

AIS is primarily used on ships but simpler variations are now finding their way onto pleasure vessels. In fact, several boats at the Erie Yacht Club have installed AIS units as well as the brig Niagara.

Similar to radar, a signal is sent out via a transponder and can be picked up by a receiver. Thus if a ship is sending out an AIS signal, other ships can receive it and gather information useful for location and avoidance.

A simple way to understand its function is to go to the web site: [Marinetraffic.com](http://Marinetraffic.com). Here you can zoom into a map of the Great Lakes (or anywhere in the world) or just a portion of a lake. On the computer screen, acting as a receiver, you will see a boat shape representing a vessel that is sending out a signal. If you click on that image, a small box will appear that contains the name of the ship, its destination and ETA, course, speed and sometimes a photo. Signals are generally received within minutes of transmission. Military vessel signals, if received, may be hours old for security reasons. The color of the vessel indicates the type of boat such as a tug, pilot boat, tanker, etc.



A typical "Class B" type AIS unit.

If you don't have AIS but have internet access while traveling on your boat, you can just use your laptop to see what vessels are nearby, but only the ones that have AIS. Of course you are not sending any signal out, so no other vessels will "see" you. You will not receive as much information as an actual AIS unit would.

I use the marine traffic site to follow ships on the Great Lakes and see if any are coming to Erie. By knowing its ETA, I can have my camera ready at the channel entrance to take some photos. However the signal seems to be lost with most ships coming from the west once they cross the Ohio/Pennsylvania border (i.e. Conneaut) but hopefully I have already identified them while they were at the end of the lake or in either lake Huron or Superior or possibly the Welland canal to the east, days before their scheduled arrival.

A section of European marine traffic, via [Marinetraffic.com](http://Marinetraffic.com). The various colored icons indicate the different types of vessels identified, with further details available about each vessel with a simple click of your mouse.

Some radar have supplementary functions (ARPA-automatic radar plotting aid) and can show information on a contact and its position when connected with an electronic chart. (ECDIS - electronic chart display and information system). An example of an ECDIS is shown in the photo taken from the ship's bridge simulator at the Bayfront Maritime Center. Note that the Bayfront Maritime Center has recently been approved by the US Coast Guard for offering both commercial and recreational radar courses.

AIS functions through a VHF transceiver and a GPS system which also can be connected to an ECDIS so that the contact is also displayed on the chart showing its speed, direction, bearing, closest point of approach and more, just like the radar/ARPA.

The international Maritime Organization's International Convention for the Safety of Life at Sea requires AIS to be fitted aboard international voyaging ships with gross tonnage (GT) of 300 or more, and all passenger ships over 65 feet.



An example of an ECDIS display of the New York harbor entrance

Commercial vessels must use a "Class A" unit which costs about \$2,000. Recreational boats can use a "Class B" which is between \$500 - \$900. Receive only units are in the \$500 range which can also be connected into a chart plotter. Since AIS operates via VHF, an antenna splitter can be obtained and the AIS can then operate through the same antenna as your VHF boat radio.

Small personal size units are available that fit onto a life jacket and can be used for recovery of a "man overboard".

Recently showing up on electronic charts via AIS are virtual buoys. There are two near the channel entrance in Erie. They really don't exist except by using an AIS connected to an ECDIS. They can be seen, pink in color, on [Marinetraffic.com](http://Marinetraffic.com).

So while sitting in your armchair with your laptop, have some fun by following ships, although in the winter it will have to be on coastal areas since most shipping is suspended on the Great Lakes. One fun site is a web cam in Fort Lauderdale (Port Everglades) where you can see commercial ships and many cruise ships coming and going, and by scrolling down on the site, you can see the AIS display of the marine traffic at that port of call. (<http://www.portevergladeswebcam.com/>)



# If These Docks Could Talk

by P/C Gib Loesel

## "A Little Known EYC Cult"

A few weeks ago I was getting ready to go to lunch with my old DOM pals when I got to thinking (again) that there are precious few (that means who are still alive) who know that the EYC has a Cult.

After I typed the word cult I got to thinking (again) the word "cult" might be a little too strong, I don't want anyone to think there was a group inside our Club that are going to march out on the dock and make its members drink tainted cool aid and jump in. Hmmm Wikipedia here I come... "a cult is a social group with socially deviant or novel beliefs and practices, although this is often unclear".

