

The LOG



A New Boating Season Starts With a Bang!



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CONTENTS

Boating Season Starts with a Bang ...	4
The People of Erie's Bay Swim	6
Bells and Whistles	10
Iron Works	12
Dulcibella's Adventure	18
What's the Good Word	26
The EYC Cruising Fleet the Lake Awaits	28
Super Summer Sunset Happy Hour	30
Recent Law and Regulation Changes	34

From the Bridge

by Fleet Captain Bill Gloekler

As you read this article you may have recently completed your "spring cleaning" and feel rightfully proud of all the work you've done. Well your EYC team has just completed its "spring cleaning" and it included a few extra "chores" including;

- Repairing winter ice damage to docks
- Launching 300+ boats
- Storing 200+ cradles and 100+ jack stands
- Removing from storage and cleaning 15 deck tables and 60 chairs
- Removing from storage and cleaning 20+ Adirondack chairs
- Setting 6 Canoe/ Kayak racks
- Sweeping and cleaning a very large parking lot
- Renewing the landscaping

After that work list is completed the EYC team quickly redirected their efforts to get ready to host the first of many major social events of the boating season.

Yes, it's a large task that takes great teamwork and dedication. Your EYC staff makes it look easy but I know from my work as your Fleet Captain that your EYC staff puts in an incredible number of hours to make Memorial Day the wonderful and festive event that marks the start of the new boating season.

Please take a moment to express your thanks to the EYC staff that work tirelessly to help make your time at the Club enjoyable.

Have a safe and fun boating season. See you on the water.



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On the Cover...

A beautiful vista view photo of the Clubs 2015 opening day ceremony taken by Tom Madura. 2016 promises to be another fun and exciting boating season, beginning with this years opening day ceremony on May 30th.



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Scan to learn
about the Erie
Yacht Club

A New Boating Season Starts With a Bang!

By Commodore John Orlando

Memorial Day, Monday May 30th, marks the official opening of the 2016 boating season for members of the Erie Yacht Club with the traditional Opening Day Ceremonies. As Commodore I invite all members and their families to join with us at this event.

The Memorial Day holiday in the United States is when we remember the people who died while serving in our country's Armed Forces. On this day here at the Erie Yacht Club we also pay tribute to those members who have passed away during the course of the last year.

Formal ceremonies will begin with Assembly at the flagpole at 11:40 am and with the Call to Colors at 11:50 am. An Honor Guard of Erie Yacht Club Past Commodores, invocation by the Fleet Chaplain, remembrance of deceased members by the Fleet Secretary, flag raising, and presentation of Officers Flags will make up the program. Immediately following the ceremonies the Commodore and Officers invite the members to join them for a "Punch and Picnic Buffet" inside the Clubhouse.

It is traditional for members to dress ship on Opening Day by flying the US flag or international code flags from bow to top mast to sternpost or rail. Personal pennants, Club burgee, and ensign should also show.

The Opening Day Ceremonies are full of tradition and pride here at our Club. I hope to see you all there.

Commodore John Orlando



Photography By Tom Madura



article assembled by
Michelee A Curtze, Pat Davis
and Jon DeMarco
Photographs by John Baker



The goal of the Bay Swim has always been: To provide a safe, successful and wonderful experience for the expected 300 swimmers who plan to make the crossing as well as an enjoyable, satisfying experience for those who help make it happen. Registration for the Bay Swim IX is up and ready to go ! The event is posted at www.discoverpi.org/events/bayswim as well as Facebook: A Swimmable Bay

Here are a few facts and testimonials of people who have participated with the Bay Swim over the past eight years.

Randy McElwain – age 52

My earliest memories as a child are of times my grandparents would take my brother and I to Presque Isle from Pittsburgh for weekends. Nights at Waldameer Park and days on the beach, swimming and looking out across Lake Erie wondering how far it was to land on the other side. Grandma had a rule, “belly button high” it was as deep as we were allowed to swim in the lake though you always dreamed of crossing her.

45 years later not much has changed on Presque Isle except the water quality of the Great Lake and its beautiful Bay. Today, I know now how far it is to the other side but one special morning in June a sunrise swim across the Bay is a spiritual experience. Seeing people of all ages gathered and excited to cross the bay arriving at the Erie Yacht Club is

heart-warming, bringing back memories of days past. No matter first or last the goal is the same, the celebration of living and enjoying what has been bestowed upon us. We’ve swam through fog so thick you couldn’t see the next marker, let alone land on the other side, and winds so strong the buoys would not stay in place. Each year the thrill is new, whether racing Dan Pierce for the ladder or being alone and hearing Michelee or Craig call your name out as the first across.

The Erie Bay Swim is a unique event that showcases Presque Isle, the bay, and Erie Yacht Club. Something that bridges the span and brings more than the two shores together, it brings people home.

Natalie Rutkowski – age 22

Over the past 8 years, the Bay Swim has become an event that I refuse to miss. The annual event brings together a community of athletes who love the water, the peninsula, and Erie. It has become a representation of the progress made environmentally by the community, and is a celebration and a reminder of how lucky we are to have Presque Isle right around the corner.

I grew up swimming competitively, and though swimming is largely individual, the team aspect and com-

radery led to my love for the sport. I enjoy attending the swim every year because I get to see old teammates, coaches, and friends who I no longer see every day. When I was a sophomore in high school, our community lost a teammate and friend, Carli. Carli and her family introduced me to the wonderful world of boating on the the lake and I am forever thankful for that. She was full of life and lived in the water, and the Bay Swim is a testament to her for so many of us. We come together as a community each year to make the 1-mile swim across the bay.

The Bay Swim has also become a family affair for my family and so many other families. Though the swim is not a race, there will always be some healthy competition between me and my sister, Maggie. Our family business now sponsors the event every year. I am forever grateful for that, and hope the event continues for many years to come. I encourage everyone to come out, swim, and celebrate Presque Isle Bay and the progress of the community. I know I will continue to participate until I cannot swim any longer.

Bruce Brown – age 51

I grew up in Erie and spent countless hours on, in and around the Bay and Lake Erie. From the age of five I was fishing, swimming, sailing and power boating on the water. I have told my children about the idyllic life I had on the water in Erie as a youth. My daughter loves the area and when we come back to visit, we always try to do something on the water.

When the Bay Swim came up she said she would like to try and swim in the annual event. I was about to turn 50 and decided it would be a (pardon the pun...) ‘mile’ stone event - especially to swim the Bay with her. We did it last year and she did it! Nothing can describe the joy I felt seeing my daughter come out of the water to friends and family. Now she wants it to be an annual event, so we’re planning on Bay Swim IX! Thank you for celebrating Erie’s wonderful natural resources.

Kristin Currier – Age 44

I love how this event focuses on the completion of the swim, rather than racing. Each year the weather and participants are different, making each swim different. I complete a number of various racing events each year, and I really enjoy the focus on accomplishment rather than time.

In addition, my daughter was diagnosed with Crohn’s Disease last spring. She and I signed up for the event to complete together (she may have been the youngest ever, turning 14 the day prior). I think we both wanted to see her prove that this new change in her life wouldn’t change who she was or what she could accomplish, and it hasn’t! She completed the swim in icy conditions and earned that towel!

By the way, she was even saucy enough to finish the event doing the butterfly to the pier. It inspires me every day to watch her go after things even when they seem insurmountable.

Susan G Smith – Age 58

I grew up in Erie, competed in distance swimming for my high school and college teams and participated in Master’s Swimming in Wisconsin. I lapsed in my fitness when I had children. I observed through my work, older persons with health problems and realized that this could be me if I didn’t start doing something for my personal health and fitness. Four years ago I started swimming again and participated in an annual ocean race. This summer will be my 4th time doing that and I’m adding the Bay Swim to my competitions. These 2 races keep me motivated every week to get in the pool as well as doing the cross training necessary to stay fit and healthy as I age. I’m thrilled that the Erie Bay is clean

enough to host an event like this because when I was growing up, the water was mostly avoided for swimming. It’s extra special that it’s on Father’s Day weekend because I’m blessed with the fact that my father is almost 91 and still doing well in Erie. I’m looking forward to him being able to watch his daughter compete again after all these years!

Kristen Curtze – Age 28

The Bay Swim manages to reinvent itself and its purpose each year despite being the same physical location and distance. What started as a celebration of a swimmable bay has now become a focal point for a number of causes and a well organized event that many people near and far look forward to: a fun, healthy activity in Erie; a wonderful fundraiser for good causes; a heartbreaking memorial for Carli Cummings; an exciting draw to our beautiful parks and natural scenery; and, for former swimmers like me, an excuse to get out the old suits and reconnect with the water. It’s a great way to spend a Saturday morning with friends and family!

Dave Brooks “Brooksie” - Age 82

I was a swimmer most of my life but I bought a boat at age 30 and became a boater. 50 years later I had a life altering experience that had me 30 minutes from death. At that point I wanted to get back in shape and



(continued on next page)



The People of Erie's BaySwim (continued from previous page)

extend my quality of life. I went to LECOM and got involved with Neil Postas and Bob Sprickman as my coaches. They helped prepare me for the swim of a lifetime that I had my sights on. Carli Cummings was my wife's cousin. She was very dear to us and we watched her grow up around EYC. I decided to do the swim to prove to myself I could make it across that Bay and in Carli's honor. During the swim, I felt GREAT and I did it in about 39 minutes. I did the swim 2 times. The first time I didn't realize money was donated to local charities and so it was very meaningful the second time knowing I was helping 5 charities I believe in. The ECDA, the Carli Cummings Scholarship Fund, the Reyburn Sailing program - specifically to help kids from the Caring Place, and the Presque Isle Lifeguard scholarship. All money stays in Erie. My son, Craig, was a lifeguard for 11 years. I was one of the founders of the Erie Swimming Officials and the Eriez

Waterpolo Officials. I was part of those organizations for 15 years so swimming has always been part of who I am and what I love to do. I was also one of the signers of the petition for Title IX which promotes that ALL people have equal access to sports and other events. Being a member of the Erie Yacht Club since 1972, I feel it's extremely important for kids and adults to know how to swim and the Bay Swim promotes that in a fun way.

