

The LOG

Sailing On Ice 2014





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From the Bridge

by Vice Commodore Brad Enterline



What a winter we have had! The ice boats are all smiles. An additional upside is that Lake Erie is nearly frozen over solid which should help with our water levels this summer by reducing evaporation in the Great Lakes basin.

Despite the cold weather outside, the Club continues to be warm inside thanks in part to our fun and effervescent members along with our gas well which continues to run strong. As most of you know, simply because it's winter does not mean that EYC goes into hibernation. Far from it, we continue to have entertainment, great food and events throughout the year. The Fellowship dinners have provided excellent food and speakers! In addition, the Trivia Night events are packed and keep everyone guessing!

In an effort to spur summer on, don't forget the 113 Days 'Til Summer Party and the Sock Burning Party in the month of March. Sometimes it's hard to keep all these events straight! However, we now have a full year's calendar of events on the website. So grab your calendar and lock those dates in.

Note that we will have our annual Club shut down beginning March 2nd through the 10th. This is an important week which allows the staff to do thorough cleaning and maintenance of our physical facility.

So come out and shake off those winter blues and join me at the Erie Yacht Club. And remember... summer is just around the corner!



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On the Cover...

P/C Matt Niemic scans the bay which is rarely snow free as it appears in this Jan. 19th photo. Son Jack, anxious to get moving is seated in the Sweet 16 ice boat built by his father.



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Scan to learn
about the Erie
Yacht Club

2014 Sailing on Ice

by P/C Dave Heitzenrater

Ice boats at rest on the mirrored ice surface. This wet and extremely slick surface materialized following a day of melting snow and cold rain.

The ice has returned to Presque Isle Bay after a two year hiatus of little to no ice for the last two winters. Local ice enthusiasts got a hefty boost in early January with the arrival of a two day cold blast known as a "polar vortex" that brought very cold temperatures to the entire country. Our Club weather station seated atop our lighthouse recorded a low of -9.4° on Jan 7th at 6:45 am. The preceding day had produced a high wind speed of 54 mph and sustained average wind speed of 44 mph down on our bay front. The low temperatures, combined with the sustained strong winds, resulted in a record low wind chill of -42° and that is cold. Brrrr. The below zero cold wave solidified the bay and contributed to more lake ice coverage which translates to a



Tom Nichols' A class Skeeter. Tom was here with five fellow ice boaters from the North Shrewsbury Iceboat and Yacht Club in Red Bank New Jersey on Feb. 27, 2005. Tom left the EYC to race at the Class A International Skeeter Assn. Regatta and took 1st place over 18 of the fastest ice boats on earth.



Brothers Scott & Dave Heitzenrater cruise on the near perfect ice in identical Sweet 16 ice boats they completed in 1994.

"If you are going to live in the Erie area you need to embrace the winter weather. One of the most exciting ways to do that is Iceboating."

"There is nothing like the feeling of zooming down the frozen bay sitting just inches above the ice."

- P/C Matt Niemic -

reduced opportunity for the formation of lake effect snows which is good for ice boaters but not so much for skiers.

Just as quickly, the mercury broke in the positive direction to reach a high of 53° on January 11 accompanied by rain which melted the accumulated snow producing a very smooth super slippery bay surface which is great for ice boaters but not so great for pedestrians. Unfortunately the warmth and rain made the bay ice unreliable with holes and thin areas requiring a bit more time to pass allowing Mother Nature to make the necessary repairs to the bay ice to provide a safe place for all to play. Penning these words in mid January, we are hoping old man winter will provide us with a good long 2014 season.



One of the first on the ice this winter, seasoned boater Biff Maasz pilots his 140 pound DN he crafted back in 1995.

For those unfamiliar with the ice boat concept, generally an ice boat is a craft that rests upon the ice on three steel runners. Each runner would compare to a super large knife blade about three feet long and six inches high with the edge that sits on the ice sharpened to a V point that cuts into the ice. The runners are attached to the runner plank which sits under the boat fuselage built to hold one or more riders. The boat is steered by a third runner that pivots to turn in the same manner as a bicycle wheel except that the steering runner can be in the back or the front of the boat.

(continued on page 20)

A Visit to the Dunkirk Lighthouse

by Tom & Cindy Madura

If you, like many people, are fascinated by lighthouses, plus have an interest in military history, you owe it to yourself to spend a few hours at the Dunkirk Lighthouse and Veterans Park Museum in nearby Dunkirk, New York.

The 4-acre park is situated on a bluff known as Point Gratiot, overlooking the entrance to Dunkirk Harbor. It features the wonderful nineteenth century lighthouse, as well as an impressive collection of old Coast Guard memorabilia, plus a museum dedicated to all branches of the Armed Forces.

The current lighthouse was built in 1876, replacing a badly eroded tower that had been constructed in 1826. The foundation of the original structure can still be seen at the site. The lighthouse remains active, and still utilizes its original Third-Order Fresnel lens.

The attached Keeper's house is a beautiful example of High Victorian Gothic architecture, featuring red brick walls and white dormers and gables.

The first floor has been restored with period furniture to showcase the typical lifestyle of lighthouse keepers in the 1800's.

The second floor has been converted into an Armed Forces museum, with a large assortment of artifacts on display. The displays include uniforms, medals, photos, models, and a variety of other items from conflicts ranging from World War I through the Vietnam era.

Also on the second floor, there is an entrance to the spiral metal staircase leading to the top of the lighthouse tower. It's a fairly short climb (as lighthouses go) but the last few feet are pretty narrow, including the hatch in the floor at the top. It's worth the effort to make the climb - the view of Lake Erie and Dunkirk Harbor is spectacular.



Victorian architecture of the Keeper's House.

Back on the ground, there is a nice collection of maritime artifacts scattered around the site and in a small outbuilding. A number of small boats, an old Coast Guard buoy tender, and a large bronze fog bell inscribed with the letters USLHS (US Lighthouse Service) and the year 1923, are just some of the items on display. Also on the grounds is a fine example of a "bottle light", which originally was located in the Buffalo Harbor.

Hours and fees for guided tours are available on their website: www.dunkirkighthouse.com

We highly recommend a visit to this little piece of history on Lake Erie. You won't be disappointed.



Tom climbing the last few narrow steps to reach the top of the lighthouse.



This "bottle light", was originally used in the Buffalo Harbor.



The stove in the lighthouse keeper's kitchen.



Some of the uniforms on display in the museum.



The bronze Fog Bell from 1923.



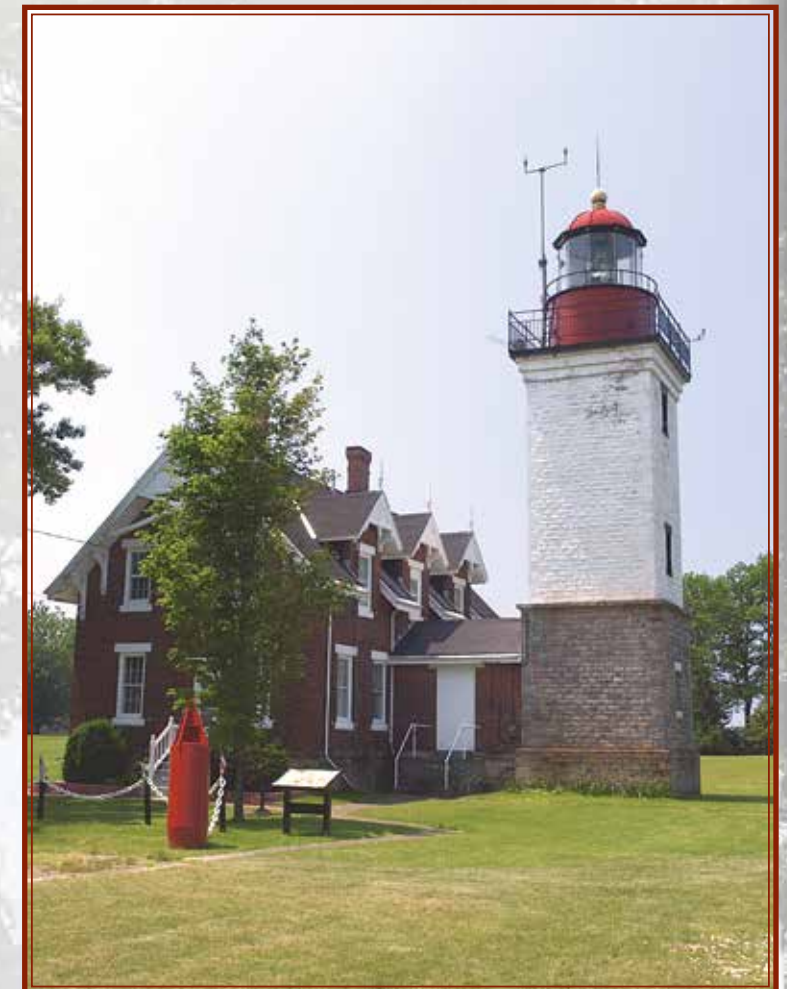
The Lighthouse Keeper's kitchen.