OK I am safe, DOM fits "social" and yes we got together on a regular basis, the First Friday after the First Monday of every month (check); "deviant" of course we all like pin ups (check); "novel beliefs" playing cards (check); "practices" drinking beer (check).

Now that I have gone this far I will crack the code for you, DOM stands for "Drunk of the Month", did I mention this is a guy thing and the wives had their own name for it "DUMB CLUB"!!

Believe it or not my brother Richard actually had the exact date of DOM's first meeting. It was July 19, 1955 when a group of the old Canoe House Kids met on the second floor of the Canoe House. So when my brother Richard, Lew Klahr, Al Rickloff, Fred Brehob, Dick Forbeck, Al Benson, Pat Curtis, Al Benson, Gordy Gebhardt and Boyd Bert got together the DOM was born.

This esteemed group of EYC sailors was reuniting after years of college, military service and starting families. Coincidentally most had graduated from Strong Vincent and been on the swimming team.

After establishing the meeting date next came the organization's first order of business, electing a President, but let's call him something different "DOM Magnifio" was accepted and yes you may have guessed Brother Richard was elected, and 62 years later he still holds the position. With a meeting time established a different Chairman was needed for each month; his duties: call everyone as a reminder, make the food, bring the beer and cards. Now this started to involve money so dues were establish, 12 months at \$1.00 payable in advance. That way the Chairman could get his beer and food money back.

If there was beer left over it was the next Chairman's responsibility to care for it (not drink) and return it for the next monthly meeting. Food consisted of peanuts, hard boiled eggs, homemade sandwiches, hot dogs, and chili or maybe the Chairman's wife would whip up something special. The meeting started on a timely basis, but from time to time they (after several beers) got extended well into the night. (unhappy wives).

While formal permission to use the Canoe House was never granted, Dock Master Marty Pomorski was thrilled because the DOM members cleaned up several years of dust and accumulated junk. At one point a complaint about DOM was lodged with the board who sided with DOM primarily due to the fact they cleaned the peanut shells off the floor after each meeting and the Canoe House never looked so good.

Different card games were played but the most popular was Seven & One Half which is a modified version of Black Jack. It is true gambling was/is illegal but at the risk of going to jail I will report it was nickel dime stakes (no pennies allowed). Keep in mind if you were a loser and going home with a loss of \$1.50 it may well have been the weekly milk money.

A Curb Box Key manufactured by Hayes Manufacturing was used as DOM's gavel and along the way someone endowed DOM with an attaché case used to carry the club roster, cards and most importantly a salt shaker for the hard boiled eggs. Eventually the spilled salt rusted away the hinges and latch.

Because this event was so much fun members told other friends and invited them, they in turn invited their friends and all of a sudden a major gambling ring was being born. To solve the problem everyone but EYC members were kicked out and it was back to charter members.

As time marched on a few of the charter members had moved on which started to deplete the ranks. Other club members and sailing buddies were invited to join up and become "Pledges" who would not be voted in until one year of faithful exemplary service, such as bringing all of the beer back and not losing any of the cards. Pledges included Ed Twitchell, Bob Enterline, Jim McKnight, Bill Beyer, Ed Allen, Charlie Brown, Gibb Brownlie, Jim Taylor and yours truly. All of these pledges were eventually voted in with the exception of me, as I worked my way up the ladder I became the Senior Pledge and refused full membership to protect my status.

We also developed a Wing Ding which was an overnight that included a fair amount of "brother booze" (no one had to drive home) and delicious steak dinners complete with shrimp and other wonderful snacks. (at this point we didn't have to worry too much about the "milk money"). Next came our annual Wives Outing, which was hosted by one of the members. Everyone pitched in and a good time was had by all, without too much of a burden on the host or should I say his wife.

Along about 1998 my sister Cynthia, Brother Richard and I purchased a cottage on Ferncliff Beach and our monthly club meeting and annual Wing Ding (which was held at Bob Enterline's cottage on Chautauqua Lake) had a new home.

In the last few years several of our members have "slipped their anchor" but those of us left still meet on a more or less regular basis to swap stories, lies, look at old pictures and tell each other about various medical problems. The meeting time and date has been amended to every other Tuesday (if we can remember) at the Pittsburgh Inn for lunch.

If These Docks Could Talk, they would say "Any other "cults" out there? Let's hear your story!"