Key Points of BaySwim 2016

- BaySwim IX is the 9th Annual One Mile Swim across Presque Isle Bay to be held on Saturday, June 18, 2016 (There is no inclement weather date.)
- Organized and presented by the Presque Isle Partnership and the Erie Yacht Club with 300 total swimmers (minimum age 14) participating.
- Presented as a non-competitive, untimed, completion event.

- Start: 9 AM - Presque Isle State Park, Vista III Boat Launch
 - Finish: By 11 AM - Lighthouse @ Erie Yacht Club (northeast corner)
- BaySwim IX continues the celebration of the health (greatly improved water quality) of Presque Isle Bay as well as the health and fitness of those who make it their goal to train for and complete the one mile swim.

Proceeds to benefit: Presque Isle State Park (via the Presque Isle Partnership), Erie County Diabetes Association, Presque Isle Lifeguard Association, Reyburn Sailing School (BaySwim donation designated for Caring Kids recipients), Carli Cummings Memorial Scholarship. BaySwim History - registered number of swimmers: 2008 - 183 swimmers; 2009 - 200 swimmers; 2010 - 270 swimmers; 2011 - 256 swimmers; 2012 - 300 swimmers (sold out!); 2013 - 300 swimmers (sold out!); 2014 - 292 swimmers; 2015 - 293 swimmers.

For on-line and paper registration go to: www.discoverpi.com. 2016 updates will be posted at this same website through June 17th. There are MANY people involved with organizing the Bay Swim event. Pat Davis and Michelee Curtze have been Co-Directors since inception in 2008. We have an amazing EYC committee who helps with sponsorship and the details of putting the event together such as boaters, kayakers, safety entities and volunteers.

Some of the members, such as the Klines, Wagners, Fritz Curtze, Richard Vicary, Mitch Wells and Bonnie Tansey have been with us since inception just to name a few. Jon DeMarco at the Presque Isle Partnership is highly involved and has been a welcome addition to the committee as well as the others who have joined us along the way, such as the Grabs, the Smiths, the Arthurs, Brigitte Niemic, Pete and Paul Kubeja and Patty Farrell. There are many events that have branched out from the Bay Swim such as CPR

classes offered by Cheryl Winschel at least twice in the spring (our final one is May 9th) as well as two Open Water Swimming Clinics offered at LECOM on May 18th and 23rd.

We also have the ever so popular Auxiliary Breakfast after the event for the community at \$8 per person that Committee member, Fay Trost has been involved with since they began. Joe Lang from Bob FM is located and wired for sound at Vista 3 and Matt and Sheri Kramer, who always provides music and announcements, are located on the Bay side. Greatly assisting and absolutely essential are the approximately 20 safety boats, 25-30 Presque Isle Lifeguards, 15-25 safety kayakers as well as our jet ski safety brigade.

Photographer John Baker provides his excellent photography from start to finish. If you are interested in volunteering on land (start and finish), on water (support anchored boats, experienced safety kayakers, certified lifeguards), please call Michelee A Curtze - 814-881-5904 / mcurtze@aol.com or Pat Davis - 814-450-9526 / patdavis1200@gmail.com.

We'll hook you up !



BELLS AND WHISTLES

- THE DAY OF MORTAL COMBAT HAS ARRIVED! -

BY LARIE PINTEA

For months they had waited for some signal that the invasion had started. There would be a nod and then a smile from the other work-dusted father. Sure. John is okay. He is Corporal now - in England.

The other father would nod in understanding. "They get ready for the invasion. Your boy be okay. He knows how to take care. He will be okay. Maybe he will meet my boy, Steve, in England."

They shook hands with powerful grips when they ended their conversation. The handshake meant "thank you friend." "You know I am worried about my boy. He will be first day on the beach."

They always talked about their sons as "boys", no matter how tough John or Steve had become in training with some assault unit. They knew their "boy" was ready to fight the enemy. Mother did the letter writing and the long distance loving. Fathers in the neighborhood did a lot of straight in-the-eye talking. "Boys" listened a lot. If they didn't agree with their Pa. It was better to keep quiet counsel. This was the way parents showed their love and concern.

I heard my Pa complain to Ma that it was in fact too early in the morning to get ready for work. But why were the shop whistles blowing at 4:30 in the morning? Ma hissed at Pa, "for Heaven's sake come back to bed. You make more noise than a team of work horses." Pa never learned to whisper. He tried but it came out like a throttled steam engine bellow. "Who is horsh? I don mek nawz like horsh. Vy dose veesel blaw? Maybe vee hef air rait."

Ma was patient - to a point. "It's not an air raid. They would blow sirens. And if you wake up the baby, your name is Mudd." Suddenly the bells of St. Ann's church started ringing a slow tolling that went on endlessly that morning. Msgr. McBride, in the rectory beside the church at 10th and East Avenue, must have had a better radio to be the first church in the city to start with the bells.

Slowly from different directions now came more church bells, the Catholic and the Protestant churches announcing in the traditional way that something of great importance was happening - and yes, warning that death stalked some of our neighborhood boys.

Pa knew what the church bells meant. He got into his work trousers and shirt and headed to the radio. Ma knew also. She said, "oh my God." It was the shortest prayer she ever said.

The littler Emerson radio in the kitchen whined and crackled static while Pa fiddled with the knobs. And finally he had an excited voice saying that General Dwight D. Eisenhower had announced that the Allie invasion of the Continent was underway.

The announcer said there was no indication how the fighting was going only that American soldiers were fighting on the beaches of Normandy, France. Ma dressed quickly. In the early dawn light she joined other women as they hurried our streets, on East Avenue or Pennsylvania Avenue, on Hess and Paine, on Reed and Wayne, tying babushkas over their heads.

Some with rosaries hanging from their fingers, going to their churches to ask those things that mothers ask of God for sons, or grandsons, brothers and husbands, when they go into mortal combat with a waiting enemy.

Tight lipped, the working men left their homes and came down the streets a little later, the inevitable buckets swinging almost in rhythm with the bells. It would be a long day for them at the machines, but they knew not as long-a-day for their boys on those beaches so far away.

There is nothing more helpless than a strong father unable to throw himself in his son's place, to cope with the danger. One thing we knew for sure. Our mothers would give strength in the same way as the fathers. Always with prayers. This day with tears.

Eventually the dirge of the sharp whistles and the church bells died away on that June morning into a stillness broken by necessary sounds softly, waiting. The Times newspaper was dumped in bundles at the firehouse at 9th and East Avenue.

Some of the neighborhood people were waiting for the bundles to be opened. The headlines were huge, bold, and black:
Allies Win Beaches
Smash First Nazi Attack



There were no reports on casualties. But we knew the price our boys paid for those sand hills. For those of us teenagers it was exhilarating to conjure up visions of "our guys" storming ashore in France to "mop up those Nazis." Every hour the Ma's and Pa's of my neighborhood became grimmer, tight lipped.

The headline told the third day story: All Beaches secured We Battle Nazi 2nd Line
And on the next day, parents knew what it meant when the headline read, "Nazi Defense Stiffens." It was at least a week before the name of the first Normandy Beach causality reached Erie. Sgt. Leo Ferretti was wounded in the invasion. He was believed to be in a hospital in England.

This time the names would reflect the whole American spectrum, of families who were Americans for generations, and now, too, young men whose parents had come as immigrants earlier in the century. That was the beginning of the daily casualty lists in the newspaper, the dead, the wounded and the missing.

