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From the Bridge

by Fleet Captain David Sanner



It's Spring and that means boating season is upon us. Old Man Winter didn't bombard us with much snow this winter but he sure gave us a lot of wind. Four power boats took the brunt of his wrath and were knocked off of their stands in late February. All have been righted and are awaiting repairs. The rest of the grounds and docks survived with little to no damage. Now that winter is behind us we can see covers coming off boats, sanders buzzing and buffers buffing as we work to get our boats in the water.

Mike Argeny and his crew will be working tirelessly to prepare the grounds and launch the boats by opening day. It is amazing how they are able to get it done each and every year. The entire EYC staff always puts in a tremendous amount of effort to ready our Club for Opening Day ceremonies and festivities as well as the many fun Club functions we look forward to each summer. Please be sure to thank them when you see them. Have a safe and enjoyable summer at the Club. See you there!

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On the Cover...

This year will mark the 20th anniversary of the Club's Thursday sunset happy hour on the deck. Which started out as a simple jump-start to the weekend has now become an EYC tradition. Photo by Tom Madura



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Scan to learn about the Erie Yacht Club

Two summers ago when Happy Hour on the Deck got interrupted many times by cruddy weather, many folks told me 2017 was the best happy hours season ever. Last year when the weather was much improved over 2017, many folks told me 2018 was the best ever. Rather than attribute this disparity to some confused thinking, I am going with... "Erie Yacht Club members are great folks who will see to it that they have a wonderful time... no matter what!"

While I was looking back on recent years, I looked way back and found we initiated these happy hours on June 3rd 1999. It seems hard to believe that we will be celebrating the 20th Anniversary of these most enjoyable and successful gatherings this season!

Sure pleasant weather is preferred, but the weather is only a part of this party. There are a lot of contributors to the on-going success and growth of these great events.

Live Entertainment

Expect the best in live entertainment with great bands like Boyd and Friends, The Breeze Band, Dog-gone Good Band, Encore, House of Rhythm, Gypsy Heart, The Jays, Salmon Frank, The Sam Hyman Band, Stiletto, Uncharted Course, and Vegas to keep us jiving and dancing all evening long!

Scrumptious Food Specials

We can be sure Chef Michelle and her galley staff will delight us with tempting food and snack specials such as Buffalo chicken dip, cocktail wieners, a French fry bar, fried pickles, fried ravioli, jalapeno poppers, mac-n-cheese bites, mini-eggrolls, mini-quesadillas, mozzarella sticks, pizza, potato skins, pot stickers, nachos, Sirachi chicken, and soft pretzels. Who knows what new delights will surprise us in 2019?

Refreshing Drink Specials

Not to be out-done, Lauren and her staff will be concocting a variety of different happy hour drink specials, such as: Banana Hurricane, Bay Breeze, Cuba Libre, EYC Relaxer, Frozen Daiquiris and Margaritas, Jungle Juice, Planters Punch, Purple Peach, and Southern Belle. Just imagine what great specials we will see this summer!

Before we know it, we will be mixing ourselves (the enthusiastic crowds) in with great summer weather (we hope!), "the world's most beautiful sunsets", super entertainment, refreshing drinks and scrumptious treats and be doing it all summer long... good times! Yaa-hooo!

After that long, cold winter and those record-breaking snow-falls, we are certainly ready for another season of Thursday Evenings Happy Hours on the EYC Deck!

Keep your eye on the EYC website and check the Club Calendar in the back of this LOG for this summer's entertainment and drink and food specials.

See you on the deck!



Has It Been 20 Years?

Celebrating 20 Years of Summer Thursday Evening Sunset Happy Hours on the EYC Deck

By Dan Dundon

125 YEARS OF TRADITION



BY COMMODORE BILL GLOEKLER

This Memorial Day, May 27 2019, Erie Yacht Club will celebrate our 125th Opening Day! Truly a milestone date in our Club's long and storied history.

"Call to Colors" will be at 11:50 am. My wife Patty and I cordially invite you all to attend. In this issue you will see reprints of 2 very important documents from our history. Both are written by our First Commodore George T. Bliss.

The first titled "A YACHT CLUB" was issued on September 14, 1894 to about 50 residents of the Erie community. This brief solicitation makes the case for the founding of a yacht club in Erie. Commodore Bliss had very definitive plans for this new Yacht Club... It was to have a dedicated club house with a telephone so members could call in advance to have their boat ready for sailing, rowing, or fishing. Recall that the telephone was patented in the US by Alexander Graham Bell in 1876 so this was very progressive thinking in its day.