Seated Lower Left: Rich Loesel ... Moving around table Al Benson leaning on window, Charlie Brown seated, continuing to the right and around .. Bob Enterline, Bill Beyer, Boyd Bert, Lew Klahr, Gordy Gebhardt, Jim Schuster, Gib Loesel





# It's Never Too Late To Sharpen Your Skates

by Paul Jenkins

My reintroduction to the sport of iceboating, which had given me many happy hours as a teen, happened almost by accident.

The year was 1987, while watching a gang of iceboats sailing near EYC, I bumped into an old friend and hard-water sailing pal Pat Doyle. We swapped old iceboating stories as we stood watching the speedy boats dart back and forth. "Yes Pat," I said, "We didn't have cars when we were kids but we did have some fun sailing our homemade iceboats. My son Patrick is 12 now and I think I'll build him an iceboat."

"Nah, Don't do that," he said with a stern look on his face. Knowing how Pat Doyle loved the sport and that he built several boats for his kids, his reaction surprised me. "Gee, Pat", I said, "I'll be sure to teach my son to sail safely and build him a good strong boat."

"I'm telling you - don't build the kid a boat," Pat said but now he was smiling broadly. "I'm going to give you one!" He went on to explain that he had an old two seater DN-type iceboat in his garage that hadn't been used in years. It was a little rusty and dusty but could be cleaned up and would be a perfect boat for a dad and his son. Even though it was almost March and the ice was soon to be gone, I made arrangements to pick up the boat the following weekend.

The boat was bright orange and decorated with a wide black racing stripe. The homemade craft was crudely built, but seemed strong. It needed a new mast because the old one had been splintered somehow when the boat was last sailed.

The strange-looking wooden bug made quite a conversation piece in our garage during the spring and summer. "Hey, what is that thing?

Is it a sailing dune buggy?" asked a curious neighbor. "If there's no ice, can you fit it with pontoons" said the mailman. As I worked on the boat, I couldn't help but remember my first iceboat built in my parents basement. I enjoyed reliving the fun of creating my own special craft.

"Where's Dad?" son Patrick would ask when he got home from school. "Oh he's out in the garage working on your iceboat," his mother would say. "Mom, is that really my boat?" Patrick would ask. "It's Dad who is having all the fun!"

"I know. Fathers do that. It's called reliving their childhood."

"Hey Dad, why do they call this crutch looking gizmo, a tiller?"

"Dad, are you sure this thing will actually sail like a real iceboat?"

"Won't those runner things cut right through the ice?"



How could my wife say I didn't share the boat with my son? I answered every question he had.

Finally, fall came, and we acquired a new aluminum mast that fit the boat well and with the first flakes of snow, the boat got a shiny blue paint job. Now we were hoping for an early freeze.

One day I stopped by the Yacht Club and was surprised to see a thin layer of bay ice and several anxious iceboaters assembling their boats on shore. I quizzed them about their crafts and how soon they expected to sail. "Oh heck," one guy said, as he worked on a sleek red Arrow-class boat. "We have about two or three inches already, and should have plenty of ice by next weekend. All we need is about four or five inches."

Right...

I recalled an incident that occurred during one long-gone January... what was it? maybe 15 years ago? My cousin Rob Praetzel was sailing my boat on 10 to 12 inches of ice when he hit an area of open water and flipped the boat. Fortunately, he didn't land in the water and wasn't seriously hurt, but it was an experience I would never forget.

Four or five inches of ice may seem safe to some young sailors, but this old boy would wait a few more weeks. After two more weeks I decided to take a shakedown cruise before taking Patrick out.

When I got to the Yacht club late that afternoon I was happy to see a thick, slick layer of glistening ice covering the entire bay. A lone iceboater was raising the sail of his Arrow boat. He yelled for me to watch my step on the ice near shore and use the path marked by an old plank.

When I got close I realized it was Chris Wolford, an experienced iceboater I met the previous year. He was dressed to kill or be killed - in a heavy one-piece snowmobile suit, a motorcycle crash helmet and felt lined boots. He also wore a bright yellow life jacket. No matter what happened to his body, at least it wouldn't sink.

Dangling from his pockets were short loops of heavy twine attached to five-inch long carpenter spikes. "This is my extra insurance," he said, "If I fall through the ice I can use these to claw my way out. That's also why I wear a one-piece insulated suit. It helps hold body heat and slows down the effects of hypothermia if you have to swim for it."