Cindy enjoys the view of Lake Erie from atop the lighthouse.



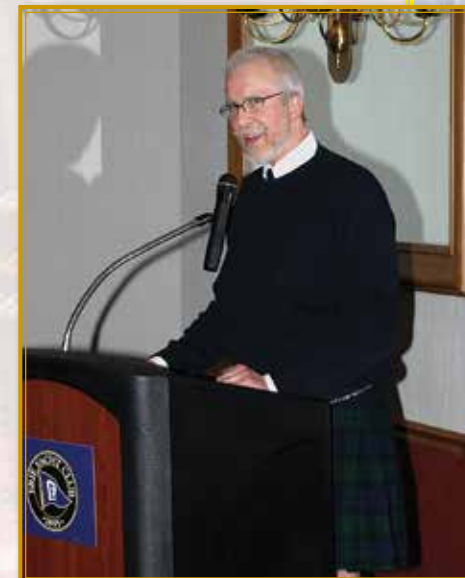
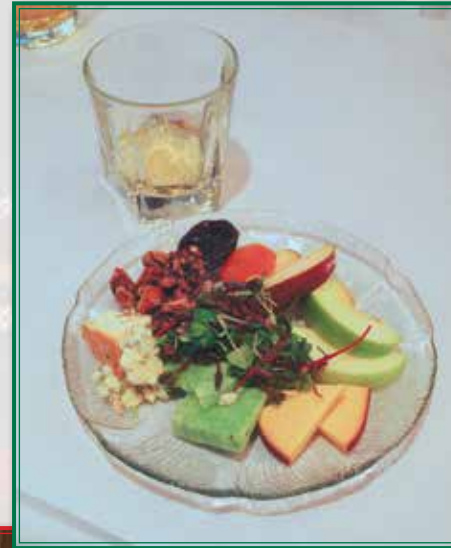
Some of the many maritime artifacts on display at the Museum.



The East side of the Dunkirk Lighthouse.

An Evening of Scotch... and Other Fantasies

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



"Who were you talking about just now?" My wife asked with an air of suspicion... "I wasn't talking about anyone," I replied, a bit confused. "Yes you were," she shot back. "Something about a single 24 year old that you were fond of"... My friend, Captain Eric Marshall and I looked at each other and howled with laughter. "You needn't worry about this gal," Eric reassured. "She's a 24 year old single malt Scotch from the Glenmorangie Distillery in Scotland."

So my life has come to this: fantasizing about my next taste of the Scottish Isles....

If you're anything like Eric and me, and you find that your fantasies sometime come in a beautifully curved whiskey glass, then man, do we have the event for you!

On May 2nd, the Erie Yacht Club will proudly hold the annual Scotch Tasting. And this year, it promises to be the best one yet.

Great care is taken in selecting the Scotch presentations from the main areas of the Country: the Highlands, the Lowlands, the Islands, and maybe even one from the Mull of Kintyre. With a single sip, you will taste a smooth, amber ribbon, that has woven through the rugged lands, the lives and the culture of a nation.

Few liquors will ever dream of achieving this. The stark differences in flavor, aroma and effect on the palate are remarkable, considering that they all originated in a single country that is slightly smaller than the state of South Carolina.

Our voyage of tasting will also include a luscious selection of appetizers that help accentuate the sometimes subtle differences of the Scotch's. Capping off the food selection will be a traditionally Scottish Shepherd's Pie, made with tender and delectable lamb. And then of course, there's the Haggis, made from an ancient recipe that was found tucked away in a 13th century book in Glasgow. The 'Presentation of the Haggis' complete with Bagpipe accompaniment is always entertaining.

So if you're up for an evening-long vacation, come join us for the flavors, the music and the folklore of the Scottish Isles. We promise you safe passage, and a trip you'll not soon forget.

Please call in your reservations to 453-4931 as this event sells out quickly.

Kilts welcomed!

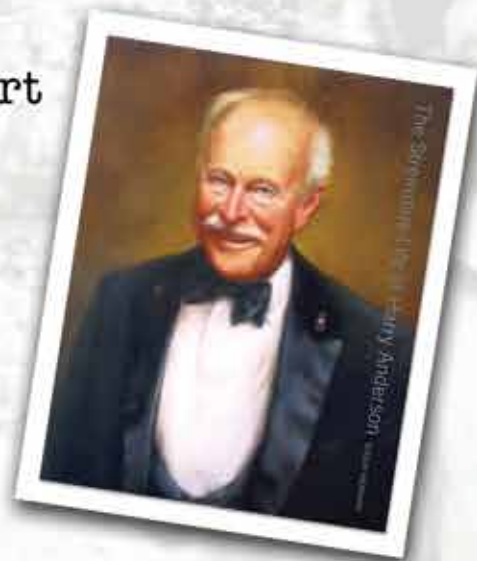


BOOK REVIEW: THE STRENUOUS LIFE OF HARRY ANDERSON

Biographer: Roger Vaughan
Published: 2013 Mystic Seaport

by Caleb Pifer

Photos Courtesy of Mystic Seaport



It has been nearly four years since Commodore Harry Anderson visited the Erie Yacht Club in the summer of 2011. In addition to presenting EYC Commodore Gerry Urbaniak with the burgee of the New York Yacht Club, the EYC Bridge and Board inducted Harry as an honorary member of the Club.

It would be easy to assume that in the time since his visit to Erie, the 93-year-old has quietly gone through life's paces. Alas, nothing could be further from the truth. After years of information collecting and meticulous note taking, hundreds gathered at the New York Yacht Club's 44th Street clubhouse this past December for the unveiling of Harry's 321-page biography: *The Strenuous Life of Harry Anderson*. Written by biographer, Roger Vaughan and published by Mystic Seaport, *The Strenuous Life of Harry Anderson* provides an in-depth look into the life and career of one of the world's greatest yachtsmen.

In praising the publication, maritime historian, Llewellyn Howland III made these remarks:



Harry pictured as a young boy with his family in 1924.

"Let others debate whether Harry Anderson is America's greatest living yachtsman. Or simply our most distinguished yachtsman. Or merely our most influential, our most thoughtful, our most gen-

erous, our best loved. But on one point, the world's greatest racing and cruising sailors will agree with everyone else whose life has been touched by this remarkable man: the publication by Mystic Seaport of a full length biography of Harry Anderson is a major event. Writing with Anderson's full cooperation and quoting from journals and correspondence, Roger Vaughan has fashioned a book that even Teddy Roosevelt, the chief apostle of the strenuous life, would have read with approval and delight."

The title, *The Strenuous Life*, pays homage to President Theodore Roosevelt's famous speech in 1899 in which he argues that overcoming life's obstacles via hard work and strenuous effort is what would lead America to greatness in the 20th century.

The biography itself is extremely well written and exciting to read. It brings together the many aspects of Harry's fascinating life as a yachtsman, businessman, writer, historian, philanthropist, and friend. As with almost any biography, the



A 1996 gathering of New York Yacht Club commodores in salute of yacht designers Olin and Rod Stevens. Pictured from left back: Commodores Frank Snyder, William Dyer Jones, Robert McCullough Jr., Charles Leighton, Robert Stone, Harry Anderson, and Emil Mosbacher. Seated: Rod and Olin Stephens.

book starts out by providing a context to Harry's upbringing and family. Growing up in Oyster Bay, Long Island, Harry is the product of several famous and well-known American families by both blood and marriage. This includes Vice President Aaron Burr, as well as the Rockefeller family. As can be expected with such a pedigree, the book's engaging opening talks about sailing exploits with such famous Americans as George Roosevelt and Harold Vanderbilt. The book provides a very detailed look at Harry's many sailing exploits – from his prep school days to Yale, the Seawanhaka Yacht Club to the New York Yacht Club and America's Cups. When it comes to sailing, Harry has been involved with virtually every aspect of the sport.