Commodore Bliss stated his interest in having the club be a year round endeavor as he specifically noted ice boating in his invitation. He also laid out the case for a well-equipped facility complete with a minimum of 5 rooms, a carpenter's bench, forge and anvil.

Response from the community was strong and by mid-September a second flyer was titled "YACHT CLUB MEETING". A meeting date of September 20, 1894 was set for the Reed House located at North Park Row and French street. Reportedly about forty-eight folks attended this meeting held in the Writing Room and seventeen more sent in word of interest. By October, 137 individuals had applied for membership in the new Yacht Club and by November 14, 1894 the Club formally organized.

Looking at the invitation you can read that Commodore Bliss initially suggest the name of KEYSTONE YACHT CLUB and a pendant of "dark blue with a white keystone on it". Sometime during the Club formation the name changed, however, the burgee we still use today is based on that suggested by Commodore Bliss in this 125 year old document.

Winter and spring of 1895 saw the construction of a club house just east of the Erie waterworks at the foot of Chestnut Street. A formal opening day ceremony was held on July 18, 1895 and was followed by a sailing regatta. Re-dedication ceremonies continued for many years on July 4. It's believed that sometime around World War I the July 4th celebration was moved to "Decoration Day" observed on May 30 until amended by the US Congress to be "Memorial Day" held on the last Monday in May.

Our current ceremony closely follows that used by our forefathers:

- Founding members today represented by past Commodores gather around the flag pole with other dignitaries
- "Call to the Colors" occurs at 11:50.
- A roll call of those who have "crossed the bar" in the past year
- The fleet chaplain offers a blessing for the new season
- Officers receive their flags
- Brief comments (hopefully) are offered by the Commodore
- Picnic lunch is served
- Boat rides and fun are had by members and guest for remainder of the day

It is my sincere hope that all EYC members will come and attend this 125th opening celebration and that we will be blessed with many more to follow in the future years.

A YACHT CLUB.

Dear Sir:
About fifty of these circulars have been sent out. The object of so doing is as follows:
We want a BOAT CLUB in ERIE that will take in all kinds of boats. We must find persons who are willing to join such an organization. When the club is formed, we must have an anchorage for our yachts. We must also have a Club House. This house must have four or five rooms at least, and joining it there should be a long low building where shells, canoes and all small boats will be kept, and ice boats, also all spare spars and sails. There should be one end of this building reserved for a work shop, where the Club will supply a carpenter's bench, a small forge and an anvil. Each member must have his own tools for doing any work he wishes done. The Club House must be situated in some accessible place, with the yachts' anchorage near by, so that the attendants at the Club House can keep their eyes on the boats at their moorings. There must be some one at the Club House all the time. Their business will be to keep all boats clean, also the grounds and Club House. A telephone must be in place so that a man can send word for his boat to be gotten ready, and when he reaches the Club it will be in shape for sailing, rowing or fishing. All whom you find are interested please write their names and addresses on enclosed list, and send to Geo. T. Bliss, before September 30th. All names received will be indexed, and cards sent out giving the time and place of our first general meeting. We must have members and money. A night must be selected. Plans for a small Club House decided on. A suitable name must also be selected for the organization.
GEO. T. BLISS.

ERIE YACHT CLUB, ERIE, PA.



- 6 -

The Reed House



- 7 -

Yacht Club Meeting.

Dear Sir:
As you know circulars have been sent out, and in return very many names have been received of those who are interested in forming a Boat Club. Therefore, it is decided that a meeting be called for next Thursday Evening, September 20th, at the Reed House at 8 p.m. The object of this meeting will be to organize a permanent Boat Club in Erie. Ice boats and all manner of craft to be included. To be a member of this Club it will not be necessary to own a boat. The Club will furnish boats, and they will always be clean and in good repair.
A name must be selected. The Keystone Yacht Club is very appropriate, as Pennsylvania is the Keystone State, and Erie her only port. The Club Pennant could be dark blue with a white keystone on it. Having decided on a name, we must select officers. We should be a corporation and have a charter. A committee must be appointed to look after this; another to raise money and locate members; another to choose a good site, and make arrangements for getting position house and work shop; another to look after the necessary docks, wharves or booms that will have to be constructed to give all boats a building.
These notices are sent to only boat owners, and a few who are known to be interested in sports, therefore, we can not expect more than thirty people to this first meeting, so come and help us organize. We want to get something done before winter, in order that those owning ice boats will be looked after. We want a warm haven for them; a place for their spars and sails in the spring; also a place where, when a thaw comes, there will be help for them to get their boats off the ice, and in a place of safety. By spring we will have had time to make all our collections, and proceed with the permanent buildings of the Club.
It is especially urged that all those who belong, or have belonged to any such organization, as this that is proposed, will come with all the information possible, and aid in firmly establishing a winter-ice Boat Club.
On account of prevailing "hard times" we must be as economical as possible. The club must not be a social club in the ordinary acceptation of the term. If we want to be sociable, invite your friends to have dinner, etc., with us at the Kahawa Club, Tracy's Point, or the Hotel. We can give them a fine row or sail boat ways. If you happen to have any friends who are interested in this work, and have not received one of the first circulars that were sent out, or one of our notices to arrange our plans and get members. This will bring us money, and be able to complete the whole scheme by the early spring. When the Club is in running order, the dues need only be enough to keep the buildings and grounds in repair, pay rent, and pay one or two attendants.
GEO. T. BLISS.