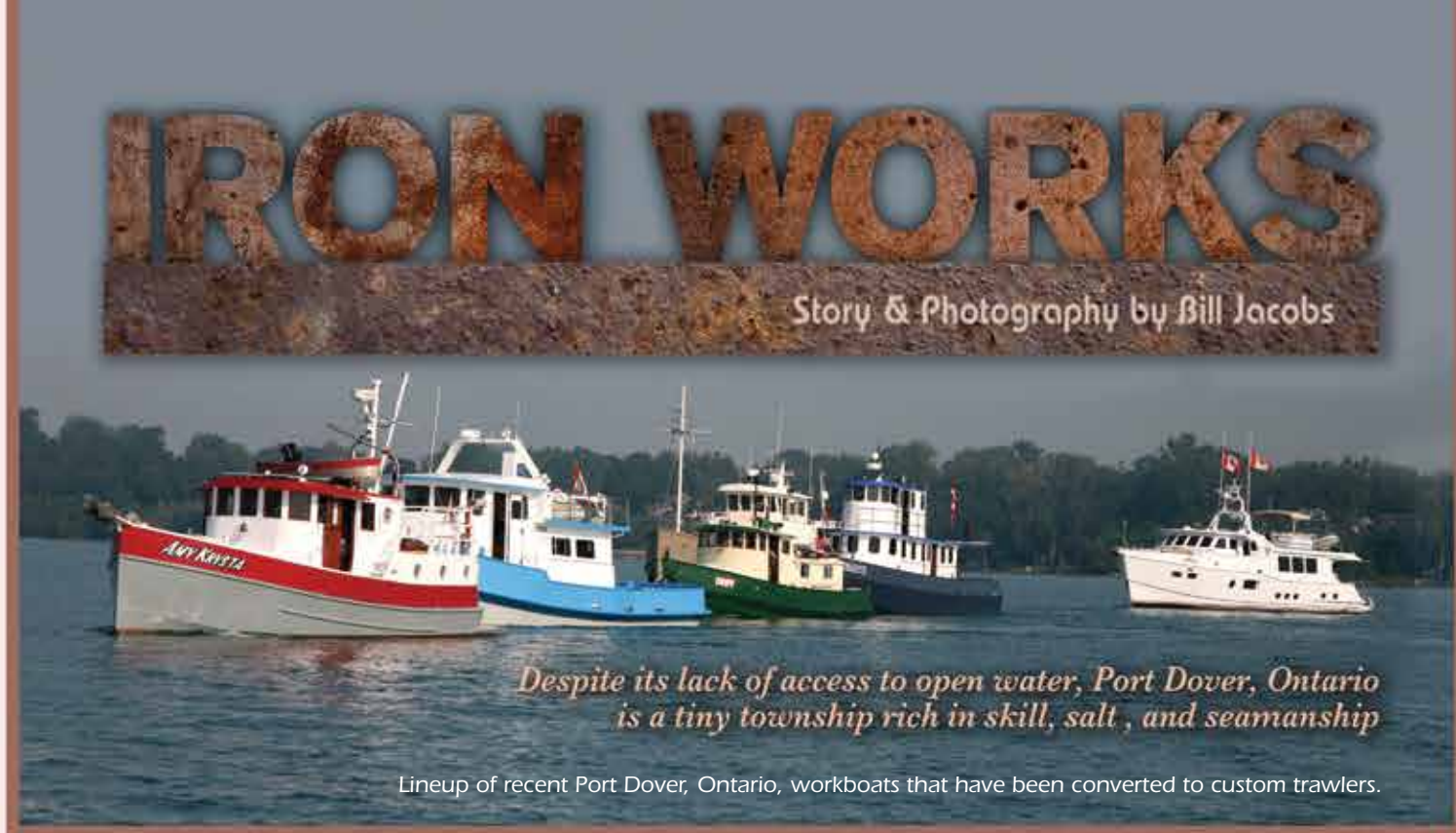
The names then came endlessly, in pairs, then six or seven, sometimes a dozen each day: Stadler, Turansky, Lawrence, Zapalski, Mantz, and Verdea. Our "boys" had faced the ultimate test of physical courage.

We knew they had won more than just a piece of beach, but had freed a small piece of liberation. And soon some mothers wore black babushkas. And some fathers placed gold star flags in the front windows of their homes. Our sons were ashore and fighting. God be with them we prayed.



Larie Pinte is the retired Managing Editor of the Erie Morning News and author of "Always Look Back."

Larie served in the United States Army and the United States Navy.



Despite its lack of access to open water, Port Dover, Ontario is a tiny township rich in skill, salt, and seamanship

Lineup of recent Port Dover, Ontario, workboats that have been converted to custom trawlers.

The Walker Street Bridge is the gateway to Lake Erie for boats departing Port Dover, Ontario, Canada.

On a sunlit Sunday morning the east leaf was raised at 0900, as a procession of six steel trawlers steered a course out of the channel and into the lake for a fleet photo shoot.

The colorful hulls were unique but every boat shared a common thread: The owners all had a heavy hand in their construction. Several of them had been renovated from relics of a variety of commercial vessels, fish boats, tugs, and charter boats, while others had been designed and built as recreational trawlers, resembling the hard-working hulls of yesteryear. Each boat is a unique and personal rendering of the builder's vision of the perfect cruising trawler.

I first traveled to Port Dover eight years ago to write a piece on *Nomada*, a 62-foot ocean-going tug being converted into a recreational trawler. While examining *Nomada*, I learned that she was but one of several projects underway in this town of roughly 6,300 people. I hoped I would have the opportunity to re-

turn, which I did in the summer of 2015. How, and why, would a fleet of such vessels have been created in a small village on the shore of Lake Erie? And what of the character and commitment of those who created them?

The first clues to answering these questions reside along the west bank of Black Creek. Here lie the hulking forms of more than a half dozen boat relics, looking like prehistoric cave paintings of Early Man trying to express his artistic yearnings.

RUSTY REVIVAL

Jiggs, J.A. Cornette, and Vary Brothers, are but three examples of the past heritage of steel boats built here by the Gamble family, pioneers in building boats for what would become the largest freshwater fishery in the world. The fishery survived intact until the introduction of Lake Erie's fishing quotas. The emphasis changed to higher catches and larger boats, making smaller hulls no longer economical to operate and thus, obsolete. But early fishing and boat building families such as the Gambles and the Mummerys all grew and prospered during this

time. The builders of these six trawlers preferred the inherent strength of steel, as many hulls that float in these waters are frozen in place during the long winter months. Add to that a continuing supply of potential used boats from the fishing fleet, and the relative ease of construction of a single hull, and iron quickly becomes the common denominator.

The variety of backgrounds in boating and building experience are also important as key influences on how the regional builders here have envisioned a boat designed and built only for their personal needs. As one might expect, there is a bit of self-sufficiency contributing to a finished project carried out without much outside help. Most of the boats we are about to meet are the result of thousands of man-hours performed over many years from design to completion, and mostly by the owner himself. Not to say that there has not also been a great deal of support, suggestion, and in a few cases, physical effort supplied by friends and family.

So, here are six boats, that illustrate the combination of the strength of steel and the will of man found in little Port Dover, Ontario, Canada.

ALEXIS

Vitals: LOA: 72' / Beam 20'
Draft 4' / Displ: 170,000 lb.
Power: 185 hp Cats (x2)
Cruise: 8 knots

At 72 feet and 85 tons, *Alexis* is the largest in the Port Dover fleet and her owner/creator, John VanHalteran, is equally larger than life. He's the first guy I met after walking into a bachelor party for his son at the Norfolk Tavern in Port Dover. "Hey Guys, shape up, PassageMaker is here," VanHalteran bellowed, followed by a hearty handshake.

He started his work life as a hard-hat diver who, to keep busy in the winter season, learned to build steel barges and ultimately went on to buy out the company's owners. Since then, VanHalteran has lived in Port Dover working in marine and boat construction and, in the past, spent time working with Jack Nathan, a marine architect who specializes in barge design.

"A barge is the most stable shape in the water and everyone keeps trying to improve upon it, but you can't," Nathan said.

Alexis carries her saloon, pilot-house, upper deck, and waterline



John VanHalteran's pride and joy, *Alexis*, proudly displaying her Canadian heritage inside and out.



Old inspires the new: Port Dover's rusted-out reminder of its workboat past.

the full width of her 20-foot beam, which enables the boat to have huge interior volumes. "I utilized the flowing chine line to the mid-section and created a flat run aft. I included a bulb bow only to put the bow thruster as far forward as possible," Nathan said, adding, "the hull is 3/8-inch steel plate, [and] if I had it to do over again I would use 1/2-inch."

The benefit here would be two-fold as the added heft would both eliminate the need for ballast while also allowing for lighter frames in the interior.

Despite that, her immense weight means *Alexis* has no need for active stabilizers, and John's wife Debra adds, "*Alexis* has a motion like a small cruise ship."

Construction on *Alexis* began in 2003 with her launch arriving just last year. John and Debra live aboard about nine months of the year, and John has put in over 15,000 of his own man-hours, shouldering about 90 percent of the work himself, with his son assisting in some of the welding. "I'm still working on a list of about 1,000 details, each of which takes about an hour of time," VanHalteran said.

Next year the couple plans to leave Lake Erie using the Welland Canal that empties into Lake Ontario, and then follow the 270-mile Trent Severn canal that flows into Georgian Bay. Sounds like the ultimate zipline for a power cruiser.

AMY KRYSTA

Vitals: LOA: 41' / Beam: 14'4"
Draft: 5'4" / Displ: 40,000 lb.
Power: 120 hp Perkins
Cruise: 7 knots

My first view of *Amy Krysta* was from above her as she sat at the dock attached to the construction site of owner Mark Rockel's new home on Black Creek. *Amy Krysta's* unique scale plays on the manliness of a tug with the added charm of a round-tailed cruiser. She is immediately striking.

(continued on next page)



IRON WORKS

(continued from previous page)

Mark welcomed me aboard as I stepped into the pilothouse. As I complimented him on her lines, he unrolled a set of drawings, the original sketches he had done almost ten years ago. Despite appearing to be professionally drawn, Rockel, a life-long veteran of the trucking business, is an amateur designer and drew Amy Krysta's lines himself. Rockel studied the trawler designs of Steve Seaton, Jay Benford, and George Buehler, and ultimately decided that a 36-foot boat, for ease of finding dock space, potential for single-handed cruising, and for overall cost considerations, was an ideal fit. Rockel's selection of a traditional pilothouse combined with a full-width aft cabin is a unique combination and it comes together nicely.

Intimately familiar with the Port Dover boating scene, Rockel was particularly attracted to the boats that had been designed and built by the father and son team of Mark (now deceased) and his son, Dave Mathews. Rockel brought Mathews his drawings and together they developed his ideas into working schematics. Mathews recommended increasing the LOA to 38 feet.

"Mathews had a lot of input into the finished specifications right down to



Showing Amy Krysta's shapely full-beam, aft master cabin.

details like the "just right" eyebrows around the pilothouse," Rockel said. Construction began in 1998 with Mathews hired to handle the bulk of the metal work throughout the hull, deck, and pilothouse at the family's Black Creek boatyard.