Readers will be surprised to learn that given Harry's impressive background and list of accomplishments, he has a refreshing lack of pretension. Numerous stories and anecdotes are devoted to Harry's adventurous exploits. Readers walk away with the impression that Harry is the type of guy that you would like to spend a week racing or cruising with.

Caleb Pifer met Harry when he was 16 years old through Tall Ships America, where Pifer now serves as Vice Chairman and Anderson Chairman Emeritus. The two have remained friends ever since.

Make no mistake though: Harry is not only a sailor - he is a prolific researcher and has done some of the most extensive research and writing about the railroad tycoon Arthur Curtis James (one of Harry's relatives). In addition, he has conducted extensive research on Jekyll Island, Georgia - an exclusive private club in the "Newport of the South" where Harry's grandfather and great uncle served as presidents. With so many varied dimensions to Harry's personality and interests, the biography keeps the reader engaged chapter after chapter.

For those that are more visually inclined, readers will enjoy the dozens of images throughout the book. Each one has an accompanying caption that provides a great supplement to the detailed text. The photos are a great blend of Harry with friends, family, and luminaries he's encountered throughout his life.

The EYC is mentioned as one of Harry's club memberships in the back of the book. What's more, the author of this review has every intention of getting Harry back to Erie very soon. In the meantime, you will find Harry's biography to be well worth your time and money. Anyone who appreciates maritime culture and history will also love this book.

As so many people assert throughout the book, Harry is an extraordinary individual. Read the book and I'm sure you will agree. *The Strenuous Life of Harry Anderson* is available through the Mystic Seaport by calling: 860.572.5386



Harry arriving at his 90th birthday bash at the New York Yacht Club. With over 300 people in attendance, Harry used his birthday to raise funds for the Tall Ships America's endowment fund.

It is that time again...



by Dan Dundon & Tom Madura

Six years ago the members of the Erie Yacht Club enjoyed our first beer tasting event, Around the World Beer Tasting. This first party was our initial exposure to blind-taste-testing. Continuing this tradition on March 29th, our resident beer expert, Josh Solt, will describe selected brews and discuss the features, brewing techniques and ingredients... without identifying the brewery or the brand.

As always, we can count on Josh to deliver flavorful descriptions, such as "Light golden color and rich exotic taste", "Full flavored with a delightful, fruity finish" and "Full bodied amber with a robust malt flavor". After we have enjoyed sampling and discussing the merits of each brew, Josh will identify each beer and discuss additional information and other interesting details. Depend on Josh to deliver an enjoyable and informative evening. In between the beer samplings, we will enjoy specialty food items prepared just for us.

Among previous beer tasting themes (arranged by your Beer Tasting Committee - we two) have been two Around the World Beer Tastings (think Big Wave Golden Ale and Long Board Lager from Kona Brewing in Hawaii, as well as some of those special Mexican beers like Tacate). Other beer tasting variations we have presented and enjoyed are "Beers of the Tri-state Region" and "Craft Brewers of North America".

Beer is the oldest and most popular alcoholic beverage in the world. There are thousands of breweries large and small all over the world. More recently, here in the United States, there are still more as small regional micro-breweries spring up "all over the place".

Since the world is such a wonderful place and many brewers are offering continually new and creative beers, we plan to assemble another varied group of samples for your consideration at the spring beer tasting. None of these beers have been offered at the club before.

Most importantly, once every brew has been sampled, we will choose the people's-choice brew, which will then be featured at the EYC bar as the specialty-beer-of-the-month!

Make your reservations early to attend the Spring Beer Tasting Party.

See you there on March 29th!





Feeling Gullible?

The history of April Fools' Day, or All Fools' Day as it is called by some, is a mystery. No one really knows its exact origins. There is no first "April Fools' Day" that can be pinpointed on the calendar, although it is known to date back at least to the sixteenth century.

There has been speculation among some historians that April Fools' Day began in 1582 when France switched from the Julian calendar to the Gregorian calendar. People who were slow to recognize that the start of the new year had moved to January 1 and continued to celebrate it during the last week of March through April 1 became the butt of jokes and hoaxes.

Other historians have linked April Fools' Day to ancient festivals such as Hilaria, which was celebrated in Rome at the end of March and involved people dressing up in disguises. Still others have speculated that April Fools' Day was tied to the vernal equinox, or first day of spring in the Northern Hemisphere, when Mother Nature fooled people with her unpredictable weather.

These are just some of the many theories on the roots of April Fools Day. Perhaps it is best to just accept that although April Fools' Day has been celebrated for centuries in different

cultures, no one knows exactly when, why, or where, the tradition began.

However, whatever the roots of April Fools' Day are, in modern times, people have gone to great lengths to create elaborate April Fools' Day hoaxes. Even the news media and major companies sometimes get involved, reporting outrageous fictional claims that have fooled their audiences and customers. Here are just some examples of past April Fool's pranks.

• The Swiss Spaghetti Harvest



On April 1, 1957 the British news show *Panorama* broadcast a segment about a bumper spaghetti harvest in southern Switzerland. The success of the crop

was said to be attributed to an unusually mild winter and the "virtual disappearance of the spaghetti weevil." Richard Dimbleby, the show's highly respected anchor, discussed the details of the spaghetti crop as video footage was televised of a Swiss family picking pasta off spaghetti trees. The segment concluded with, "For those who love this dish, there's nothing like real, home-grown spaghetti."

Hundreds of people phoned in wanting to know how they could grow their own spaghetti tree. They were told to "Place a sprig of spaghetti in a tin of tomato sauce and hope for the best."

To this day, this broadcast remains one of the most famous and popular April Fool's Day hoaxes of all time. It is believed to have been the first time television was used to stage an April Fool's Day hoax.

• Pitching Phenom Discovered

The April 1985 issue of *Sports Illustrated* contained a story about the discovery of an incredible rookie pitcher who planned to play for the NY Mets. His name was Sidd Finch, and he could throw a baseball 168 mph with pinpoint accuracy. This was 65 mph faster than



the record at that time. It went on to say that Sidd Finch had never played baseball but had mastered the "art of the pitch" in a Tibetan monastery under the guidance of the "great poet-saint Lama Milaraspa." Mets fans celebrated their amazing luck at having found such a gifted pitcher, and they flooded *Sports Illustrated* with requests for more information. In reality this undiscovered talent was the creation of the article's author, George Plimpton, who left a clue in the article's sub-head: "He's a pitcher, part yogi and part recluse. Impressively liberated from our opulent life-style, Sidd's deciding about yoga - and his future in baseball." The first letter of each of these words, taken together, spelled "H-a-p-p-y A-p-r-i-l F-o-o-l-s D-a-y A-h F-i-b".

• Introducing San Serriffe Islands



On 1 April 1977, the British newspaper *The Guardian* published a seven-page supplement devoted to San Serriffe, a small republic said to consist of several semi-colon-shaped islands located in the Indian Ocean. An in-depth se-

ries of articles described the wonderful geography and culture of this obscure nation. The main islands were named Upper Caisse and Lower Caisse, its capital was Bodoni, and its leader was General Pica. The newspaper's phones rang all day with inquiries about this perfect-sounding holiday spot. Unbelievably, only a few noticed that the island and everything about it was named using printer's terminology. The success of this hoax is widely credited with launching the enthusiasm for April Foolery in the British tabloids in the decades to follow.

• New Species Discovered in Antarctica!



The April 1995 issue of *Discover* magazine reported that respected biologist Dr. Aprile Pazzo had discovered a new species in Antarctica: the hotheaded naked ice borer. These ice borers were said to have bony plates on their heads that, because of a multitude of blood vessels, could become burning hot, allowing the animals to quickly bore through ice. They used this ability to melt the ice beneath penguins causing them to sink downwards into the resulting slush where the hotheads consumed them. Dr. Pazzo theorized, after much research, that these creatures might have been responsible for the disappearance of Antarctic explorer Philippe Poisson in 1837. "To the ice borers, he would have looked like a penguin," the article quoted her as saying. The magazine received more mail in response to this article than they had received for any other article in their history.