Cruise into Cruise-Day Tuesdays Fun Boating Ahead!



by Karen Carns

The cold winter weather did not dampen the enthusiasm of the Cruisers of the Erie Yacht Club Cruising Fleet for its first social event of the 2019 season. On March 19, members of the Fleet gathered in the EYC Grill Room bar for its first Cruise-Day Tuesday event. Light appetizers provided by the Fleet were enjoyed by all. It was fun to reconnect, swap stories about the long cold winter and start planning for the upcoming boating season. Some dates that are already on the books for the EYC Cruising Fleet this year include more Cruise-Day Tuesday events. These will be the third Tuesday of the month. The latest Cruise-Day Tuesday was held on April 16. More and more EYC Cruisers are discovering that Cruise-Day Tuesday is a "fun day." An even larger group of Cruisers gathered for the second Cruise-Day Tuesday and reported another great evening of camaraderie.

In May, the Cruise-Day Tuesday will be May 21 and will include the season kick off picnic on the Yacht Club Deck. In June, July, August and September, EYC Cruise-Day Tuesday will rotate throughout our EYC docks hosted by various EYC Cruising Fleet members. The Cruise-Day Tuesday dates for summer 2019 are June 18, July 16, August 20 and September 17. It is hoped that one of these Cruise-Day Tuesday events will include the EYC Racing Fleet for a joint powerboat/sailboat evening with shared sailboat and powerboat rides followed by a fish fry. On October 15 we will convene for the Chili Cook-off and on November 19 we will end the season with our Holiday Cocktail Party. An entire season of Cruise-day Tuesday events... don't miss them!

The traditional Memorial Day Raft Off at Marina Lake is planned for Sunday, May 26 at noon. This event is much anticipated as it is one of the first times that many of us are getting out onto the water. All are invited whether you have participated in Cruising Fleet events or not. Feel free to head on over to Marina Lake and look for the EYC Cruising Fleet banner. Stay an hour or stay all day but just plan for some fun with fellow EYC members, sampling snacks and libations as you move from boat to boat.

As usual, the summer will fly by so some tentative trip dates have already been established. Planning will begin in earnest soon, and firm dates will be published. As this article is being written, the Cruising Fleet is planning these summer trips and events:

- Noosa - Julie and Dave Sanner have offered to plan a mid-week evening excursion to Noosa in North East sometime in early June. This trip has been well attended in the past and is an event that everyone would like to see continue.
- Dover - Brad and Karen Carns have volunteered to be coordinators of a trip to Dover sometime in mid-July.
- Mystery Trip - This idea was suggested last year and Kathy Wagner has volunteered to coordinate (and surprise us) with a mystery trip sometime in August. This will likely be a one night or day trip but we need to wait and find out what she has in store for us.
- Cleveland Labor Day Air Show - Pam and Dave Davis had such a wonderful time last year on their trip to the Airshow that they have offered to coordinate the trip for this year.

- Another suggestion discussed was a day trip to Barcelona... anyone interested in planning this one?

Sometimes the best trips and parties are spontaneous. All Cruisers are encouraged to spread the word and include other boaters in last minute raft-up plans or trips which are not already on our calendar. Heading to Marina Lake to grill dinner? Invite some Cruisers to join you and make it a pot luck!

Anyone interested in helping to coordinate a Cruise-Day Tuesday evenings, a boating outing or a trip is welcome to join the planning. This is a GREAT way to get involved on a small scale and still make a difference. Please consider volunteering or even find a fellow boater and tag team it!

And don't forget about Venetian Night on August 3, 2019. Have you picked a theme yet for your boat decorations? This year's party looks to be even bigger and better than last year!