Rockel purchased a small house just outside Port Dover to be near the boat. Amy Krysta's hull is fashioned from 3/16-inch steel plate on steel frames placed every 16 feet. After launching in 2005, she was trailed to Rockel's house so he could handle the interior fit-out.

The interior of the boat is just as spectacular as the outside. The design of the aft saloon is magnificent, with a full bar in the forward part of the cabin, and the balance given

over to a curved wall of paneling surrounding a sofa and lounge chairs.

Tabletops are made of antique ports echoing the opening ports that light the cabin. It feels like the interior of a fine gentlemen's club. I asked about his prior experience as a finish carpenter. "None," Rockel replied. "I read a lot of books and threw away a lot of wood."

Next year he plans on adding solar panels to the roof of the pilothouse and paravanes from a design he says he saw in an edition of "Pas-sagemaker" magazine.

COOT

Vitals: LOA: 42' / Beam: 14'
Draft: 4'6 / **Displ:** 29,600 lb. **Power:** 160 hp Cumins C160 **Cruise:** 7.5 knots

Frank Mummery's family emigrated in 1910 from Hastings, England, to start a new life in Canada as commercial fishermen. They settled in Port Dover and became part of the growing fishing community as fisherman and builders of wooden fishing boats. Mummery's boat building skills were passed down in his family, and honed by his education as a mechanical engineer.

For his first build, Mummery followed plans for a 32-foot, wooden trawler designed by Charles Whittholz. The only change? Swapping the wood construction out for steel. After completing several courses on

welding, he started construction in 1970, completing the project only five years later. Mummery, and his wife, Bernie, cruised the boat for almost 20 years while raising their family. As family demands changed, they found themselves searching for a larger cruiser.

The Mummerys settled on a vessel in the 42-foot range for easier access to harbor facilities and marine travel lifts. After searching for several years, in 1989 they purchased a boat being used in Georgian Bay as a dive boat. Originally built in 1954 as a research boat for the University of Toronto, Mummery says the second owner hadn't changed much, but the boat was in decent shape. A simplistic design, the boat to be renamed Coot had only a pilothouse forward of a large work deck. A much larger project, Coot remained in a boat yard for nine years after being trucked to Port Dover, while Mummery split time between refitting and his active consulting career.

On the inside, the couple knew they wanted a full saloon cabin aft of the pilothouse, so Mummery had to relocate the original engine six feet forward, placing it directly below the pilothouse floor. This allowed him to create the saloon floor in the vacated engine bay, which lowered the overall height of the

aft cabin. The resulting narrow saloon is fine for two persons and still provides sufficient deck space for wide wrap around decks. Coot was moved to her current slip in Black Creek in 2008 and Mummery has been steadily completing her wood interior, with assistance from another carpenter, Todd Wilson, who also built out Nomada's interior. Almost all of Coot's woodworking was done in his home shop, so the pieces had to fit through the boat's doors for final installation.

Simplicity was their goal. The hull is unfaired and covered in standard enamel paint that can be brushed or sprayed. The interior is consistent, featuring painted wood floors, open shelf storage and bookcases, a two-burner propane cooktop, and a microwave. Zebra mussels can be a problem in the Great Lakes, so the only through-hole is for the drive shaft. A keel cooler eliminates the need for water circulation for the engine. Water tanks are filled at the dock or by sucking fresh water out of the lake, and a simple porta-potty completes the sanitation requirements.

Coot was almost complete when I came aboard, but with a quick warning from Mummery: "Steer clear of any shiny green paint. There are still some wet spots."

KAILARY

Vitals: LOA: 50'9" / Beam: 17'
Draft: 5' / **Displ:** 76,000 lb. **Power:** 600 hp CAT 3176B **Cruise:** 9 knots

"One day I will find the right words, and they will be simple," wrote Jack Kerouak in *The Dharma Bums*. Dave Scruton adopted this philosophy as he designed and built his elegantly simple trawler from the ground up.

Like Frank Mummery, Dave Gamble's lineage in Port Dover runs deep. He is a great-grandson of George Gamble, one of Port Dover's boat-building pioneers. Kailary is a fitting culmination of over a hundred years of maritime experience, stripping away all that is unnecessary and incorporating many subtle details. Having been influenced by his time as an operating engineer on Great Lakes freighters, Gamble knows that complexity is not a desirable trait when working offshore with minimal resources.

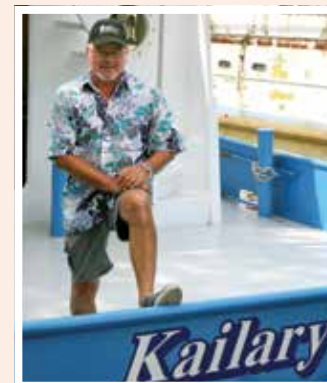
His first construction project was a rebuild of an old 36- by 9-foot steel fishing hull with a beautiful shear and slack bilges. Long on looks and short on stability, his wife Cheryl never felt safe, particularly after the young family members came aboard as crew and encouraged him to build a more stable replacement.

Gamble's late father, who launched the Peggy Jane in 1980, also influenced him. "I figured that if [my] dad could design and build his own boat, there was no reason I couldn't do the same," Gamble said. He began Kailary's construction in 1995 on an old family farm outside of town, completing the steel and propulsion work by June 2005. Kailary was trucked into town, launched, and sea trialed two weeks later. The next five years were spent completing all her systems and building out the interior.

(continued on next page)



Descending from a long line of English boatbuilders, Frank Mummery's 32-footer, Coot, is a fine display of the craftsmanship found in Port Dover.



David Scruton stands in Kailary's aft deck; Scruton built her with an eye towards beauty and simplicity.



IRON WORKS

(continued from previous page)

I was surprised when I stepped into the pilothouse... not a wheelhouse, mind you, as there is an absence of a traditional wheeled helm. In its place is a small lever next to a large commercial compass with compensating magnets. Gamble explains that the steering system is comprised of a Com-Nav GPS and a TS202FU fixed remote control lever, which enables the captain to steer the boat with small movements of the lever from side to side.

On the inside, simplicity remains king. All interior panels are light maple wood with no detailing and the saloon is furnished with tan, unadorned canvas cushions. A two-burner propane stove is stowed in a small drawer in the galley meaning the countertops, other than the sink, are uninterrupted. A standard, apartment-sized refrigerator was built in the forward cabin wall, while a stainless steel grill occupies a special compartment below the settee next to the aft deck door. It is fitted with a custom made support that snaps securely to the top of the tow post on the aft deck. The Zen-like interior resembles simple but elegant Shaker-style furniture and architecture.

Nomada's inviting saloon, complete with circular staircase to the pilothouse.



If you look carefully at the exterior you will note the angle of the pilot-house glazing is matched in every tapered surface of the boat, even the smokestack. All vertical panels on the exterior incorporate a waist-high chamfered break, minimizing the visual height of the panel. "Less is more," said Mies VanDer Rohe, one of history's most famous architects. Gamble seems to agree.

NOMADA

Vitals: LOA: 65' / Beam: 17'6"
Draft: 6'6" / Displ: 160,000 lb.
Power: 300 hp Volvo 120B TAMD
Cruise: 8.5 knots

Nomada had just been completed when I came to Port Dover for the first time in late 2007. Jamie Nadrofsky had originally bought her to serve in his fleet of commercial tugs that comprise his marine transportation and construction company, Nadro Marine.

Shortly after her purchase, business demands required a larger vessel, so the future of the 68-foot steel tug became uncertain. It had originally been built in 1943 for the British Ministry of Transport and later crossing the Atlantic to Canada, *Nomada* was as seaworthy as she was tired.



Nomada sat rusting in the Nadro yard for several years before Nadrofsky decided to convert her into a recreational trawler. After cutting off the superstructure and sandblasting her hull, he added a new main cabin, pilothouse, and upper deck, as well as fixed stabilizing fins to the hull. The engine was also scrapped and a 1981 Volvo engine, which had only seen 150 hours of service, was purchased from John VanHalteren, owner of *Alexis*. This stage of the project took almost five years of part-time work. It took three more years to complete the interior and the installation of all-new mechanical and electrical systems. At the time of my original visit, I asked Nadrofsky if he would tackle such a project again: "It has been more work than I anticipated, but the results are also better than I had hoped for."

Since then, *Nomada* has round-tripped to the Bahamas three times. The engine gauge now shows a respectable 1,736 hours. Despite the heavy refit work, the original interior has remained unchanged with the exception of a new, built-in two-seat sofa on the port side of the saloon. Below the main deck *Nomada* has two equal staterooms with queen-size beds, a double bunk cabin, and a shared full head. Forward is an enormous master cabin with its own en suite facilities.

Nadrofsky has since designed and installed paravane stabilizers using calculations from the book *Voyaging Under Power*. He says they are very helpful during offshore passages and when deployed increase the draft to 16 feet and effective beam to 45 feet. "They make the difference between hanging on and enjoying the ride," says his wife, Karin.

Nadrofsky has also installed four 250-watt solar panels on the top of the pilothouse that are connected to the boat through an existing main 12V feed to the Link 2000 and then to battery banks. Generating up to 64 amps, generator time at anchor has been reduced from three or four hours per day to just one hour.

Next season, *Nomada* will be berthed in Georgian Bay as Jamie and Karin plan to cruise the Bay and the North Channel. His only complaint so far? "If I had it to do over again, I would keep her around 50 feet to make it easier to find dockage," Nadrofsky said.