• Burger King Introduces The New Left-handed Whopper

Burger King published a full page ad in the April 1st, 1998 edition of *USA Today* announcing the introduction of a new "Left-Handed Whopper" designed

specifically for the 32 million left-handed Americans. According to the ad, the new Whopper contained the same ingredients as the original (lettuce, tomato, hamburger patty, etc.), but all the condiments were rotated 180 degrees



for the benefit of their left-handed customers. The next day Burger King issued a release revealing that although the Left-Handed burger was a hoax, thousands of their customers had requested the new sandwich, while "many others requested the regular 'right handed' version."

(continued on next page)



Feeling Gullible?

(continued from previous page)

- **Once in a Lifetime Astronomical Event!**

On April 1st, 1976, during an interview on BBC Radio 2, British astronomer Patrick Moore announced that at 9:47 AM a once-in-a-lifetime astronomical event was going to occur that listeners could experience in their very own homes. The planet Pluto would pass behind Jupiter, temporarily causing a gravitational alignment that would counteract and lessen the Earth's own gravity. Listeners were told that if they jumped in the air at the moment this planetary alignment occurred, they would experience a strange feeling of weightlessness.



At 9:47 AM, BBC2 began to receive hundreds of phone calls from listeners claiming to have felt the sensation. One woman even reported that she and her eleven friends had risen from their chairs and floated around the room.

Moore's hoax was inspired by a pseudoscientific astronomical theory that had recently been promoted in a book called The Jupiter Effect, alleging that a rare alignment of the planets was going to cause massive earthquakes and the destruction of Los Angeles in 1982.

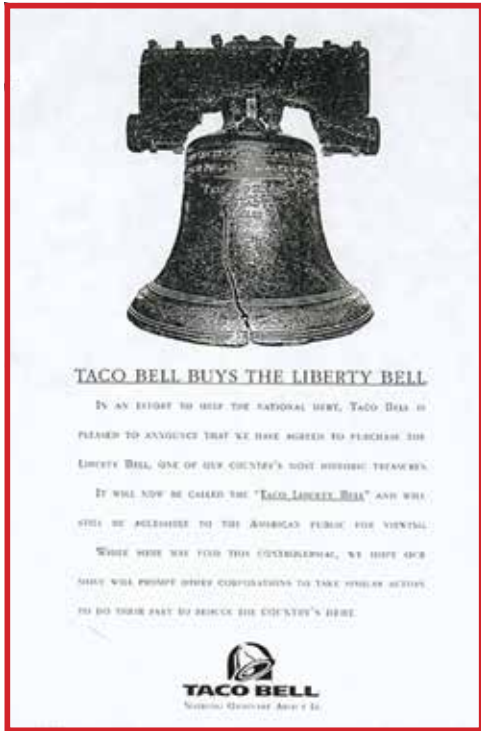
- **View Color on Your Black and White TV!**

In 1962 there was only one TV channel in Sweden. It broadcast in black and white. But on April 1st, 1962, the station's technical expert, Kjell Stensson, appeared on the news to announce that researchers had discovered that covering your television screen with a pair of tights would cause the light to bend in such a way that it would appear as if the image was in color. Thanks to this



discovery, viewers could convert their black and white sets to display color. All they had to do was stretch a nylon stocking over their TV screen. Thousands of viewers fell for the hoax. Many say today that they remember their parents rushing through the house trying to find stockings to place over the TV set. Ironically, regular color broadcasts began in Sweden on April 1, 1970.

- **Taco Bell Buys The Liberty Bell**



The Taco Bell Corporation took out a full-page ad that appeared in six major newspapers on April 1st, 1996, announcing it had bought the Liberty Bell. The ad stated, "In an effort to help the

national debt, Taco Bell is pleased to announce that we have agreed to purchase the Liberty Bell, one of our country's most historic treasures. It will now be called the "Taco Liberty Bell" and will still be accessible to the American public for viewing. While some may find this controversial, we hope our move will prompt other corporations to take similar action to do their part to reduce the country's debt."

A Taco Bell press release explained that the Liberty Bell would divide its time between Philadelphia and Taco Bell's Irvine headquarters. It compared the purchase to the adoption of highways by corporations, arguing that it was simply "going one step further by purchasing one of the country's greatest historic treasures." The company continued, "Taco Bell's heritage and imagery have revolved around the symbolism of the bell. Now we've got the crown jewel of bells."

Hundreds of outraged citizens called the National Historic Park in Philadelphia. They were calmed a few hours later when Taco Bell revealed that it was all an April Fool's hoax. The best line of the day came when White House press secretary Mike McCurry was asked about the sale. Thinking quickly, he responded that the Lincoln Memorial had also been sold. It would now be known as the Ford Lincoln Mercury Memorial.

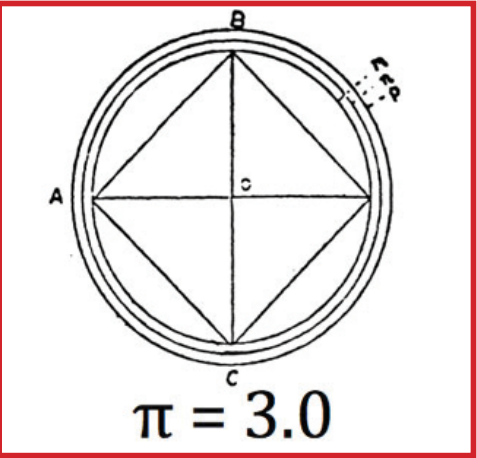
- **Richard Nixon Runs for President (Again!)**



An April 1st, 1992 broadcast by National Public Radio's *Talk of the Nation* revealed that, in a surprise move, Richard Nixon was running for President again. The slogan for his campaign was, "I didn't do anything wrong, and I won't do it again." Accompanying the announcement were audio clips of Nixon delivering his candidacy speech. Listeners responded to the announcement, flooding the show with calls expressing shock and outrage. It was only during the second half of the show that host John Hockenberry revealed that the announcement was an April Fool's joke, with help from impersonator and comedian Rich Little providing Nixon's voice for the speech.

- **Value of Pi Changed to 3.0**

The April 1998 issue of the *New Mexicans for Science and Reason* newsletter ran an article claiming that the Alabama state legislature had voted to change the value of the mathematical constant pi from 3.14159 to the 'Biblical value' of 3.0. The article made its way onto the internet, and rapidly spread around the world, forwarded by email.



It only became apparent how far the article had spread when the Alabama legislature began receiving hundreds of calls from people protesting the legislation. The original article, written by physicist Mark Boslough, was intended as a parody of legislative attempts to restrict the teaching of evolution.

- **Michigan Lakes Chosen for Shark Study**

The April 1st, 1981 edition of the *Herald-News* in Roscommon, Michigan reported that 3 lakes in northern Michigan had been selected for "an in-depth study into the breeding and habits of several species of fresh-water sharks."

The article stated that two thousand sharks, including blue sharks, hammerheads, and a few great whites, were to be released into the lakes. The purpose of the study was to determine whether the sharks could survive in the cold climate of Michigan. The federal government was said to be spending \$1.3 million to fund the experiment.



A representative from the National Biological Foundation was quoted as saying that there would probably be a significant decline in the number of fish in the lake because "the sharks will eat about 20 pounds of fish each per day, more as they get older." County officials were said to have protested the study stating the hazard it would pose to fishermen and swimmers, but they had been ignored by the federal government. Furthermore, the sharks were protected and were off limits to fishermen. The *Herald-News* received a flurry of letters in response to the announcement.

It is hard to believe that so many people are taken in by these types of hoaxes. It appears, however, by the reaction they receive, that we humans can be quite gullible at times. So beware this April 1st. If something you read, or hear, or see seems unbelievable take a good hard look before you react. It just may be someone's attempt to play you for a fool.



Our bitter cold winter was met by most with grumbles and the feeling of “enough already!” However to some, like our EYC ice boating enthusiasts, our cold winter brought something they have been missing for several years... ice, lots of it. In fact, according to an analysis by NOAA’s Great Lakes Environmental Research Laboratory, ice covered 78.7 percent of the Great Lakes on February 6, 2014. Not since early 1996 has ice been so widespread on the Great Lakes.