So another great boating season lies ahead... can't wait!





By Waterways Conservation Officer Matt Visosky

The start of our 2019 boating season is here! Let's make it an enjoyable season for everyone. I write this article every year to highlight recent changes in the laws and regulations. To get the word out, so that boat operators are aware of any changes. I also highlight the different areas that operators sometimes are unaware of.

The most recent regulation change was dealing with PA Fish & Boat Commission (PFBC) Launch Permits. The price of launch permits are now \$12.00 for 1 year and \$22.00 for 2 years. This change was made and now both the PFBC and DCNR launch permits are the same price.

Still one of the areas of focus is Documenting Vessels. The PFBC is trying to get boat owners into compliance on both the state and federal levels. Many boats in Erie are Federally Documented and only display the PFBC validation decals because registration numbers cannot be assigned. By federal and state law validation decals must be displayed on both sides of the bow anywhere from mid-ship forward. The decals must be affixed on the hull anywhere from the mid-way point forward up to the bow itself.

Decals are being observed at the base of sailboat masts, fly bridges, salon windows, bow pulpits and even on anchors. These locations would all be considered violations of the law. During the enforcement of these violations other problems with the vessel often come to light. If your vessel is truly and correctly documented the decal that you receive from the PFBC will not have a PA number at the bottom of the decal. Federally Documented Vessels cannot be assigned PA registration numbers. Another situation we're seeing are owners of Documented Vessels possessing a PA Title. When boat is documented federally a state title cannot be obtained and if one is already in your possession it must be forfeited back to the state. If you have any of these situations occurring please contact the PFBC's Boat Registration Bureau at 866-262-8734 (M-F, 8-4) and they'll figure things out for you.

The "Tall Ships" event is returning again in August and many spectators will want to view the tall ships from both land and sea. During the event security zones will be established both during the Parade of Ships and while the ships are docked at the various locations. More on the distances that vessels must stay away from these ships will come out closer to the event itself.

I would like to take the time to review some laws and regulations that seem to be lesser known by boat operators. These reminders of the laws and regulations are being provided so that people so they enjoy their time on the water and avoid interactions with law enforcement.

- Guidelines for reporting boat accidents: for any accident that results in a death or disappearance the PFBC must be notified immediately and be followed by a written boating accident report within 48 hours. If an accident results in an injury that requires treatment beyond first aid, a written boating accident report must also be submitted within 48 hours. If an accident results in damage to a vessel or other property exceeding \$2,000 or if there is a complete loss of the vessel, a written boating accident report must be submitted within 10 days. This may sound confusing so let me explain it further. The boating accident report is a form that the boat operator and owner complete on their own. It is confidential and forwarded directly to the PFBC and is used for statistical purposes and more.

Depending on the type accident, when it occurs the PFBC and Station Erie will respond to assist with the situation. The PFBC will then conduct an investigation because most incidents will result in more than \$2,000 in damage. The easiest way to call for help is to contact 911 and they'll dispatch all the local responders to help.

- Bow Riding regulations changed about 6 years ago, so that 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. Sun cushions on the bow do not fit the seating requirements so passengers cannot sit on them while above slow no wake speed. When bow riding is observed it will result in a law enforcement stop.

- Paddle Boards have been classified as a watercraft. Since paddle boards are a watercraft, any person on a paddle board must have on-board, 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.

- Operating at a safe speed and keeping a proper lookout especially when operating after sunset. In general boat operators are required to keep a lookout for any objects like buoys, unlit boats, logs etc., and be able to stop or change course in time to avoid collisions. If this means operating at a slow speed because you have restricted visibility then that's what you need to do. State law requires a boat operator to operate their boat at a speed in which they can see objects and take corrective action to avoid a collision.

- Cold Weather PFD Wear - From November 1st through 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 temperatures of 32 degrees. You can find these listed on the manufactures label on the PFD.

- Mandatory Safe Boating Certification: Anybody born on or after 1/1/1982 and who 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". Safe Boating courses can be found on the PFBC's website at: fishandboat.com.

- Personal Watercraft (PWC) towing restrictions changed a couple years ago. Prior regulations only allowed one (1) person to be towed by the PWC. The regulation has been changed to allow for the capacity of the PWC because some 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 and Renewal of Registrations can be done on the Outdoor Shop on our website at: fishandboat.com.

- Senior Lifetime Fishing Licenses: Since 2015 seniors that purchase their Lifetime Fishing Licenses and wish to fish for trout must purchase a Trout Permit yearly. Seniors can purchase Trout Stamps for up to 10 year's out. Senior Lifetime Licenses purchased prior to 2015 are grandfathered in and as long as they purchased the Trout Permit prior to 2015.