TRIUMPH

Vitals: LOA: 55' / Beam: 15'
Draft: 4'4" / Displ: 56,000 lb.
Power: 155 hp Mitsubishi 6014
Cruise: 7.5 knots

As we stood in the unfinished pilothouse of *Triumph*, the history of Port Dover was on display. Generations of Gamble-built boats lined the opposite shore, resplendent in rust, as a reminder of the condition that many of these boats were in before rebirth. *Triumph* was no exception.

Of the six boats visited, *Triumph* was the only one that is still a work-in-progress. Because Rob Young and Tracy Rae are living aboard, they staged the work to make it possible to move in before the entire project was completed. Seventeen years ago when Young had started his first refit, a 36-foot trawler, he had the good fortune to lease dock space on Black Creek and has been there ever since. Needing more space for full time live-aboard amenities, Young initiated a search for a boat in the 50-foot range.

He found *Triumph* in South Haven, Michigan. Originally constructed in 1981 as a day charter boat for use in Grand Traverse Bay, she was sold and moved to the south end of Lake Michigan with the intent of converting her into a trawler. The project never took shape and the boat languished on the hard for years. Young was able to negotiate a good deal for her as-is condition and did just enough work to get her in the water and make the 900-mile trek back to Port Dover.

Young's career as a Class A Certified mechanic working on large diesel trucks was definitely an asset on her maiden voyage. He and Rae have worked together on the



Rob Young and Tracy Rae are living aboard *Triumph* while rebuilding her. The couple have put in over 3,000 hours the past two years working on her refit.



boat for the last two years, logging in about 3,000 hours so far. Rae did much of the grinding of rust inside of the hull. One day, as she stepped off of the boat, one of her neighbors said, "the only thing white on you anymore is your teeth."

The original Mitsubishi diesel engine had 2,300 hours on it and has since been rebuilt. Young installed a new Velvet Drive transmission and a new stainless-steel shaft turning a 26-inch, four-blade prop. She now runs perfectly, burning only 2 gallons per hour at *Triumph's* cruising speed of 7.5 knots.

The existing passenger cabin was gutted and now serves as the main living area. A galley with new cabinets, appliances, and countertop occupies the starboard stern quarter. The living area, a dining counter, a step to the pilothouse, and a passageway to the forward sleeping cabin occupy the balance of the space. The floor in the saloon is finished in a variety of wood planks, adding interest to the cabin. All of the original opening port lights have been retained adding to the bright and cheerful interior.

Triumph's large aft deck provides an ideal outdoor space that is shaded by an extended deck above. While I was in Port Dover, I frequently saw

Rob and Tracy relaxing here. After completing the remaining work, they plan to cruise to Georgian Bay, the North Channel, and then on to the Great Loop. *Triumph* will turn heads no matter she goes.

So Port Dover is the common ground for six boats, all built or converted for roughly the same use by six individuals. Collectively, these boats illustrate the incredible quality, vision, and shipwright capabilities collected in this small Ontario township.

Vive la différence!



A big "LOG" thank you goes out to author Bill Jacobs and "Passagemaker" magazine for allowing us to reprint this article!





Dulcibella's Adventure

To Leamington, enroute
to the North Channel

by John Garhart

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

This is one of a series of articles recounting that summer adventure.



Winter snowflakes had swirled outside my window these last seven years and mixed with dreams of sailing to faraway places. Yet the translucent waters of the South Pacific, the Virgin Islands, or even the Bahamas lay beyond reach. My yearning was typical of armchair sailors still chained by the leg to a desk. Often such dreams are stillborn: strangled by obligation or the curse of a terminal diagnosis. In my case there were additional impediments. I was already past sixty, had only recently acquired a small sailboat, and, in truth, had little claim to call myself a sailor. But I was determined. I soon identified sailing to the North Channel of Lake Huron as an attainable goal.

There, behind Manitoulin Island, sheltered from the full blast of Huron's wind, lie islands, anchorages, and coves beyond number. Little wonder the North Channel is reputed to be one of the finest cruising grounds on earth. Here the La Cloche Mountains dominate the Ontario mainland and form one side of the North Channel. These Mountains, 3.5 billion years old, were ancient before the Rockies were born. Manitoulin Island itself is the largest fresh-water island in the world and shelters the other side of the Channel

from severe winds. Manitoulin is huge with its own large lakes on this island in the Lake.

I began breathing life into my dream by restoring, re-rigging and repowering my little craft. And year by year, with the encouragement of other EYC members, I enlarged my sailing skills, eventually sailing solo to many of Lake Erie's ports and completing the Lake Erie Solo Challenge twice.

My rough plan was to sail to and from the North Channel alone. I needed to gain the west end of Lake Erie, transit the Detroit River, cross Lake St. Clair, climb the St. Clair River and leave the boat in Port Huron, at the foot of Lake Huron, for a month. I would then return in August and cross Lake Huron to the North Channel. My family would arrive by car, and we would spend two or three weeks cruising. I would then bring the boat back, returning to work just after Labor Day.

This general plan was filled with gaps and shadows. I had never been up the Detroit River or even out of Lake Erie. I acquired charts, chart books, the Great Lakes Light List and U.S. Coast Pilot Six. Yet a study of these texts was no sub-

stitute for local knowledge. I talked to other sailors. Some who had actually been there and others only imagined they had, but even with knowledgeable sailors, I had so many questions that to ask everything would be to exhaust good manners.

The major issue was the Detroit River. At full power my boat makes 6 knots. Some claimed that the current in the river ran so fast that I wouldn't be able to make progress upstream. Others predicted the trip upriver would take days, and despite some good advice, without a chart of the river spread out, it wasn't easy to visualize what I was being told. Some uncertainty exists in every worthwhile endeavor, and after study and inquiry it was time to go.

On the 18th of June, 2015 at 3:30 p.m., armed with three redundant autopilots and a new diesel engine, I turned Dulcibella's bow west to Leamington, Ontario. I planned a non-stop passage. Abeam the Presque Isle light-house, I played "Leaving on a Jet Plane". It caught my mood, if not my speed.

My first waypoint was a small red buoy, EP2, about 100 nautical miles distant with a course almost



The modern beacon marking Pelee Passage is the third light to be erected on this location. The light marks Middle Ground Shoal that extends northward from Pelee Island is western Lake Erie

directly west. Point Pelee juts like a needle into the Lake from the Ontario shore and prevents a direct route to Leamington. Point Pelee to the north and Pelee Island to the south require the mariner to transit the Pelee Passage to enter the western basin of the Lake. Buoy EP2 allows the sailor to cut the corner of Pelee Point close without running aground, yet it puts the small boat mariner slightly north of the freighter channels.

Departure day was cloudy, warm and breezy, with thunderstorms forecast. All in all, the conditions were favorable. If you don't set sail in the face of thunderstorm warnings you won't get anywhere. Likewise, a direct passage is the only way to make progress in a sailboat on the Lake; to hop down the shoreline from port to port, while pleasant, would take forever.

The danger in this passage was that it overlapped the freighter lanes. Freighters often travel at night and in packs of two or three. And no matter the port of departure, they're also heading for the Pelee Passage, gateway for all east-west freighter traffic in the Great Lakes. Initially,



A beautiful floral tribute to the USA in Leamington's Municipal Marina.

(continued on next page)

Dulcibella's Adventure

(continued from previous page)

I was too excited to sleep. The wind was on the nose, and I was motoring, but still I was happy to be off. By midnight the wind had shifted and strengthened; the sky was overcast and the waves increased. Dulcibella rolled noticeably, uncomfortably, but not dangerously. The autopilot quit working two or three times. Each time I unplugged it, plugged it in again, and it worked. This glitch would recur again and again over the next few weeks before I discovered the source of the problem. It's a boat, well cared for, but still always in need of something being fixed.

Leamington lies on the north shore of Lake Erie, and yet I was sailing directly west. The chart tells the tale. Lake Erie sags noticeably south as you head west. The Southernmost point of Ontario Province is Middle Island in Western Lake Erie at latitude 41.41N. Erie is at 42.12N. Thus, Erie is 31 nautical miles north of the southernmost point of Ontario Province.

Finally, after midnight I was tired enough to sleep. I secured the lee cloth and slept in fifteen minute increments, waking only briefly to check the horizon for freighters and confirm my heading. (An oncoming freighter can cross the horizon and run you down in just over fifteen minutes). The next day, when I arrived at EP2, I evaluated whether to by-



The well maintained grounds at Leamington's Marina was just an added bonus to the other fine amenities.

pass Leamington and head to Monroe, Michigan, forty miles further west. Monroe is closer to the approach to the Detroit River, but I was tired and turned with deliberation toward Leamington. Approaching Leamington, I watched carefully for the Jiimann, a fast moving car ferry between Leamington and Pelee Island. Just before I made the harbor entrance, the Jiimann appeared, and I called on VHF channel 16 and told him I'd defer entering until he's in.

Leamington is everything one could ask for in a municipal marina. My call for a slip was met with an inquiry whether I wanted a port or starboard tie-off and whether I'd be coming in bow or stern first. Two marina employees met me to take my lines. They tied

me off with smart precision. At 3:45 p.m., I was tied up and soon sound asleep.

Leamington's Municipal Marina is clean and bright. The employees were helpful, neatly attired, and polite. Impressive locked, power operated, wrought iron gates guard each pier. There is gas, diesel, water and ice close at hand. Restrooms and showers are euro styled and plentiful. Each is small and sleek: sink, mirror, hooks, seat and shower. Tile runs from floor to ceiling. Each morning the staff opens the door and quickly hoses the whole thing off. As a result, each is spotless. Washers and dryers are nearby. Some snack food is available on site, and within walking distance are several nice restaurants. Phones for customs are near the showers. I spent a couple days here relaxing, talking to sailors familiar with the Detroit River, consulting the river charts and planning my next leg.