This cold winter also brought back a striking natural wonder that warmer winters can’t provide. Thanks to sufficiently thick ice on Lake Superior, sea caves near the Apostle Islands National Lakeshore were open to foot traffic for the first time since 2009, according to officials at the U.S. Department of the Interior.

The Apostle Islands National Lakeshore is made up of 22 islands in Lake Superior, located off the coast of northern Wisconsin. The area boasts some of the most magnificent sea caves in the Great Lakes region. Centuries of wave action, freezing, and thawing have sculpted the shorelines, carving delicate arches, vaulted chambers, and honeycombed passageways. During warmer months, visitors can paddle along the shorelines and navigate through the scenic caves. However witnessing the caves’ icy winter transformation is trickier and not always possible.

On January 5th, however, Park Service officials announced that ice was reliable enough to open the sea caves to foot travel. For the first time in five years, visitors were allowed to take a stroll on the frozen lake to the Apostle Islands to see the rocky coastlines transformed into a wonderland of spectacular icy caves. Intrepid explorers willing to make the roughly two-mile hike out to the islands were not disappointed. This winter’s ice formations were said to be among the most dramatic in years.

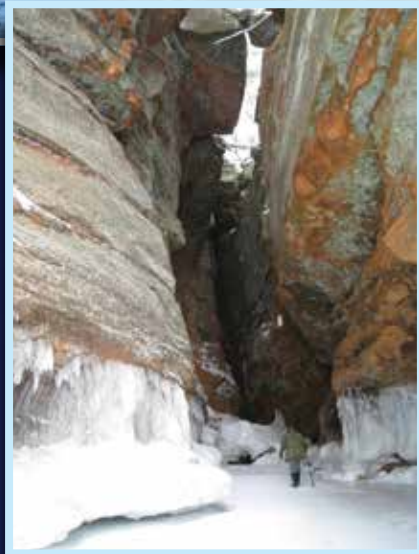
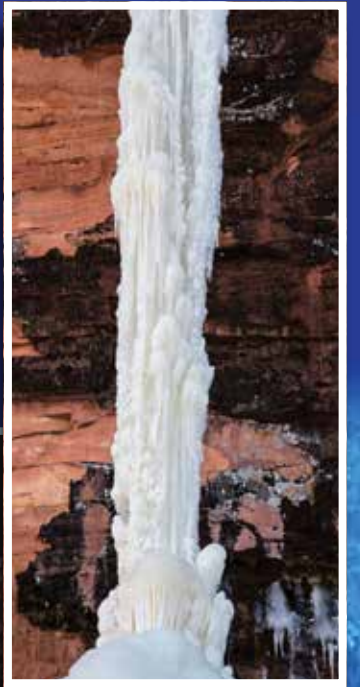
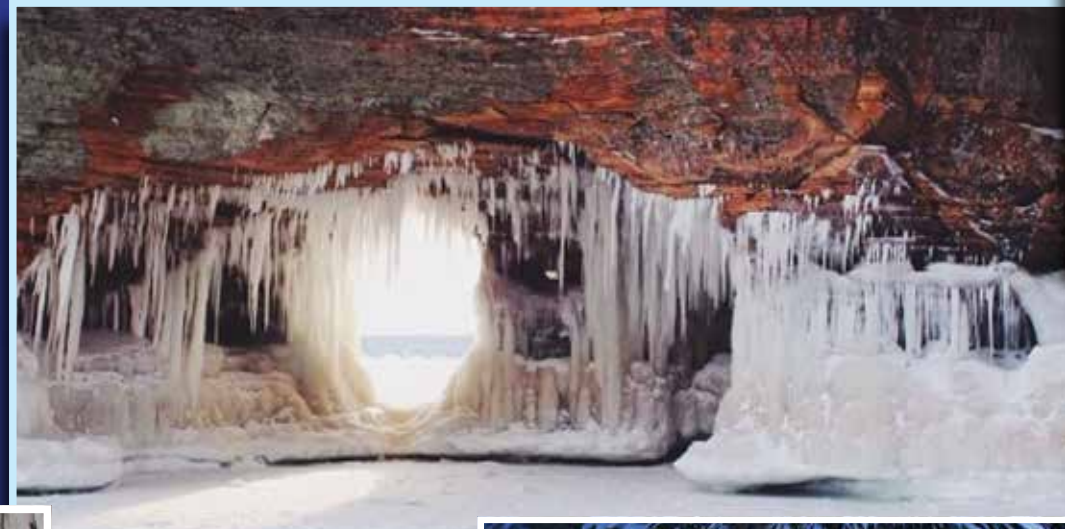
Bright-white icicles contrast against the reddish sandstone cliffs. Pillars of ice extend to the cliff tops where scenic waterfalls have froze in place. Inside awaits a fairylane of millions of icicles, some needle-like, some several stories tall embellishing the cave’s ceiling and walls. The formations change from chamber to chamber and from day to day.

This is a one of a kind place. These stunning icescapes showcase the amazing beauty of nature... all made accessible by an unusually cold winter.



The Beautiful Ice!

of Apostle Islands National Lakeshore



Sailing on Ice 2014

(continued from page 5)

Ice boating originally began in the mid 1600s with boats that steered from the rear because they were a quick adaptation of a normal boat with a rear rudder; however modern iceboat designs steer from the bow.

The first question most people ask is how fast do they go? An ice boat is capable of traveling many times the speed of the wind depending on the conditions of the ice and the boat design. Obviously an expansive area of very smooth snow free ice accompanied by a large modern aerodynamically designed boat with a new engine (sail) will produce the greatest speeds.



A few pieces of firewood that were formerly a 20' mast that took many hours to build and just a few seconds to destroy. The EYC ice boat community, with its wide assortment of spare parts and pieces, had this boater sailing the following morning.

One of the most popular single seat iceboat designs is called a DN which is capable of approaching 50 mph in perfect ice and wind conditions. Of course the sensation of speed is greatly enhanced when you're seated just inches above the cold surface with ice chips and a stiff wind crashing into your face. Ice boats achieve their speed due to very low friction of the runner's on the ice. Technically speaking, the downward force of the runner concentrated in the tiny area along the runner's sharp edge actually melts the ice that results in a near frictionless surface. If you have ever stood on water covered ice then you know how slick it can be.

There are varying opinions regarding the world record speed, but the number



John Ponsford & John Comstock's skeeter, Minx III, built in 1938 by Ted Mead. She was originally brought to Erie in 1962 from Michigan by iceman Perky Pundt.

remains at about the 150 mph mark. That is very impressive knowing it is powered simply by the wind. Locally, I am aware of 70 mph clocked with a handheld GPS in a 16' two seat Sweet Sixteen on a blustery day out on the bay with snow squalls and snow drifts making it less than perfect ice. Just as impressive as the speed is the acceleration where a boat can double or triple its speed in only a few boat lengths.

There are many types of ice boat designs. The International DN is the most popular class with about 5,000 worldwide that began here in the US. The original design was selected by the Detroit News in a 1937 contest of its readers. It is a 12' long single seat wood boat with 16' high mast that is easily sailed. Most DNs are home

built and relatively inexpensive. The racing DN is controlled by the International DN Ice Yacht Racing Association.

The Skeeter class is limited to a sail area of 75 sq. ft. of sail area and is divided into classes. "A" class boats are single seat with mast heights in excess of 26 ft. These are some of the fastest boats on ice using state of the art carbon fiber technology. "B" class skeeters are two seat boats with masts over 23' such as a Yankee. "C" class skeeters are limited to a mast height of 20'. Some one-design classes within the C class are the Skeeter, Nite, Renegade, J14 and Sweet Sixteen. Skeeter racing is regulated by the International Skeeter Association or one of the individual boat class associations.



Craftsman Bob Arlet's custom built spruce hull single seat skeeter #001 parked on black ice.

Our local group is comprised of approximately sixty boats of various designs including Arrows, Nite, Skeeters, Sweet 16, traditional stern steerers, DN'S, the tiny metal pipe constructed Lockey Skimmer, numerous modified versions of these and other assorted varieties. A number of these craft were built by the individual owners. Any winter weekend or evening with good ice and conditions will produce a large number of boaters and spectators enjoying the activity.