When I asked about the ice, he said "Oh heck we have plenty of ice, just watch out for the bad spots. If you sail down by the condos (he pointed toward some high-rise buildings about a mile to the east) watch out for a big brown spot that I hit last week. When I got out to push, I sunk in up to my knees."

Wolford also warned of a three foot high pressure ridge north of the Yacht Club channel, which was made by up and down movement of the ice. Those ridges spell D-I-S-A-S-T-E-R When hit by a speeding iceboat.

The smooth ice under my feet was clear and hard and stretched to the far shore, like an inverted cobalt blue sky. Here and there were scattered patches of pure white snow that clung like windblown clouds. The wind was out of the west at about 15 miles per hour and the temperature was around 30 degrees. Sailing conditions were perfect.

Soon several other sailors arrived and were flying across the slick surface as soon their sails were up. When my brilliant white dacron main was finally hoisted and the sheet lines ready, my heart started to race.

This was the moment I had been looking forward to for over a year. Time for my maiden voyage and shakedown cruise. When I reached over and slightly nudged the boat, it slid like a bar of soap on a wet bathroom floor. There I sat, perched between two runners like a water spider waiting to grow wings to fly. This was it. I turned the tiller and pulled in the sheet and was off.

(continued on next page)





## It's Never Too Late To Sharpen Your Skates

(continued from previous page)

My heart raced as the boat bolted forward and slid quietly in a steady movement, and only the slicing sound of the runners that occasionally swished through a patch of brilliant snow could be heard.

The feeling of the boat and the quick response of the tiller brought back the great old feelings of years past. As I left the shore behind, my speed picked up and the boat and I were one.

Sort of...

From out of nowhere a puff of wind hit the sail and the boat accelerated like a dragster. The peaceful ride turned suddenly into a teeth-rattling, white-knuckle experience that was both exciting and frightful. I couldn't help but wonder if this 46 year-old man should be back in this young man's sport.

As I headed out across the bay I reminded myself that the principles of ice sailing and regular sailing are the same. All you have to do is be aware of the wind direction and head up to slow down and let out the sheet line to dump a sudden wind puff. Nothing to it... as long as you think about what you are doing. The only difference is the high speed and the potential for capsizing on the rock-hard surface. And the results afterward.

My new boat seemed to be working quite well. Better than I expected, in fact.

The hardened steel runners gripped the slick ice like glue and front steering was positive and turned the boat with the slightest movement of the tiller.

To keep the speed down I sailed close to the wind, but as I gained confidence I fell off to speed up gradually. At the center of the bay another boat sailed over and ran alongside. It was the red Arrow of Chris Wolford. He waved and gave me a thumbs-up and then sped off as if I was tied to the dock.

His boat is much faster because of its larger sail. But he was also pushing it harder and hiking up on two runners quite often.

I decided to release my sheet line a little, but still zigged and zagged around the snow patches like a kid who had just learned to ride a bike. Right then I was jolted back to age 46 when a sudden puff hit me and my leeward runner came up from the ice. My heart skipped a beat while easing off to windward so the boat would come down. For a few seconds the leeward skate hung there as if suspended on a wire. My pulse quickened while releasing the sheet line to bring the boat safely down.

For about an hour I sailed the familiar area north of the Yacht club, stopping every so often to check rigging and making sure all the bolts were tight. The other boats came by and ran with me a few times but seemed more interested in racing and sailing on two runners.

When I came in for the day, Wolford and a friend were taking a break in their car. "Hey Paul," Chris said, "Does your boat work all right or were you just dogging it out there?" "The boat works fine," I said, "It's just this old dog that's a little slow."

About a week later I took Patrick for his first iceboat ride. The conditions again were almost perfect except for a little higher wind. I knew it was important to take it easy to be sure that the young guy enjoyed the ride but wasn't spooked by the speed or hiking up on two runners.

The west wind pushed us along well as we headed north from the Yacht Club and we had fun zipping around the snow patches and grad-

ually I increased the speed to see if Pat liked the feeling of a 25 to 35 mile per hour ride. He seemed fine at first but soon he asked me to stop the boat to tell me something.