I enjoy sailing alone beyond the horizon. For me, it is an act of faith. Reality is an illusion. The observed world is, beneath its deceptive veneer, entirely probabilistic. Particles, the stuff of matter, have no hard properties, only statistical likelihoods called into existence by the act of observation and measurement. To the traveler this means that, no matter where you are going, the place you are going does not yet exist -- it lies in the future, a dormant quantum possibility. It is the act of going that calls the destination into existence. And you must have faith that when you arrive your destination will be there.



Each pier at Leamington's Municipal Marina has its own electronic gate, secure and attractive.

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



EYC Bulletin Board

Make Ready for the Season

Remember, winter storage boats left on the property on Opening Day will be charged a \$250.00 fine. Schedule your launch date early and make your boat ready for the season.

The Club launches seven days a week with the weekend dates filling first, don't delay schedule early to secure your time.

Dock Rule #2.

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

Fishing:

Fishing off the Erie Yacht Club property is reserved for members and their guest only. Members MUST be present whenever a guest is on the property.

Please help your Club police this, by not sending friends and family to the Club to fish without you.



Please control your Car Speed to 15 mph!

SPEED LIMIT 15

Seasonal Reminders

- Schedule your Spring Launch date by calling the Club office, 453-4931
- If you intend on Dry Sailing your vessel this year please remember to fill out a Boating Use Application with the Front Office to obtain the appropriate seasonal sticker. Vessels found on the property without the proper Dry Sail sticker will find their boat locked up.
- Kayak racks are reserved for those that requested a slot on a rack. If you need a slot for your kayak see the front office. DO NOT place your kayak on a rack if it has not been assigned to you.
- All disposable winter tarps are to be disposed of in the large roll off container located by the Locker House. Do not use the Galley dumpsters.
- Please remember to dispose of all trash in the appropriate containers.
- Remember that the trash dumpsters are here for all members use and that disposing of trash from home is not permitted.
- After launching your boat, please police the area in which your boat was winter stored. Place all blocking and shims in the pallets located in your area.
- If you have a medical reason for not being in the water by Opening Day, a letter or e-mail to the Dock Committee is due by May 15th. Send all correspondence to the General Manager.

Please dispose of all oils, old paint cans & batteries In the area located next to the maintenance garage

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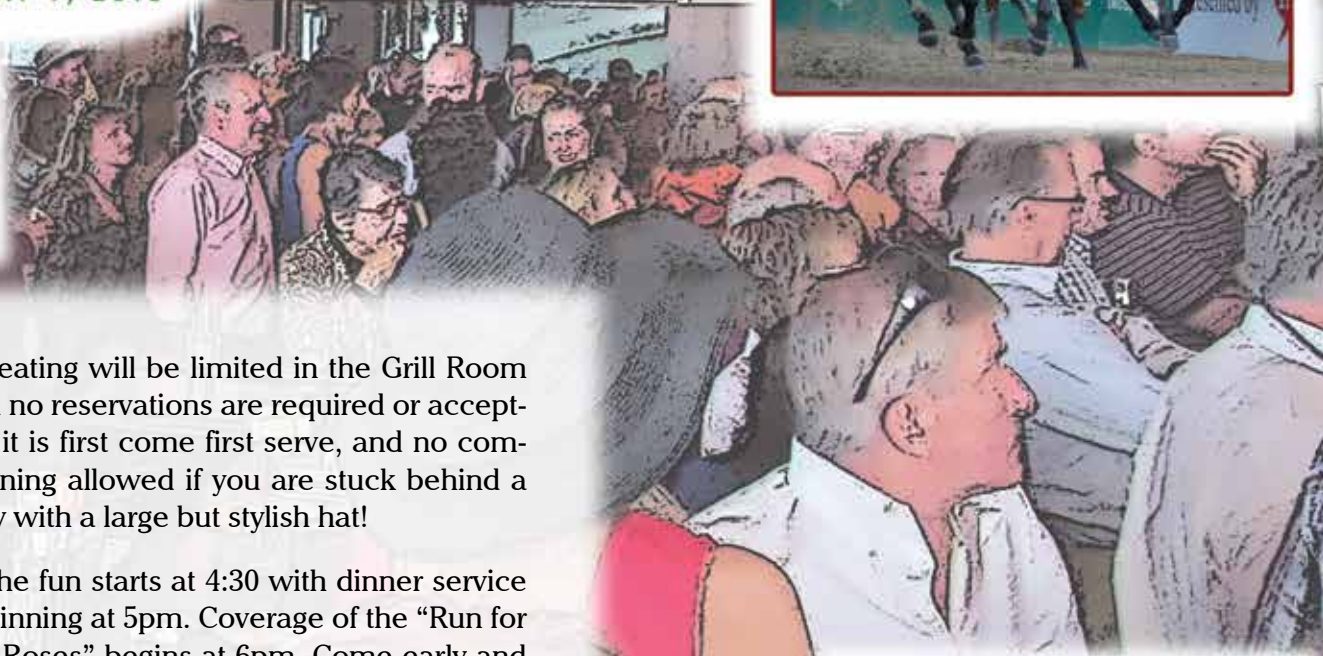
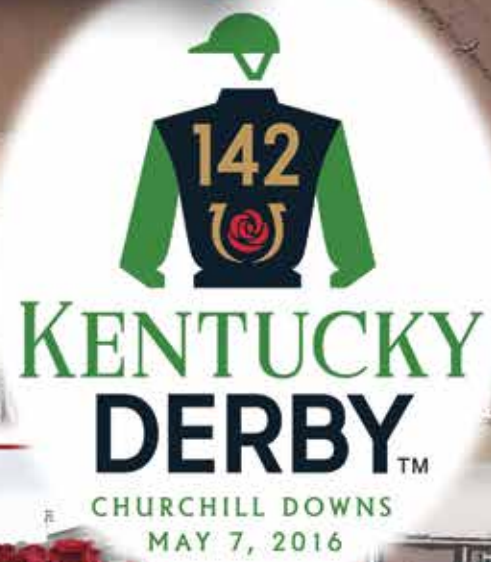
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Odds Are... You'll have a Great Time at the EYC's Kentucky Derby Party!



You know summer is coming faster than the 3 year old horses down in Kentucky, when the EYC hosts it's annual Kentucky Derby Party! What better place to celebrate the race of the year than in the EYC barroom with a hundred or so of your closest friends?

So if you're a horse racing fan or just like a good time partying around ladies with fancy hats be sure and head down to the Club on Saturday May 7th, for the 142nd Kentucky Derby party.

Be sure and reserve your table early in the Ballroom to watch the race on the Club's 12 foot big screen at 453-4931. If you prefer the Grill room and to watch on one of the 5 other televisions there, be sure to come early.

Seating will be limited in the Grill Room and no reservations are required or accepted, it is first come first serve, and no complaining allowed if you are stuck behind a lady with a large but stylish hat!

The fun starts at 4:30 with dinner service beginning at 5pm. Coverage of the "Run for the Roses" begins at 6pm. Come early and stay late to celebrate your favorite horses victory.

You always WIN when you SHOW up at the EYC and PLACE yourself in front of one of their many screens on the first Saturday in May. Say hello to some old friends and watch the fastest 2 minutes in sports!.



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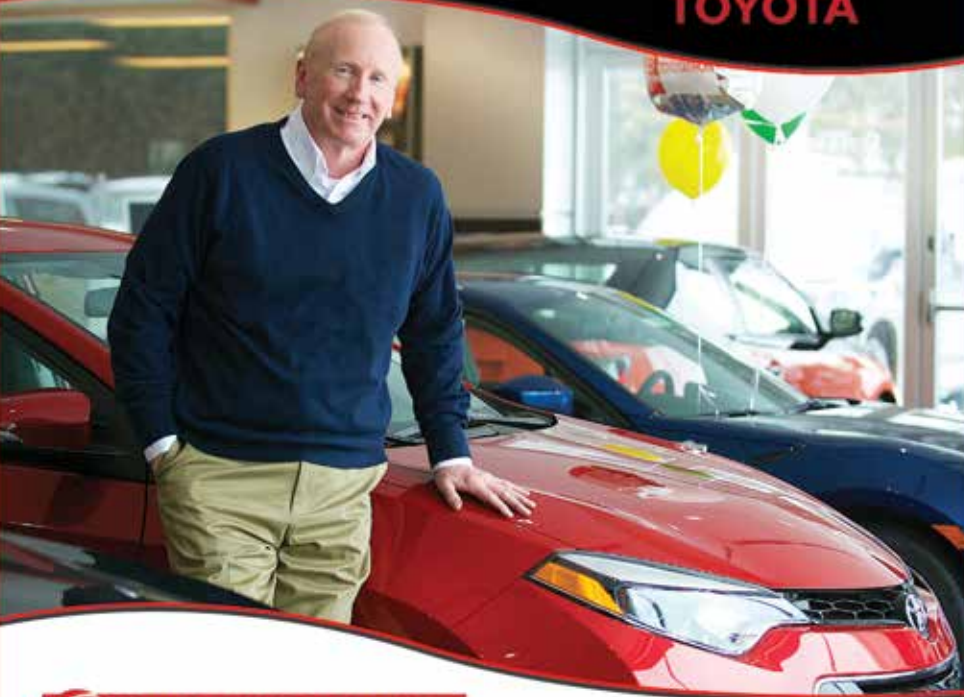
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What's the Good Word?
by Dan Dundon

Having made it through another delightful winter, we can now anticipate another season of terrific Happy Hours on the EYC Deck. Since so many of us so thoroughly enjoy these weekly gatherings with our EYC friends, I figured we might reflect on words some famous people have to say about enjoying such events. Sure these are offered in the spirit of amusement, rather than suggesting overdoing anything is ever a good idea.