Jan. 12th view of the staging area just east of the Club basin from Bayview Park. Jack, Cutter and P/C Matt Niemic confer with David Bierig.

When ice conditions permit, numerous miles are logged cruising throughout the solid bay waters from the EYC to Dobbins Landing. Numerous impromptu races around the markers occur with many days on the ice ending with dying winds causing the resourceful boaters to regroup by sharing boat war stories and grog well past the setting sun. Many times a boater's day on the ice ends prematurely when a part or piece of hardware fails due to the extremely high stresses involved. This situation is particularly painful if the incident occurs miles from the launch area and requires walking or the much less popular "ice boat pushing". There is no AAA for ice boats.

Generally speaking, the local ice yachting season begins around the 1st week of January and can last until as late as St. Patrick's Day. After that, warmer temperatures and the high sun angle tend to make the local ice sheet unreliable for safe crossing at any speed. The boats are then disassembled, hauled off the ice and put to rest awaiting the next coming of the hard water.

Check the EYC Racing Fleet menu to find our page devoted to ice boating.



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If These Docks Could Talk

by P/C Gib Loesel

In the last LOG I concluded with “As I said time was marching on... plans for a new Club had taken shape and in August 1968 the old girl slipped her anchor and was put to rest.”

As Paul Harvey use to say, “Here is The Rest of the Story”...

On August 19, 1968, with the help of many members: Gordy Way; P/C Bob Way; R/C Rich Loesel; Al Rickloff; P/C George Sipple and Howard Miskil to name a few, the building was at last empty and everything of any value was removed cleaned and taken to the new Clubhouse.

There was one remaining item of business... all of the yacht club kids were invited to “break a few windows”; armed with bricks, rocks and stones they let fly and believe it or not with much effort (some of the projectiles bounced off) the glass was gone. A month later “at a cost of \$1,600” a bull dozer finished the job and for the old timers reality set in.

Tom Schuyler’s father Cort wrote: “One night last month... after dark on a rainy night, down to the Erie Yacht Club went I... and Good Grief!!!

Where was our Club? Could it be that pile of sticks and plaster? Oh it was dark, damp and lonely that night as I walked around that old home – not a soul around – when suddenly that pile of bones settled with a groan – a groan that pretty nearly confirmed all of the superstitions I’ve had; but it was fitting that groan said, Goodbye-be-of good cheer and carry on!”

“Next a.m. in daylight, her dormers became agonizing eyes-the kind you can’t avoid no matter where you turn. Our old house said as she died; Keep-on-go forward and I’ll not have died in vain.”

Our Club is now and always has been full of clever members, one of the many reasons it is such a wonderful place and creates so many lasting memories.



One such member was Byron Cooley who was fondly known as Skipper Cooley, the Skipper had a unique knack of writing parodies and the following is how he chose to remember the “old girl”. As you read the words, hum along to the tune of I HAD A DREAM; (more or less)

*I had a dream mate
You had one too
A new Clubhouse building
Long over due
Now we have got one
I hope you don't Smile
It ain't all paid for
Not yet by a mile.*

*You better know
Come a big wrecker
Right over our lawn
Gave a big shove-and
Our Clubhouse was gone*

*So we have moved now
To what you'll agree
Are mighty fine quarters
As you plainly can see*

*Tie up your boat mate
Give us your hand
Turn up the lights now
Strike up the band.*

The remains were burned and the following poem appeared in our 100 year history book:

*Fresh wind,
Strong Sunlight,
Sudding cloud,
A line of fire.
All clean.
It is finished.
Amen.*

If These Docks Could Talk, I think they would say, “The members loved her but they were also ready to plot a new course.”




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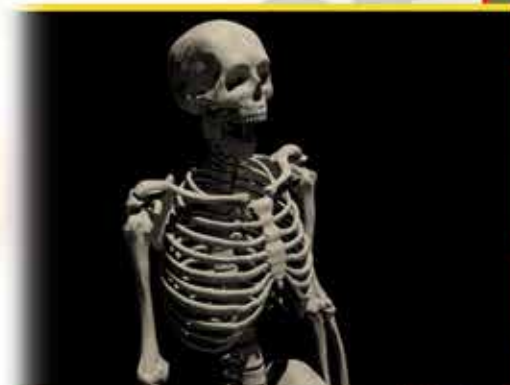
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Who Knew?

by Dan Dundon



Maybe something in this list of goofy facts will win your team a prize at the EYC trivia contest?

- If you yelled for 8 years, 7 months and 6 days, you would have produced enough sound energy to heat one cup of coffee.
- The human heart creates enough pressure when it pumps out to the body to squirt blood 30 feet.
- In 10 minutes a hurricane with release more energy than all the nuclear weapons in the world.
- A cockroach will live nine days without its head before it starves to death.
- Banging your head against a wall uses 150 calories an hour. (Don't try this at home, maybe at work.)
- The flea can jump 350 times its body length. It's like a human jumping the length of a football field.
- The catfish has over 27,000 taste buds. (What could be so tasty on the bottom of a pond?)
- Dreamt is the only work that ends with - mt.
- The human body grows the equivalent of a new skeleton every seven years.
- Humans are the only animals who cry emotional tears.
- Butterflies taste with their feet.
- Elephants are the only animals that can't jump.
- An ostrich's eye is bigger than its brain. (We all know some people like that.)
- Starfish have no brains. (We know some people like that too.)
- The average person laughs 15 times a day. (Maybe 16 reading this today?).

There is much pleasure to be gained from useless knowledge.
Bertrand Russell



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Spring Start-up Checklist



Be sure to consult your owner's manuals for specific instructions

Spring! For the boaters among us that means taking the boat out of winter storage and putting it in the water. And that means first tackling the annual preparation and cleaning projects that are necessary rites of spring. This essential (perhaps dreaded!) preparation helps ensure safety and prevent problems that could keep you off the water once the season is underway. Whether you take on these tasks yourself or have someone do all or some of them for you, the following is a handy checklist. (contents provided by boatsafe.com.).

GENERAL

- ☐ Make sure registration is current & onboard
- ☐ Make sure insurance is current
- ☐ Clean hull, deck & topsides using a mild detergent
- ☐ Make sure drains & scuppers are clear
- ☐ Apply wax to fiberglass hulls
- ☐ Clean & polish metal with a quality metal polish
- ☐ Clean teak (oil if necessary)
- ☐ Clean windows & hatches
- ☐ Clean canvas, bimini & dodger
- ☐ Clean bilges & engine components
- ☐ Check spare parts & tools & replace as necessary
- ☐ Check & replace wiper blades if necessary

HULL

- ☐ Check for hull abrasions, scratches, gouges, etc. & repair
- ☐ Check & replace anodes
- ☐ Check for blisters & refinish is necessary
- ☐ Check rub rails
- ☐ Check swim platform and/or ladder
- ☐ Inspect & test trim tabs
- ☐ Check propeller & propulsion system
- ☐ Check rudder & fittings
- ☐ Touch up or replace antifouling paint
- ☐ Make sure the drain plug is securely in place

DECK, FITTINGS, SAFETY EQUIPMENT

- ☐ Check stanchion, pulpits & lifelines for integrity
- ☐ Check ground tackle, lines, fenders, etc.
- ☐ Check chainplates & cleats
- ☐ Check hull/deck joint
- ☐ Check deck, windows, & port lights for leaks
- ☐ Inspect anchor windlass & lubricate
- ☐ Clean & grease winches
- ☐ Check & lubricate blocks, padeyes, etc.
- ☐ Check dinghy, & life raft

BELOW DECKS

- ☐ Check, test & lubricate seacocks
- ☐ Check condition of hoses & clamps
- ☐ Make sure below waterline hoses are double clamped
- ☐ Check bilges pumps for automatic & manual operation
- ☐ Check for oil in bilges
- ☐ Check limber holes & make sure they are clear of debris

ELECTRICAL SYSTEM & COMPONENTS

- ☐ Check battery water level (if applicable)
- ☐ Check/recharge batteries
- ☐ Check terminals for corrosion, clean & lubricate
- ☐ Check bonding system
- ☐ Inspect all wiring for wear & chafe
- ☐ Test all gauges for operability
- ☐ Check shore power & charger
- ☐ Check for spare fuses
- ☐ Check all lighting fixtures (including navigation lights) & make sure you have spare bulbs
- ☐ Check all electronics for proper operation
- ☐ Inspect antennas