"Hey Dad," he said smiling, "you don't have to go slow for me. Why don't you really make this thing fly. I can handle it." The kid was definitely a chip off the old block - at least when I was his age.

*Editors note, Beloved EYC member Patrick Doyle, passed away in December of 2016. Along with his many interests, Pat and his family enjoyed the sport of iceboating. He was a very special person and will be missed by all of us.*



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# What's the Good Word

by Dan Dundon

**G**ood news! Spring is upon us! The sun is shining (sometimes). The wind never blows cold from the north-east (only sometimes). EYC members are preparing their boats for another wonderful season on Lake Erie.

As we ready our boats, maybe we can find inspiration among some Good Words about life on the water? Our fine friends Brooksie (Dave Brooks) and PC Gib Loesel presented me with a book of nautical quotations. I refrain from identifying that book here to save you the temptation to google it. Anyways, I hope to plagiarize (oops, I mean "refer to") this book often and thank Gib and Brooksie for their interest and encouragement.

The best noise in all the world is the rattle of the anchor chain when one comes into harbor at last and lets it go over the bows.

- Hilaire Belloc

There is nothing more enticing, disenchanting and enslaving than the life at sea.

- Joseph Conrad

Cruising has two pleasures. One is to go out into wider waters from a sheltered place. The other is to go into a sheltered place from wide waters.

- Howard Bloomfield

Certainly every man that goes to sea in a little boat learns terror and salvation, happy living, air, danger, exultation, glory, and repose in the end; and they are not words to him, but, on the contrary, realities which will afterwards throughout his life give those mere words a full meaning.

- Hilaire Belloc

The elation that is felt at speed, running before the wind and sea, may be so great as to overcome the seamanlike caution the ocean demands, but, sooner or later, the sea will catch up to you.

- Hal Roth

The sound of the chain dragging along the bottom brought me to my senses quicker than a bucket of cold water.

- E. A. Pye

Life is too short to splice wire rope.

- Bertrand Moitessier

To the question, "When were your spirits at their lowest ebb?" the obvious answer seemed to be, "When the gin gave out".

- Sir Francis Chichester

Possibly this love for a small cabin was atavistic, derived from our remote ancestors for whom a cave was the only safe, indeed the only possible dwelling.

- Samuel Elliot Morison

Did you know the word atavistic means "relating to or characterized by reversion to something ancient or ancestral"? Me neither.

The perfection of a yacht's beauty is that nothing should be there for only beauty's sake.

- John MacGregor

Any boat that can out-sail your boat is:

A. crewed by professionals  
B. dangerously light and underbuilt,  
or C. a hot high-tech racing boat.

- Chuck Gustavson

The approaching storm turns the surface of the sea to steel and silver. Only danger reflects clearly from such a mirror.

- Hayden Stone

Long ocean passages usually don't require an engine. It is the ports and headlands at each end that may demand some expert sailing.

- Hal Roth

A racing yacht is no democracy. However, I do like to hear any well thought out, reasonable suggestion. Once.

- Bus Mosbacher

There must be more to sailing than mere setting out to sail from A to B. There must be exploration, not only of new areas of the ocean, but also of new parts of yourself.

- Tristan Jones

I hope you find these nautical quotations agreeable. Maybe these include a few you never heard before? I am sure you have some favorite quotes or such words-of-wisdom? Why not send them to me (dandundon@gmail.com) for us to maybe include in future EYC log articles?

Did anyone else (besides me) wonder who Hilaire Belloc was? Since his words appear twice herein, I figured maybe it would be informative to know?

Joseph Hilaire Pierre René Belloc was an Anglo-French writer and historian. He was one of the most prolific writers in England during the early twentieth century. Here are two closing quotes from Hilaire:

We wander for distraction, but we travel for fulfillment.

When I am dead, I hope it may be said...

His sins were scarlet, but his books were read.



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From the enchanting and mystical area of Loch Ness, to the soaring mountaintop of Ben Nevis, lies an area so beautiful, so rugged, and so desolate, that Scottish lore often attests that "There are many more cattle and sheep than humans". Where miles and miles of soft swirling fields of heather, barley and thistle give way to craggy mountain ranges whipped by fierce winds, sleet and rain is where a visitor to the Northern Highland of Scotland would experience the most breathtaking and scenic beauty on this part of the planet. The delicious, crisp waters of the mountains, cascade downward into streams and springs and lend the primary ingredient to all of the Single Malt Scotch's in the region, which the Scots refer to as "The Water of Life".