Let's start with a nautical thought or two?

Every good sailor knows you don't drink 'til the sun is over the yard-arm. And every good sailor knows if you sit in the right spot on deck the sun is always over the yard-arm.

- Anonymous

OK... maybe "anonymous"? We hear Tom Schuyler IV say this all the time?

Any damn fool can navigate the world sober. It takes a really good sailor to do it drunk.

- Sir Francis Chichester

Maybe some words from entertainers?

I drink too much. The last time I gave a urine sample it had an olive in it.

- Rodney Dangerfield

I was hauled into court. The judge says, "You have been brought in here for drinking". I said, "Okay, let's get started".

- Henny Youngman

Health - what my friends are always drinking to before they fall down.

- Phyllis Diller

A man's got to believe in something. I believe I'll have another drink.

- W. C. Fields

Maybe words from other folks?

Be wary of strong drinks. It can make you shoot at tax collectors... and miss.

- Robert Heinlein

Man is no cactus, drink he must. Don't drink while driving, you may spill too much!

- Polish Drinking Toast

There are better things in life than alcohol, but, alcohol makes up for not having those things.

- Terry Pratchett

Eat, O friends, and drink; drink your fill, O lovers.

- Song of Solomon, 5:1

Sometimes too much to drink is barely enough.

- Mark Twain

So, I hope you enjoyed these Good Words! I also look forward to enjoying another season of Happy Hours on the Deck with you. See the article on page 30 and the EYC Web-site for details.

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!

One closing quote and story?

I am not a heavy drinker. I can sometimes go for hours without touching a drop!

- Noel Coward

Jean Harlow and Noel Coward attended a Hollywood party. Several times during the evening she called him Noell... you know, like Christmas. Before they parted he told her... "The "E" in Noel is silent. You know... like the "T" at the end of Harlow."



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Come Cruise with the EYC Cruising Fleet... The Lake Awaits!

by Karen Imig Carns



The newly formed EYC Cruising Fleet is well on its way to a fun and exciting boating summer! And you are invited to join in! 40+ EYC members have expressed interest in being a part of this summer's activities and have met twice to discuss plans for the new Fleet and its inaugural voyage to Mentor Harbor Yacht Club.

The kickoff meeting of the Erie Yacht Club Powerboat Cruisers Meeting was held on March 8, 2016 at the Erie Yacht Club. After introductions,

many possible locations for trips were discussed including Sandusky OH, Huron OH, Put in Bay OH, Old River YC near Cleveland, Lakewood YC, Mentor Harbor YC, Geneva Marina, Ashtabula YC, Conneaut OH, Barcelona NY, Port Dover YC, Buffalo Launch Club, Point Abino, Vermilion, Port Coburn, Port Stanley, Buffalo to the Erie Canal, Port Clinton, Cleveland YC, Rocky River and Dunkirk.

Members submitted a list of their top three desired destinations and the favorites were

- Mentor - 5 votes
- Port Dover - 5 votes
- Ashtabula - 4 votes
- Geneva - 4 votes
- Anywhere - 2 votes
- Cleveland Flats - 1 vote
- Cleveland - 1 vote
- Silvercreek - 1 vote
- Buffalo Launch Club - 1 vote
- Barcelona/Z Bros - 1 vote

FIRST WEEKEND CRUISE:

There was a lot of interest in Mentor Harbor so it was decided that the first multi-night trip will be to Mentor Harbor YC. MHYC is a lovely reciprocating yacht club with a pool, a nice restaurant and a picnic pavilion on a little "island" with a shuttle service from the main club. The island has fire pits and grills. Bob and Diane Cunningham and Brad and Karen Carns, who organized the start up of the Fleet, volunteered to plan the initial activities this year.

OTHER ACTIVITIES:

Other activities of interest to the group include picnics, raft-ups, day-trips and additional weekend trips. There could be a theme cruise. There could be a flotilla to local restaurants for dinner. The Charity Regatta Committee would like to increase the participation of the Power Boat Fleet with something like another Poker Run and possible a raft up during the race.

At the second meeting on April 11, a schedule and some activities were formalized:

- May 24 - 6:30pm - Next Cruising Fleet Meeting: If weather permits, the meeting will be on the west deck of the Club. The purpose of this meeting will be to talk further about our summer activities and perhaps select another destination for a day trip or one-night shake-down cruise. The Fleet will also prepare for an upcoming raft-off that is tentatively planned for Memorial Day weekend. Trip preparation and safety will also be covered.

- May 29 - Raft off on Sunday of Memorial Day weekend in Marina Lake. Bob and Dianne Cunningham's Richiesea will drop the first hook at 11:00 AM and others can join in when available. Everyone is encouraged to bring some food to share and details will be discussed at the May 24 meeting.

- Summer Picnic - Cruising Fleet Picnic at the Erie Yacht Club Lighthouse at 6 PM. Everyone should bring a dish and beverages to share and hamburgers and hot dogs will be provided and cooked on the Club grill.

- July weekend trip to Mentor Harbor YC - Some may choose to head up earlier and/or stay later, stopping at Ashtabula or Geneva, or points beyond. Details and Itinerary TBD.



- There is a lot of interest in a day trip to Barcelona. It was reported that the Barcelona Harbor has been dredged so most boats should be able to get in there. The Fleet could go up for the day, go to Zebro's to enjoy their outdoor patio activities and cruise home that evening. There is interest in staying overnight in Barcelona but it was noted that there is no electricity on the docks. No problem. . Most of the boats have generators! A date for that event will be discussed at the May 24 meeting.

FACEBOOK PAGE:

Member George Pero has set up the "EYC Cruising Fleet" Facebook page and has invited everyone to "like it" and share it or post photos to it. This Facebook page will be used to create awareness of the group and also as a means of communication regarding summer events.

All are invited to join the fun. If you have not cruised before, this group is for you. You will be able to learn from experienced cruisers and learn what's important to plan for a safe trip for you and your crew.

The Fleet will be sure to assist all involved on making safe trip preparations and we will travel together. Everyone involved agrees that they want to enjoy the camaraderie of fellow Erie Yacht Club members and use their boats to travel more. If you want to join the Cruising Fleet, contact Bob and Dianne Cunningham by phone at (814) 873-4753 or at richiesea@aol.com or Brad and Karen Carns (814-881-5367) or via email at: secretary@erieyachtclub.org.

Hope to see you on the water!



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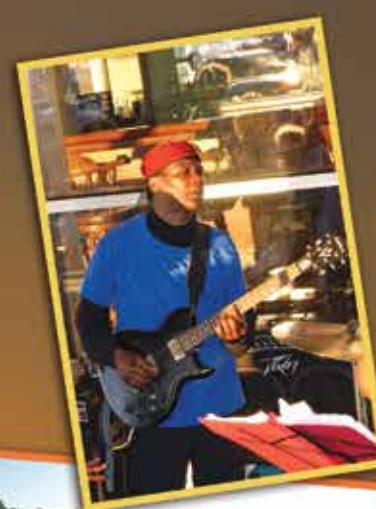
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Get Decked Out! at the EYC's Super Summer Sunset Happy Hour

by Dan Dundon
Photos by Tom Madura



It is almost time for another wonderful warm summer on Presque Isle Bay!

No doubt about it, we are absolutely ready to initiate another season of terrific Thursday Evening Happy Hours on the EYC Deck. We already know that EYC members don't really need a reason to party! No doubt about this either as we see larger Happy Hour crowds on the EYC deck as well as so many new faces as everyone enjoys the good times and camaraderie.

Besides enthusiastic crowds, great weather, and "the world's most beautiful sunsets" we have those other three ingredients to assure all-summer-long good times:

Great Drink Specials

Of course, every Thursday Happy Hour will include drink specials! Among these, watch out for drinks like Cuba Libre, Bay Breeze, Frozen Daiquiri, Purple Peach, Our own EYC Relaxer, Frozen Margarita, Jingle Juice, Southern Belle, Banana Hurricane and Planters Punch. I don't know what is in some of these either, but, they all sure sound good, eh?

Scrumptious Food Specials

Sure, every Thursday Happy Hour will include tempting food and snacks specials! Sometimes we will enjoy our traditional complimentary snacks like nachos, pizza, hot chicken dip, potato skins, or eggrolls. Other evenings EYC will be serving nominal-cost-specials such as Shrimp-on-the-Barbie, Bratwurst, BBQ Ribs, and Specialty Burgers.

Super Entertainment

Still another time, we will be enjoying the excellent live entertainment of great bands like Doggone Good Band, Acoustic Gypsies, Mambo, Shally and the Riffriders, The Sam Hyman Band, Key West Express, and Encore.

Keep your eye on the EYC web-site and check the EYC lobby easels for this summer's entertainment and drink and food specials.

See you at the best established ongoing summer happy hours around!



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If These Docks Could Talk

by P/C Gib Loesel



A few weeks ago while visiting with P/C Doug Nagle in Florida he shared with me a delightful story in the wonderful magazine PassageMaker titled "Iron Works".

The "Iron Works" is in Port Dover and covers those fabulous "tugs" which have become if you will "pleasure" boats, the story and photographs are by Bill Jacobs.

This got me thinking (again) about all of our members who venture across the lake to Port Dover who maybe unaware of the "Iron Works" and wouldn't it be nice to reproduce the story in our LOG. What the heck, I will write an email and see if it would be possible, well low and behold two days later Bill Jacobs replied and granted his permission.