GALLEY

- ☐ Fill propane tank, check electric & manual valves, check storage box vent to make sure it is clear
- ☐ Check refrigerator, clean & freshen, operate on AC & DC
- ☐ Clean stove, check that all burners & oven are working
- ☐ Check microwave, if fitted

WATER SYSTEM

- ☐ Flush water tank
- ☐ Check water system & pump for leaks & proper operation
- ☐ Check hot water tank working on both AC & engines
- ☐ Check for tank cap keys on board
- ☐ Check & clean shower sump pump screens

INBOARD ENGINE(S)

- ☐ Change oil & filters — have spare onboard
- ☐ Check & change fuel filters — have spares onboard
- ☐ Check cooling system change coolant as necessary — have extra onboard
- ☐ Record engine maintenance log, especially date & hours of last oil changes
- ☐ Check belts for tension
- ☐ Check transmission fluid
- ☐ Check & clean backfire flame arrestor
- ☐ Check raw water pick-up
- ☐ Check & clean water strainer
- ☐ Check bilge blower

OUTBOARD MOTOR

- ☐ Replace spark plugs
- ☐ Check plug wires for wear
- ☐ Check prop for nicks & bends
- ☐ Change/fill gear lube
- ☐ Inspect fuel lines, primer bulb & tank for leaks
- ☐ Lubricate & spray moveable parts

TRAILER

- ☐ Check for current registration
- ☐ Check rollers & pads
- ☐ Check & lubricate wheel bearings
- ☐ Clean & lubricate winch
- ☐ Lubricate tongue jack & wheel
- ☐ Test lights & electrical connections
- ☐ Check tire pressure & condition
- ☐ Check brakes (if equipped)
- ☐ Check safety chains
- ☐ Check coupler

MAST AND RIGGING

- ☐ Check mast & spreaders for corrosion or damage
- ☐ Inspect spreader boots & shrouds
- ☐ Inspect rivets & screw connections for corrosion
- ☐ Check reefing points & reefing gear
- ☐ Clean sail track
- ☐ Check rigging, turnbuckles & clevis pins for wear & corrosion
- ☐ Inspect stays for fraying & “fish hooks”
- ☐ Check forestay & backstay connections
- ☐ Check masthead fitting & pulleys
- ☐ Check & lubricate roller furling
- ☐ Check halyards & consider replacing or swapping end for end
- ☐ Tape turnbuckles, cotter pins, & spreaders

SAILS

- ☐ Check general condition
- ☐ Look for wear & chafing
- ☐ Check battens & batten pockets
- ☐ Check all sail attachments
- ☐ Inspect bolt rope

REQUIRED & RECOMMENDED EQUIPMENT

- ☐ Sound signaling device
- ☐ Check distress signals & expiration date
- ☐ Check life jackets
- ☐ Inspect life rings & cushions
- ☐ Check fire extinguishers & recharge if necessary
- ☐ Check & adjust compass
- ☐ Check navigation lights
- ☐ Check charts & replace as necessary
- ☐ Check radar reflector
- ☐ Check & replace first aid supplies
- ☐ Check bailer & hand pump

HEAD SYSTEM

- ☐ Checked for smooth operation - lubricate & clean as necessary
- ☐ If equipped with treatment system, have chemicals on hand
- ☐ Y-valve operation checked, valve labeled & secured

Reving Up for Another Run

by Paul Jenkins



It seemed unfair! I was a really good worker. For years, I hauled everything from hay to children and did it without any complaints. I only had a small six-cylinder engine but it was easy on gas and always started, even on very cold days.

I must admit though, that there were lots of good times, like when I took Johnny Jr. on his first date. That was really great! Johnny was so anxious to impress his new girlfriend that he spent two days waxing and polishing me. Boy did I look sharp. We were quite a team that night and maybe that's why Johnny and his girl ended up as man and wife. They now have a little Johnny of their own. Another fond memory was the time my owner's calf won the blue ribbon at the

county fair. Sure it was a cute little critter but just maybe it was my shining paint and sparkling chrome that helped catch the eye of the livestock judge. I was so happy that even my hubcaps winked for joy.

I had many other important jobs, as well. One of the biggest was that cold December night during a fierce blizzard, when I rushed my owner's wife to the hospital to give birth to her first baby. I really wasn't sure I could get through the drifted roads, but somehow we made it. I wonder if little Johnny Jr. knows that I was part of the reason he got such a good start in life? Oh well, I guess those things just aren't remembered about an old truck. Now that I am out to pasture.

Hey, wait a minute! Here comes that kid from down the road who has been stopping by lately. I heard him tell a friend that my body has some rust but could be fixed up. He also said that maybe the old motor in his dad's barn might fit my mounts.

Wow! He's here again and now he has his father's tractor! This is great! Look at this, he is hitching a tow chain to my front axle.

It's a dream come true! Could this be the start of my new life? Maybe I'll get a new paint job - maybe even new running boards. I even heard him mention something about chrome exhaust stacks. How lucky could an old pickup be? Is it just a coincidence that my new owner's name is Johnny?

Just
for
Fun!



Our
Lake
&
Peninsula
What do you know?

Down

1. The Erie Canal, completed in 1825, connected Lake Erie to this river in the east.
2. Name of small bay at tip of Peninsula.
3. Lake Erie was formed by the movement of this.
5. This Canadian Province borders Lake Erie.
7. Lake Erie is the smallest of the Great Lakes when measured by water _____.
9. Lake Erie is the shallowest & _____ of the Great Lakes.
11. Presque Isle continues to slowly move in this direction.
12. Lake Erie feeds water to this tourist attraction. (2 words)
13. Presque-isle means "almost an island" in this language.
15. The name given to Lake Erie's legendary lake monster.
17. They surrendered during the Battle of Lake Erie
18. Educational center at the gateway to Presque Isle.
20. Lake Erie is considered the "_____ Capital of the World".

Across

1. Presque Isle Bay acts as the City of Erie's natural _____.
4. Presque Isle's multi-purpose National Recreation trail bears his name. (Karl _____)
6. The Perry Monument is located on this point on Presque Isle.
8. It is believed that Lake Erie was discovered in 1669 by this French explorer.
10. The majority of Lake Erie water flows in from this river.
14. One of the US states that borders Lake Erie.
16. Presque Isle's Gull Point is a favorite location for these hobbyists.
19. Enclosed picnic shelters can be found at this Presque Isle location.
21. Presque Isle State Park is a sandy _____ that arches into Lake Erie.
22. Number of basins in Lake Erie.
23. Erie is the only Great Lake that is entirely _____ sea level.

(Answers on page 33)


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*What's
the Good
Word?*
"A Salty Look at Life"
 by Dan Dundon

So, I was looking for something in my files and quite by accident, I came across this nautical quotation by Sterling Hayden.

"When you steer, goddam it, you steer. Stand up, don't smoke, and don't discuss the Big Ten or Rock-n-Roll. When you work, protect your hands. Cuts don't heal in the tropics, and if you sprain something it's that much harder on everyone else."

"When you are awakened to go on watch, roll out and think it over afterwards. If you need an hour to get dressed, we can call you an hour early - otherwise you have twenty minutes. And if you hear the call "all hands on deck", that means come as fast as you can. What's more, if you are off watch and you hear all hell breaking loose on deck, there is no law preventing you from coming up uninvited to lend a hand. This has the obvious advantages: first you have the time to get the feel of things, and second, you might learn something - but I won't hold my breath until you do that either."

"And remember this ship lives off the wind - wind is what money is to life ashore. Always scan the windward horizon and always keep in tune with the feel and heft of the wind. And don't forget that a sudden squall could lay this wagon down so she'd


never get up, no matter how hard you prayed."

Sterling Walter Hayden (1916-1986) was an American actor and author. For most of his acting career he was a leading man. Later on he became noted as a character actor for such roles as Gen. Jack D. Ripper in the movie Dr. Strangelove.