It is this majestic area of the world, that the Erie Yacht Club will settle its focus on for 'Scotch Tasting 2017'. The Malts of this region are in a class by themselves. Each one distinct and elegant, with magnificent color and flavor. Cooling ocean breezes from the North Sea pass over the Firth of Moray and onto the foothills of the Northern Highlands where the local barley and superb waters contribute to make each dram of the amber elixir a unique experience.

And this year there will be a very special treat. An exquisite 21 year old Scotch, matured in a Sherry Cask will find its way into the glasses of the lucky participants of this April's Tasting.

Paired with each Scotch will be a creation of cuisine by EYC Chef Dan Stahon. Included in these will be our traditional Lamb Shepherd's Pie, and everyone's favorite Scottish icon: Haggis. The highlights of every Scotch, and the distilleries from whence they came will be touched upon in a light-hearted and informative narrative that will precede each sampling and respective food-pairing. Attendees will have the opportunity to taste, rate and comment on each sampling, if they so choose. This event is for the Scotch inquisitive, the Scotch novice, and the Scotch aficionado.

So if you might be in the mood for some wonderful EYC camaraderie, some beautiful Scottish bagpipe music, a taste of the world's greatest Scotch's, superb cuisine to match, and a evening that you'll treasure, then make your reservation for Friday, April 28th at 7:00 p.m. This event is limited to the first 60 reservations and will sell out very quickly.

Kilts are not only welcomed, but encouraged! Slainte !



# TASTING THE NORTHERN HIGHLANDS OF SCOTLAND

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## Be a Part of EYC History

The EYC Historical Committee is looking for EYC related artifacts to add to its archives! So if you have any EYC historic pieces simply taking up attic space, that you would like to share with the members please contact any history committee member listed on the inside front cover.

Printed matter can be scanned & returned at an EYC Scanning Party to be held later this summer



## Harry B. Barrett: A Tribute

The Erie Yacht Club lost a friend on January 26, 2017. Harry B. Barrett, Port Dover author, historian, and community activist passed away peacefully at age 94.

I have been privileged to know Harry and his family for almost 50 years and count our many connections as among the most valuable of my life. Harry was the driving force behind the Port Dover Harbour Museum, a founding member of the Backus Preservation Center, architect of the Long Point International Biosphere and creator of the Ontario Bird Sanctuary in Port Rowan.

His award-winning book, "Lore and Legends of Long Point," continues to be the single most authoritative, well-written documentary history of the Long Point Region. When the Erie Yacht Club began its "Fellowship Speakers Series," I helped Mike Lynch with the first few speakers, and during the first season Harry came to chat about his life's passion, Long Point.

I was stunned by the response and watched as Harry renewed old friendships with members who had made connections with him either in Port Dover or at Long Point where he served as a keeper during the Buck Wamsley era.

I was in Port Dover to visit Harry the week that he passed, but sadly he had slipped away and was sleeping most of the time so my attempt to see him led to disappointment. I saw him a month earlier for Christmas but he was not well and was spending most of his days sleeping in an old chair at his home on the river. Harry's life has been empty since the passing of his second wife, Joan, just two years ago.

Harry's last dream was finalized a month ago when the antique Kahlenberg engine that he had uncovered in a Wisconsin barn was finally placed in a display case in front to the Harbour Museum with pictures depicting its history and importance to Port Dover. The historic, three-cylinder oil (semidiesel) engine was used by legendary Port Dover fish-tug builder George Gamble to power one of his fish tugs.

Harry's family took him to see the competed display case in the late fall and museum assistant Kerry Wamsley said that he was visibly pleased with the culmination of the project that had taken him more than five years. While Harry's touches will be present in Port Dover and on Long Point for generations, he will be sadly missed.

"Godspeed old friend, and thanks for all the stories."

David Frew

"Second Generation"

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# 2016 EYC Yachtswoman Award Meredith "Mer Mer" Gourley



This year's Erie Yacht Club's Yachtswoman of the Year can be described with possessing the following characteristics: Knowledgeable, Dedicated, Enthusiastic, Fearless, Competitive, Supportive, Dependable, Friendly and Cheerful. A woman who began her sailing career at a very young age and has never strayed away from her love of sailing. She has dedicated her extracurricular activities to sailing and to those "old and new friends" involved in her sailing world.