- Regular Fishing Licenses for everybody else can be purchased yearly just like before. Licenses can also be purchased for 1, 3, 5, and 10 years. This would save you the transaction fee and issuing fee each year after your initial purchase year and any license fee increase.

Please visit the PFBC's website at: fishandboat.com to find any additional information and a complete list of laws and regulations. You can also download the PFBC APP (FishBoatPA) for information. The regional office in Meadville can be contacted at 814-337-0444 and any and all questions can be answered or your questions will be forwarded to me and I'll contact you with answers.

The PFBC and I would like to take this time and wish everybody a safe, fun and enjoyable 2019 boating season.



The EYC grounds are an incredible place to watch and enjoy nature, to fish, ride a bike, or simply soak up the beauty of Presque Isle Bay. Each seasonal change brings new wild life such as ducks, geese and even swans. There's schooling fish in the basins during spring and often large numbers of baitfish such as Emerald Shiners.

There are times in the spring and fall when the basins produce some of the best crappy and perch fishing in the Erie area. During the winter, ice fishing and iceboating on the bay are very popular from the Club grounds.

One of my favorite activates is photographing all the above, and then using these photos as reference to create water color paintings. The peace and beauty of nature can be found in many places such as mountains, farms, fields, or even public parks, but Presque Isle Bay is a special place that has a special beauty and charm all its own.

The first photo shown here was taken several years ago while I was fishing near the foot of Cascade street just after sunrise. The early hours with their calm winds and mirror bright ripples that often produce long glassy lines that shimmer like golden threads in the early light.

In this photo the silhouette image of a bass boat moving along silently without even a whisper from the electric trolling motor seemed to be in harmony with the deep peace and quiet of the bay waters and the warming rays of the golden sunrise. In the background a sailboat ghosts by with two sailors who's soft voices drifted over from the soundless vessels.

All boats are great for photos but for me sailboats are extra special. Maybe because I have owned mostly sailing crafts but also because they are so beautiful and graceful as they interact with wild and seas. I often anchor my boat by the start, finish line of a sailing regattas to get action shots of crews as they push their vessels to hit the start at optimum speed. The action on the decks is great for long lens images.

At the other extreme, smaller sailboats can be just as picturesque, especially if they are flying a brightly colored spinnaker or a red sail like those used on the Mirror dinghies.

It's fun to challenge your photographic eye to bring out the art of a simple image like a fishing reel on a pier. It's even more fun to explore that image with a mirror lens that produces circle images that are created from sun rays as shown here.

On a cold winter day a few years ago I noticed a large white swan that came close to my car, even after I opened my window and put on a wide angle lens it stayed. When I tossed out some bread from a McDonald's hamburger, the shapely creature almost seemed to smile, even though the Canadian geese behind him were too timid to share in the small meal.

Ducks of all kinds visit the Club during their yearly spring and fall migration. Redheads are one of my favorites but even lowly divers like the crested Mergansers are fun to shoot. You must be quick snapping the shutter before they vanish on frequent dives. I was lucky to capture the one shown here on my camera and then depicted it later in a water color painting.

Believe it or not my all-time favorite bird to watch, photograph and even paint is the common seagull. My seagull infatuation may have started in my teens when I raised pigeons. If you keep pigeons you also spend time releasing your birds to watch them fly.

Seagulls are much more graceful flyers than pigeons and you might even call them the ballerinas of the sky. Gulls seem to really enjoy the art of flight. Their wing beats are slow and graceful and it seems to keep them aloft with very little effort. They can wheel and glide on the wind and control their flight easily with the smallest movement of a few feathers or a wing tip. Some people consider them garbage birds because they are scavengers that will eat almost anything and can often be found in fast food store parking lots. That image however changes when they take flight and soar over land or sea with grace and skill.

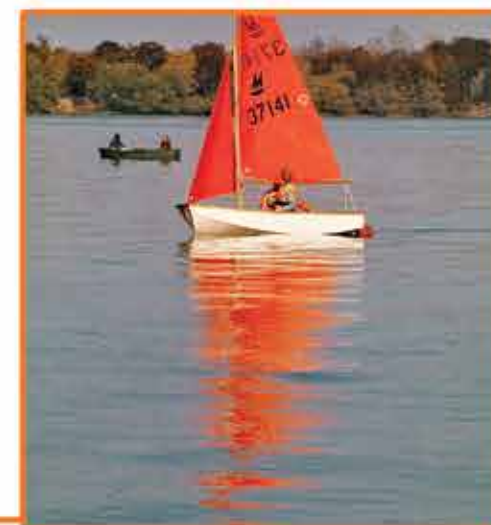
Years ago there was a top selling book entitled, Jonathan Livingston Seagull. The fictional story was written by a man who was familiar with flight engineering. The premise of the story was that Jonathan Seagull strived all his life to be the best flyer he could possibly be. After years of working to be the best on earth, he died and awoke in the first heaven where he was no longer the king of great seagulls, but just a rookie who had to start all over to be the best flyer in this new world.