I also sent him a link from our website so he could see the quality of our LOG, which he liked!! Bill and Mark Fusco (Associate Editor PassageMaker) were very helpful in getting a high resolution copy of the article to us for which we thank them very much!!

By the time you get to this page you have probably already discovered Bill's story,

If These Dock Could Talk they would say "Thanks for another wonderful story about boats and water".

P.S. I had a couple of small "goofs" in my story about June Sherk but only one was really important, and of course it was about a ladies age, June is not 91 but turned 94 on March 8th!!

Happy Belated Birthday June!!



North Wall Piggy-Back Parking Encouraged

The Club Grounds Committee is well aware of the parking issues along the north wall, particularly on race days. While the Club maintains a policy that all members are free to park anywhere they wish, non-members and non-member crew are still restricted to parking in the main Clubhouse parking lot. We ask all members to enforce this policy and police their own guests and crew for the convenience of our fellow north wall residents.



At the same time, the Committee is implementing a "piggy back" parking policy along the north wall. Piggy back parking is simply pulling forward on to the lawn or stones to allow for another family member or member crew vehicle to utilize the same parking space. If all members apply this piggy back parking method, we will gain an additional 53 parking spaces.

The Committee thanks you for your cooperation and now let's enjoy our well-earned summer.

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Have a Tale to Tell & Need a Ghost Writer?

Boating articles from EYC members are a great addition to your "LOG" and can encourage others to try such adventures with their own boats. So please consider the following:

I am willing to ghost write your article. If you've had a fun adventure (or are about to have one), all it takes is about an hour of discussion and a few pictures and I'll put together a draft for your approval. Soon your article will be published in "The LOG"... All for free.

Some Adventurous Boating Trip Ideas:

- Short trips east: Barcelona (28 miles), Dunkirk (42)
- Short trips west: Conneaut (29), Ashtabula (40).
- Or further on: Grand River and Mentor Harbor (71)

A trip to Buffalo, then into the Erie Canal through Lockport (3 really 'adventurous' locks) and tie up at the five star restaurant, Richardson's Canal House, near Rochester (1820s house of ill repute) and further east in the spectacular canal to wonderful, small, historic towns.

Perhaps Toronto; just 155 water miles away. To Colborne (88 miles), then the Welland Canal (8 locks, 31 miles) and on to Toronto (35) to their spectacular peninsula with outstanding yacht clubs, all with a short ferry ride to the city.

All of these yacht clubs and docks welcome EYC yachts and there are numerous adventures to be had, some once-in-a-lifetime!

If you had or are planning one of these adventures, call or email and we'll get your story told.

Ken Claunch, 814-835-2311 • kfox131@verizon.net

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Recent Law and Regulation Changes and Determinations.

By: Waterways Conservation
Officer Matt Visosky

Over the past few years many laws and regulations dealing with boating and fishing have been changed, tweaked or clarified by the PA Fish & Boat Commission (PFBC).

When changes occur getting the word out about these changes is critical to the public so they can be aware of them.

Here are the recent changes and expanded explanations on some areas that I've found are often misinterpreted or misunderstood.



- Bow Riding is a newer change in regulation. No person is allowed on the bow of a boat regardless of size while the boat is being operated above Slow No Wake Speed. If a boat has a specifically designed seat on the bow for passengers then these boats are exempt from this regulation. An example of this would be some models of Marinette. Some Marinette's have a built in bench seat on the forward cabin deck.

- Paddle Boards is another newer clarification by the USCG. Paddle Boards have been classified as a watercraft. Since paddle boards are a watercraft any person on a paddle board must have onboard a Personal Flotation Device (PFD) and sound producing device. We've observed the fanny pack type inflatable to be very popular for this activity and you can attach a whistle right to the strap that goes around your waist.

- Cold Weather PFD Wear – From November 1st thru April 30th all boaters regardless of age must wear an approved USCG Personal Flotation Device (PFD) on any boat less than 16 Feet and all canoes and kayaks.

- Inflatable PFD's are not approved to be worn by persons under the age 16 and also not approved for use under the temperature of 32 degrees. You can find these listed right on the manufactures label on the PFD.

- PFD New Wording: The USCG has been working on this for some time and it will be here soon. The wording on PFD's will be in Simple Terms and easier to decipher. The Type's I, II etc. will be replaced with simple wording. The exact wording is being finalized by the USCG but we've been told it's easier for all. The PFD's that have the older wording will still be valid and totally legal.

- Mandatory Safe Boating Certification: Anybody born on or after 1/1/1982 and operates a motorboat 26 horsepower or greater must obtain a Safe Boating Certification. Anybody who operates a Personal Watercraft (JetSki, SeaDoo etc.) regardless of age must possess a Safe Boating Certification.

- Personal Watercraft (PWC) towing restrictions have been changed recently. Prior regulation only allowed one (1) person to be towed by the PWC. The regulation has been changed to allow for the capacity of the PWC's because some PWC's have a capacity of four (4) or five (5) people. You still must have an operator and observer on the PWC but if its capacity is 5 then you can pull 3 people on a tube.

- Duck Layout Boats: A PFD must be in the layout boat and if it's during 11/1 - 4/30 that PFD must be worn.

- Launch Permits for Unpowered Watercraft can now be purchased on the Outdoor Shop on our website at: fishandboat.com. The Icon for the Outdoor Shop is at top left of webpage.

- Renewal of Registrations for Registered boats can be down at The Outdoor Shop as well.

- Senior Lifetime Fishing Licenses: Starting in 2015 seniors that purchase their Lifetime Fishing Licenses and wish to fish for trout must purchase a Trout Permit yearly. Senior Lifetime Licenses purchased prior to 2015 are grandfathered in and as long as they purchased the Trout Permit prior to 2015.

The PFBC and I would like to take this time and wish everybody safe, fun and enjoyable boating season.



May Calendar of Club Events

- 1st A la carte Breakfast • 10am - 2pm
- 7th Kentucky Derby Day at the EYC
Party starts at 4:30 • Race coverage begins at 6pm
Spectacular 12 foot screen in the Ballroom with tables by reservation
Grillroom first come - first serve
- 8th Mother's Day Celebration
Brunch Buffet • 11am - 2:30 pm
Music by Guitarist Mike Leslie

Dinner Service 5:30 - 7:30
Mother's Day dinner specials with entertainment by Keys & Strings
Reservations required for both dining options at 453-4931
- 11th Spring Launch Bawl • 5pm - 9pm
A Boat Launching Celebration
Complimentary Hors d'oeuvres
Drink & Dinner Specials with live entertainment with the Doggone Good Band
- 15th A la carte Breakfast • 10am - 2pm
- 20th EYC Tequila Tasting • 6pm
5 Course Menu - plus expertly crafted cocktails with Casa Noble, Crysta, Reosado & Anejo Tequilas
Limited Seating • \$50 per person
453-4931 for reservations
- 22nd A la carte Breakfast • 10am - 2pm
- 29th A la carte Breakfast • 10am - 2pm
- 30th 122nd Opening Day Ceremony
Buglers Call to Colors 1150 Hours
Punch & Picnic Buffet
Entertainment by the Acoustic Gypsies at 1100 hours

Visit The EYC
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The EYC is going old school and bringing back the Drive In Movie experience with Drive in Movie Nights!

Bring your lawn chairs, snacks and blankets on selected Saturday Nights to catch a classic movie under the stars at the EYC.

The movie schedule is as follows:

June 18th • 9:45pm

"Jaws"

July 16th • 9:45pm

"Ladies Auxiliary
Xmas in July"

"Elf"

August 20th • 9pm

Original

"Star Wars"

September 3rd •

8:30pm

"Ferris Bueller's
Day Off"

Limited concessions will
be available for MEMBERS
CHARGE ONLY



Movies are free of charge and are weather permitting with no rain date



June Calendar of Club Events

- 2nd Thursday Sunset Happy Hour
Let the Fun Begin! • 6pm - 9pm
Complimentary Pizza Logs
Music with the Sam Hyman Band
- 5th A la carte Breakfast • 10am - 2pm
- 9th Thursday Sunset Happy Hour
"Rum Punch Night" • 6pm - 9pm
Complimentary Potato Skins
Music by Salmon Frank
- 12th A la carte Breakfast • 10am - 2pm
- 16th Thursday Sunset Happy Hour
"Cayman Lemonade Nite" 6 - 9pm
Complimentary Jalapeño Poppers
Live Music with Greatest Hits
- 18th Bay Swim Breakfast Buffet
9:30 - 11:30 • Hosted by the EYC
Auxiliary • \$8 per person
Bayside Ballroom /Clubhouse

New - EYC Drive-In Movie Night
Bring your blankets & lawn chairs
Clubhouse's West Lawn for a
feature film under the stars! • 9:45pm
This months feature "Jaws"
Free & weather permitting
concessions available for member
charge only
- 19th Father's Day at the EYC
Traditional Champagne Sunday
Brunch • 10am - 2pm
Reservations Recommended at:
453-4931
- 23rd Thursday Sunset Happy Hour
"Woo Woo Night" • 6pm - 9pm
Complimentary Mini Egg Rolls
Live Music with Encore
- 24th Inter-Club Regatta
Entertainment by Smokin' Section
learn more at: www.erieinterclub.com/event/default.php
- 26th A la carte Breakfast • 10am - 2pm
- 29th Thursday Sunset Happy Hour
"Blue Lemonade Nite" • 6pm - 9pm
Complimentary Mozzarella Sticks
Live Music with Uncharted Course



the forgotten kettle

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