The very deserving recipient is Meredith Gourley, better known by her nickname "Mer Mer". She began her sailing career early and enrolled at the Reyburn Sailing School and began learning to sail on Flying Juniors. After a few years in our junior sailing program she joined the race team and began sailing competitively. While on the race team, Mer Mer represented the Erie Yacht Club at many regattas all over Lake Erie.

Each year in the junior race program, she competed at the Inter Lake Yachting Association's Junior Bay-week regatta at Put-In-Bay.

While sailing 420 dinghy's on the race team, Mer Mer began teaching at the Reyburn Sailing School. She would go on to teach the junior classes as well as the adult classes. In 2010, she spent a summer in Annapolis, Maryland teaching sailing at the Eastport Yacht Club's Sailing Program. Even after leaving the program, Mer Mer would still return to Annapolis to help out as well as volunteering at the Jr Race Team's annual Regattas.

Eventually Mer Mer moved from racing dinghies to crewing on bigger boats in the EYC racing fleet. She began sailing on one of our most competitive racing boat, Bill Hertel's J-35 "Magic" and has been racing with this boat ever since.

She has become a valued crew member and leader of the foredeck team on this boat as well as many other local boats. She races in the Interclub Cruises, Koehler Cups, local JAM and Spinnaker races locally, the Inter Lake Yachting Association's Bay Week regattas, J-35 North American Championships, La Femmes races, Level Regattas, Charleston Race Week, and returning to her roots as a dinghy sailor, raced in the Presque Isle Bay Lightning Regatta. Because of Mer Mer's commitment, dedication and sailing expertise, "Magic" has won EYC's Boat of the Year many times, including this past racing season in 2016.

This year's Yachtswoman is one of the most involved women in sailing, having taken classes at a young age and progressing into work as a sailing instructor. She has been a crucial part of any boat she crews on and rarely misses a race. Mer Mer has many foredeck skills and is the voice of calm and reason among her peers. She works selflessly to get others placed onto boats awaiting crew to make sure that the sport thrives in Erie. She has been a volunteer in the J/35 North American Championship Regatta and has worked to help put together a regatta for the Gannon University Sailing Team. Mer Mer is as capable of handling all types of boat, from a 35 foot racing boat to a Flying Junior.

To sum up the words of many her fellow sailors: Mer Mer is always positive and smiling while interacting with her crew, she is a self-starter and never has to be told what to do or when, she has outstanding team work qualities, she is always cool and calm on the bow with tremendous poise no matter what type of weather conditions, she is always concerned for others, she performs her assigned tasks with competence, and she comforts all on the boat as her dependability shines through at all times.

Mer Mer's passion for the sport of sailing is evident every time she steps onto a boat. When sailing, and other time you see Mer Mer on water or land, she is always cheerful and positive. Taking every opportunity to sail, she has lent her skill to a number of boats during her career, both locally and out of town. She has spent much of her time sailing passing her knowledge to future generations of sailors.

As stated in the beginning of this article... Knowledgeable, Dedicated, Enthusiastic, Fearless, Competitive, Supportive, Dependable, Friendly, Cheerful, all characteristics that this year's Yachtswoman possesses. She brings not only her talent as a sailor but her up-beat attitude and spirit of competition. All these qualities make Meredith "Mer Mer" Gourley an excellent choice for the 2016 Yachtswoman of the Year.



by Mary Beth Dunagan

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# Gail Garren Award

For outstanding achievement, consistent participation & sailing sportsmanship

by the EYC Race Committee



Every year, we as a race committee spend some time while waiting for races to finish, discussing who should be the recipient of the Gail Garren award. I can easily rattle off names of many people that possess these qualities. We usually come to a unanimous decision relatively easily as to the most deserving each year. In 2016 however the decision was not unanimous amongst all the race committee members. Because we chose one of our own, only four of the five of us were in total agreement of the most deserving of this award.

Outstanding achievement - he is our leader and a true team player. He supports us on a weekly basis and backs us up on all our calls. He always welcomed newcomers and encouraged them to learn more about what the race committee does. He is always first to the start line and first to the finish line because he is the one calling it, regardless of weather conditions. Braved giant spiders without flinching during late season Wednesday night bay races even when the rest of us were screaming like little girls.