Even though this is just a fairy tale, it gives you a new appreciation for these amazing creatures gliding and wheeling over the bay, and enjoy the marvels of feathered flight.



The Inspirational EYC Grounds

by Paul Jenkins



Everyone hanging around the water has seen gulls flying around and probably have had close encounters with them. Not so nice in some instances!

However there is no such thing as a sea gull! I was informed by Mary Birdsong of the Erie Bird Observatory of this startling fact. They probably got this name as they are commonly seen around waterways but I have seen them in small inland lakes and dams also. Locally, two of their hangouts include parking lots (e.g. Wal-Mart) where people feed them and drop trash, and Mount Trashmore (the local landfill site south of I-90 off rout 97) is a gull's smorgasboard. In fact, some gulls have been seen there that are rare to the area.

Also they gather in great numbers at Gull Point on the tip of Presque Isle especially in summer and at the foot of State Street in the winter. The EYC gets it share also.

There are many kinds of gulls and several types have been seen here in Erie. If you look close (binoculars and a bird book) you can identify some of the different types.

The most common and easiest to identify are the ring billed gull and the herring gull. They tend to be in the area all winter while other types of gulls are often just passing through (spring and fall migration).

We usually get quite a few Bonaparte gulls during migration. The Greater Black Backed gull has also been seen in Erie and it is the largest of gulls.

When Great Lakes freighters come through the Erie channel, they stir up the water with their 26 foot drafts and turn up bait fish like minnows, so you see large flocks of gulls following these ships into port. Gulls have a hinged jaw so they can eat somewhat larger fish than minnows.

Gulls often lay their eggs, usually 2 - 4, on top of buildings, cliffs and trees. You won't usually see the chicks as the young are almost mature size when they leave the nest, which is several months after hatching. They are usually darker in color when young and don't reach maturity for several years.

Gull flocks are subject to pollution, parasites and loss of habitat. In some cases, mammals may eat the eggs. Peregrine falcons are known to be predators also.

So when boating, take the kids and grandkids along with binoculars and a bird identification book and see how many types of gulls they can identify. Around Erie, there are often other migrating types of gulls and of course there are other birds to see like cormorants, eagles, osprey, turkey vultures, and great blue herons standing on the channel walls. This past summer, there was a brown pelican sitting on the channel entrance buoys for several weeks! (Photo 5) So keep your binoculars trained on Gull Point and the channel entrance walls, you may be surprised at what you might see!



Photos are courtesy of Bob Grubbs, a local author and nature and ship photographer