Hayden was a genuine adventurer and man of action, not dissimilar from many of his movie roles. He dropped out of high school at the age of 16 and took a job as mate on a schooner. His first voyage was to Newport Beach, California from New London Connecticut. Later, he was a fisherman on the Grand Banks, ran a charter yacht, and served as a fireman on eleven steamer trips to Cuba. He skippered a Caribbean trading schooner and in 1937 he served as mate on a world cruise of the schooner Yankee. After serving as sailor and fireman on larger ships and sailing around the world several times, he was awarded his first command aged 22, skippering the square rigger Florence C. Robinson 7,700 miles from Gloucester Massachusetts to Tahiti in 1938.

I hope you find Sterling Hayden agreeable. We will hear more from him in the next Log.




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Firing Up Another EYC Sock Burning Party

Looking forward to spring & summer? Putting the cold weather and cold weather gear behind us. Why not join your fellow EYC members in celebrating warmer times ahead, when socks are no longer needed and deck shoes and sandals are the accepted footwear?

On Wednesday, March 19th the EYC will play host to our annual Sock Burning Party on the Clubhouse deck at 6 PM. Great dinner and drink specials will be accompanied by live entertainment by Deuble & Vogan. Be sure and bring your nastiest winter socks to offer up in sacrifice to gods of warm summer weather and a beautiful boating season ahead.

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

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

The act of burning socks began with the boatyard employees who worked on the boats year round. Their socks would get filled with paint, sawdust, fiberglass, and other materials throughout the winter months and come spring they lit their socks on fire as a way to show their hard work was done and the boats were ready for another season.

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

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

Ode to the Sock Burners

Them Erie boys got an odd tradition
When the sun swings to its Equinoxical position,
They build a little fire down along the docks,
They doff their shoes and they burn their winter socks.

Yes, they burn their socks at the Equinox;
You might think that's peculiar, but I think it's not,
See, they're the same socks they put on last fall,
And they never took 'em off to wash 'em, not at all...

So they burn their socks at the Equinox
In a little ol' fire burning nice and hot.
Some think incineration is the only solution, 'Cause washin' 'em contributes to the Lake's pollution.

Through the spring and the summer and into the fall,
They go around not wearin' any socks at all,
Just stinky bare feet stuck in old deck shoes,
Whether out on the water or sippin' on a brew.

So if you sail into the Basin on the 21st of March,
And you smell a smell like Limburger sautéed with laundry starch,
You'll know you're downwind of the Erie Yacht Club docks
Where they're burning their socks for the Equinox.

- Jefferson Holland



ABC3 Public Safe Boating Course



Conducted by the Erie Power Squadron • A Unit of the United States Power Squadrons

Classes begin: Monday, March 3rd 2014



The Erie Power Squadron is offering a Public Safe Boating Course scheduled to begin Monday, March 3, 2014. It will be held at the Bayfront Maritime Center on Monday evenings from 7pm till 9pm for 8 weeks. There is a nominal fee of \$50 to cover books and materials. You may pre-register or register at 6:30 pm on Monday, March 3rd, the night of the first class.

Items included in this course are basic boating terminology, boat handling, water sports safety, PWC's, legally required equipment, boating regulations, right of way rules, and marine radios. In addition, the course also looks at basics of reading nautical charts, basics of plotting a course, and GPS's.

This boating course will make you, your spouse and your children safer boaters. You may also save up to 10% on your boat insurance! In addition, passing this course will earn you a Pennsylvania Boating Safety Certificate. It is now law in Pennsylvania that all boaters who were born on or after January 1, 1982 and operate a motorboat greater than 25hp or any personal watercraft owner regardless of age, must take a boating course to be legal on the water. No one 11 years of age or younger is legal. Residents of other states, born January 1, 1982 or later are legal for 60 days if certified in their home state.

The Erie Power Squadron also offers the America's Boating Course through the United States Power Squadron website. It is an online course with a proctored test. You study the class online and call the Erie Power Squadron to schedule a proctored test.

A free 6 month membership in The United States Power Squadrons comes with the successful completion of the boating course.

Please contact Brad Robertson at (814-878-3636) or email erieps@gmail.com with any questions you may have regarding this course or the online course.

(Note: If you are an experienced boater, it is possible to request the test only.)

WE WANT YOUR VOTE...

Join us for a special
FELLOWSHIP DINNER

Wednesday, April 9 at 6:00 pm

Eugene Ware & the EYC Historical Committee will present historic images from the club. Attendees can then vote on their favorites. Top voted images will be reproduced & installed in the club!

Join Us for a Spring Tea

Hosted by the EYC Ladies of the Bridge

Sunday March, 30th at Two O'Clock

Only \$14 pp
Reservations Required
Hats & Gloves Encouraged

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March Calendar of Club Events

- 1st 113 Days 'til Summer Party • 6pm
Great Summer Food • Music and
Fun with Key West Express & West
Side Steve • reservations accepted
453-4931
- 2nd Club Shutdown
- 11th Club Reopens
- 12th EYC Fellowship Dinner III
“Presque Isle in Color”
Presented by Presque Isle
Photographer Brian Berchtold.
Cocktails 6pm • Dinner 6:45
Reservations 453-4931
- 13th “Trivia Night” Fun & Prizes
7pm - 9pm • Form a Team of 3 - 8
Call 453-4931 to reserve a table or
visit the Club website for more
information
- 16th A la carte Breakfast • 10am - 2pm
- 19th Sock Burning Party • 6pm
Clubhouse Deck with Entertainment
by Deuble & Vogan featuring Dirty
Drink & Dinner Specials
- 20th “Trivia Night” Fun & Prizes
7pm - 9pm • Form a Team of 3 - 8
call 453-4931 to reserve a table.
- 23rd A la carte Breakfast • 10am - 2pm
- 27th “Trivia Night” Fun & Prizes
7pm - 9pm • Form a Team of 3 - 8
call 453-4931 to reserve a table.
- 29th Craft Beer Tasting • 6pm
Taste Test and Evaluate Seven
Select Craft Beers • Hors d'oeuvres
Buffet • reserve your group at:
453-4931
- 30th A la carte Breakfast • 10am - 2pm
EYC's Spring Tea • 2pm
Hosted by the EYC's Ladies of the
Bridge • Reservations Required at:
453-4931 • \$14 pp

Sure, Sailors Are Innovators!

by Dan Dundon

Do you know where the hole in the donut came from?

The ring-shaped doughnut was invented in 1847 by Captain Hanson Gregory of Camden N.J. Hanson had his brainstorm while sailing aboard a lime-trading ship at the age of 16.

“Now in them days we used to cut the doughnuts into diamond shapes, and also into long strips, bent in half, and then twisted. I don't think we called them doughnuts then - they was just ‘fried cakes’ and ‘twisters’.”

“Well, sir, they used to fry all right around the edges, but when you had the edges done the insides was all raw dough. And the twisters used to sop up all the grease just where they bent, and they were tough on the digestion.”

“Well, I says to myself, ‘Why wouldn't a space inside solve the difficulty?’ I thought at first I'd take one of the strips and roll it around, then I got an inspiration, a great inspiration. I took the cover off the ship's tin pepper box, and - I cut into the middle of that doughnut the first hole ever seen by mortal eyes!”

“Were you pleased?”

“Was Columbus pleased?”

“Well, sir, them doughnuts was the finest I ever tasted. No more indigestion - no more greasy sinkers - but just well-done, fried-through doughnuts.”

Upon returning to Camden, he told his mother of the trick. Laughingly, his mother tried Hanson's suggestion. The result was so satisfactory she never returned to the old way. Her method was copied until it spread throughout the United States and beyond.



April Calendar of Club Events

- 6th A la carte Breakfast • 10am - 2pm
- 9th EYC Fellowship Dinner IV
“A Photographic History of the Erie Yacht Club”
Presented by Gene Ware member of the EYC, Friends of the Tom Ridge Environmental Center, Presque Isle Partnership and author.
Cocktails 6pm • Dinner 6:45
Reservations 453-4931
- 13th A la carte Breakfast • 10am - 2pm
- 15th “Taxpayer Bawl” • 5pm - 9pm
Join your fellow taxpayers wallowing in the misery of paying taxes.
Hors d'oeuvres • Drink & Dinner
Specials • Entertainment by
The Sam Hyman Band
- 20th Easter Sunday at the EYC
11am - 3pm
Entertainment by Marty O'Conner/
John Dauber
Reservations taken at 453-4931
- 27th A la carte Breakfast • 10am - 2pm

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Shut Down From
March 2nd - March 11th
For Annual
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