Consistent participation - Over the past 8 years it was quite rare that a race was missed, but if it was it was for good reason. Normally family obligations but sometimes actually sailing. He is always supportive of his team and will go out of his way to ensure that we get some time off, even if he doesn't.

Sailing sportsmanship - He is always fair and calls it as he sees it. He doesn't hesitate to call Powder Hound over early even when his best friend Ann is on the bow, despite the potential repercussions. All kidding aside, without the continued dedication of this year's recipient to the race fleet, the race committee would be at a loss.

Please join Barb Weibel, Scott Gevartz, Renee Wright and Amiee Gevartz in congratulating Michael Squeglia, race committee chair as this year's recipient of the Gail Garren award.



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## PILOT ERROR

The LOG would like to offer sincere apologies to author Gene Polaski who wrote the "Pilots on the Water" article in the January - February issue of the LOG.

The LOG had mistakenly credited another author for this piece and offer our sincere apology to Mr. Polaski for our "pilot error"

A big thank you also goes out to Gene and all our contributing authors that truly make this publication possible. Your hard work is much appreciated by our staff as well as our many readers.

Keep up the good work...





# SAILING ON THE EDGE

ERIE YACHT CLUB RACING FLEET INVITES YOU TO A NIGHT WITH NORTH SAILS.



Join North Sails President Ken Read on Thursday, April 27th at Erie Yacht Club.



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A portion of the proceeds will benefit the Reyburn Sailing School.

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## March Calendar of Club Events

- 7th Club Reopens
- 8th EYC Fellowship Dinner "Cyber Security"  
With Special FBI Agent Gregg Frankhouser  
6pm - 9pm • Dinner 6:30  
Reservations at 453-4931
- 9th "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
- 12th EYC's Sunday Jazz Brunch  
Music by the Dan Hallett Jazz Band  
10:30am - 1:30pm • \$19 per person  
No Breakfast Menu Available on  
Brunch Days, Buffet Only
- 16th "Trivia Night" Fun & Prizes  
7pm - 9pm • Form a team of 3 - 8  
Only 20 open spots each week so  
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- 19th A la carte Breakfast • 10am - 2pm
- 23rd "Trivia Night" Fun & Prizes  
7pm - 9pm • Form a team of 3 - 8  
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- 26th A la carte Breakfast • 10am - 2pm

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## To all EYC Parents:

Do you have a sailing son or daughter who attends or is planning to attend Gannon, Behrend or Mercyhurst? Are you interesting in seeing competitive intercollegiate sailing in Erie?

We are looking for parents who would like to help build sailing programs at these colleges by spreading the word, coming up with fundraising ideas, or suggesting other things we could try.



If you are interested please contact Bill Lillis at:  
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Bill Lasher at: [lasher@psu.edu](mailto:lasher@psu.edu)

or AJ Miceli at:  
[miceli@gannon.edu](mailto:miceli@gannon.edu).

We plan to hold an organizational meeting in the near future.



## April Calendar of Club Events

- 2nd A la carte Breakfast • 10am - 2pm
- 9th A la carte Breakfast • 10am - 2pm
- 12th EYC Fellowship Dinner "Why People Do Bad Things"  
Presented by FBI Special Agent Rob Ambrosini  
6pm - 9pm • Dinner 6:30  
Reservations Required at 453-4931
- 16th EYC's Easter Sunday Brunch  
11am - 2:30 pm  
Adults \$22.95  
Ages 6-12 \$14.95  
5 & under - Free  
Plus tax & gratuity  
Entertainment by American Songbook  
Reservations Required 453-4931
- 22nd Wine Tasting Dinner • 6pm  
Five Course Menu • Limited to the first 30 reservations at 453-4931  
\$75 per person plus gratuity
- 23rd A la carte Breakfast • 10am - 2pm
- 27th "Sailing on the Edge"  
US Sailing President Ken Read Presentation & Dinner  
Cocktails 6pm  
Dinner & Presentation 7pm  
reservations required  
A portion of the proceeds benefits the Reyburn Sailing School
- 28th EYC Scotch Tasting Event  
Sample Malts from the Scottish Islands • Hors d'oeuvres  
Haggis & Shepherds Pie • 7-9pm  
Reservations are very limited at 453-4931 **SOLD OUT**
- 30th A la carte Breakfast • 10am - 2pm

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

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





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