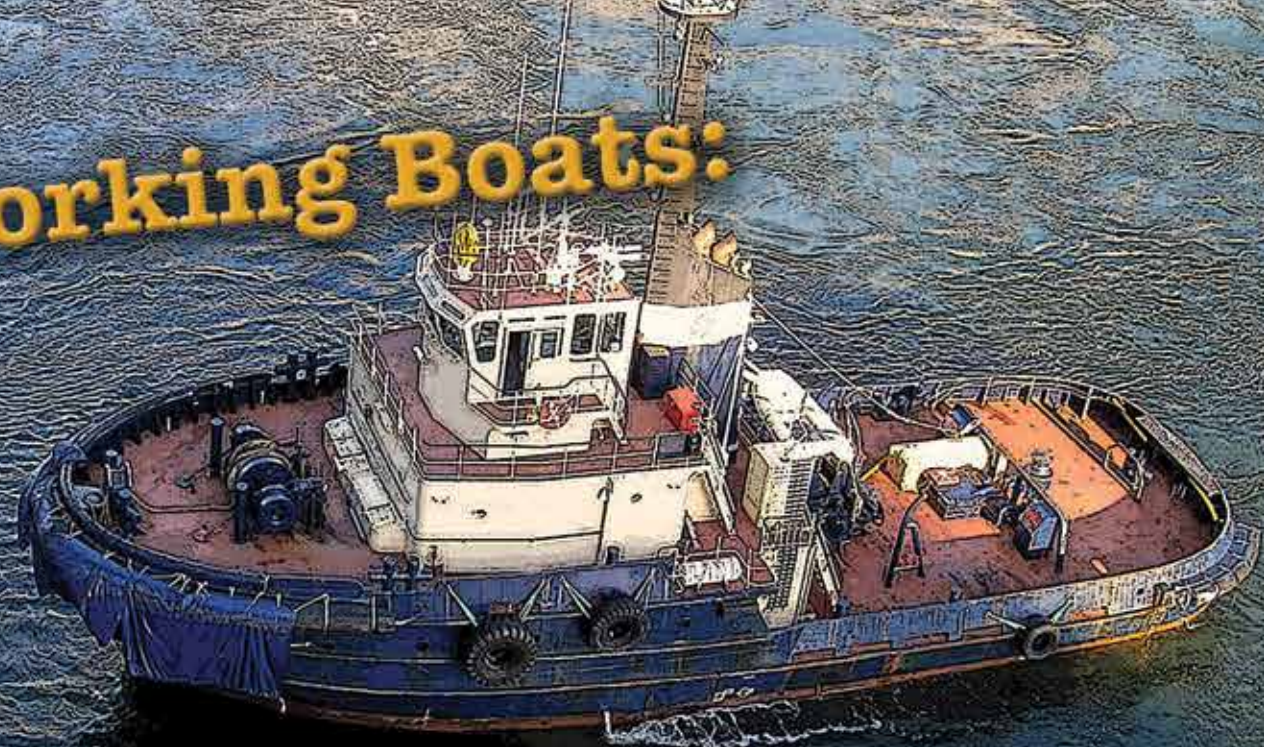
*Mary Birdsong:
mbirdsong@eriebirdobservatory.org*



No Sea Gulls

by Gene Polaski

Working Boats:



The Tugboat

This article is dedicated to all those hard working men and women who get up every morning before the sun comes up. Choke down a couple cups of Joe and are off to their equally hardworking boats. Then carry out the maintenance required for the rest of us to enjoy and sustain a much easier lifestyle.

These boats and ships are their tools of the trade. They bring the coffee from Columbia and the cars from Germany. They make sure our waterways are clear and deep, they bring us our seafood from all over the world and even the fuel we need to run our cars and boats. These are the working boats. The blue-collar monsters that don't worry about a new coat of paint or a few barnacles on the rudder. They were simply made to get the job done. In this issue we look at those mighty little harbor helpers... the tugboat

Tugboats

The Tug or Towboats job is to help other vessels to maneuver. Whether it is by means of direct contact or by using a towline, These powerful little boats can push or pull other vessels many times their size. Most often due to the maneuvering limitations inherent to the vessel it is moving, but is often called upon for emergency rescue of a disabled vessel as well.

They are also often called upon to move specialty loads like barges, log rafts and oil platforms. Other tugboats have been modified to be used as icebreakers or firefighting boats. Of course their primary function is to guide and power the more awkward or non-powered vessels safely in and out of harbors, ports and waterways.

Their old-school distinctive styling and charm has gotten the attention of many new owners who have converted them to houseboats and pleasure craft.



As seen at the EYC docks, "Elsie" was originally built and used as a tug boat to pull logs around in Penobscot Bay in Maine. It is now owned by member Michael Goodrich.

There are many different styles and designs that fall into what can be called a "Tugboat" but they are divided into three basic categories, based on where they are best suited to perform their "job".

Harbor Tugs

When most people think of what a tugboat looks like, it is this classic harbor style that comes to mind. With its smaller size and condensed length to width ratio and of course its signature pilot house.

In the smaller harbors this little work horse is often called a "Lunch Bucket Boat". Due to their occasional usage and minimal two man crew which more often than not, brings their lunch with them.

The number of harbor tugs in any given harbor depends on the number and type of traffic it handles, the weather conditions and current. There are also safety and environmental concerns, with many countries dictating a certain number and types of tugs to be used to navigate oil tankers for obvious reasons.

River Tugs

Often referred to as "pushboats" these tugs hull designs feature a flat front that lines up with the rectangular stern of the barge, often with large pushing "Knees". They have no significant hawser or winch. This design does not lend itself to smooth open ocean operation and is considered dangerous when used in those conditions.

Deep Sea

To complicate the world of tugboats further, The deep sea or ocean tugboats all fall into one of four different classifications:

1) The Standard seagoing tug which has a model bow and tows its payload by using a "Hawser"(Towline).



South African Naval tugs perform a "ballet" when welcoming a new member of the fleet.

2) The Notch Tug is a boat whose only purpose is to move and navigate barges that are specifically designed to accommodate this tug as its only source of power and maneuverability. These specialty barges have a "notch" at its stern which allows the tug to securely join with it and essentially converts the tug/barge combination in a ship.



A traditional "Notch Tug" at work.

3) The 'Integral Unit' or "integrated tug & barge" (ITB) is very similar in concept to the notch tug, in that it works in conjunction with barges designed for use only with this specific tug. The difference being that the method used for connecting with the barge is so rigid that it is classified as a single ship unit when

connected by various classification societies. As one unit with the ship classification it must abide by all the ship regulations pertaining to crew and lighting specifically. These tugs stay firmly connected to their barges under any sea conditions but have poor sea-keeping designs for navigation without their barges attached.

4) The "Articulated Tug and Barge" (ATB) is once again very similar to the integrated tug and barge except for a few key differences. Like the previously (ITB) tugs it slips into a notch in the barge attached by a hinged connection. ATB's usually use an Intercon and Bludworth connecting system. Generally this configuration is crewed as a large tugboat would with between seven to nine crew members. When in use on the east coast these tub 7 barge configurations typically display the navigational lights of a towing vessel pushing ahead as dictated by the 1972 ColRegs.

(continued on next page)

Working Boats: The Tugboat

(continued from previous page)

Propulsion

As you might guess Tugboats are very powerful boats for their size. As they are designed to push, pull, or navigate boats and barges many times their own size.

Usually their engines produce 500 to 2,500 kW (up to 3,400 hp) but the larger deep sea vessels can have power ratings up to 20,000 kW (up to 27,200 hp) These engines are often the same as used in railroad locomotives, but they drive the propeller mechanically instead of converting the engine output to power electric, as is common for diesel-electric locomotives. For safety and dependability purposes the tugboat usually will carry two of each part critical for its operation.

Tugboats are usually rated by its bollard pull and its engines power output. The biggest commercial harbor tugboats (from the year 2000 to 2010) used mostly for towing container ships had about 60 - 65 short tons-force of bollard pull, which is roughly 15 short tons-force above "normal" tugboats.

Tugboats are highly maneuverable, and various propulsion systems have been developed to increase power, maneuverability and increase safety. The earliest tugs were fitted with paddle wheels, but these were soon replaced by propeller-driven tugs.

Over the years there have been many innovative advancements that helped both the power and maneuverability of the Tug as well as various combinations of these advancements. These Tugs were fitted with the equipment needed specifically for a specialized job.



Theodore Tugboat, the titular hero of a children's show, was popular enough that a full-size replica was constructed.



Kort nozzle propeller.

Through the years there were a few innovations that made a significant advancement in the development of the modern day Tugboat. The Kort nozzle was developed to increase thrust per kW/hp. The Kort nozzle is a sturdy cylindrical structure around a special propeller having minimum clearance between the propeller blades and the inner wall of the Kort nozzle.

The thrust-to-power ratio is enhanced because the water approaches the propeller in a linear configuration and exits the nozzle the same way. The Kort nozzle is named after its inventor, but many brands exist. This innovation was soon followed by the nozzle-rudder, which omitted the need for a conventional rudder.

Later, the cycloidal propeller was developed prior to World War II and was occasionally used in tugs because of its maneuverability. The cycloidal propeller is a circular plate mounted on the underside of the hull, rotating around a vertical axis with a circular array of vertical blades (in the shape of hydrofoils) that protrude out of the bottom of the ship. Each blade can rotate itself around a vertical axis.

The internal mechanism changes the angle of attack of the blades in sync with the rotation of the plate, so that each blade can provide thrust in any direction, similar to the collective pitch control and cyclic in a helicopter. After World War II it was also linked to solve safety concerns due to the advancement of the Voith Water Tractor, a tugboat configuration which could not be pulled over by its tow.



The cycloidal propeller.

In the late 1950s, the Z-drive or (azimuth thruster) was developed. Although sometimes referred to as the Aquamaster or Schottel system, many brands exist: Steerprop, Wärtsilä, Berg Propulsion, etc. These propulsion systems are used on tugboats designed for tasks such as ship docking and marine construction. It should be noted that for the most part conventional propeller/rudder configurations are more efficient for port-to-port towing.

Other Design Innovations

A recent Dutch innovation is the Carousel Tug, winner of the Maritime Innovation Award at the Dutch Maritime Innovation Awards Gala in 2006. The Carousel Tug adds a pair of interlocking rings to the body of the tug, the inner ring attached to the boat, with the outer ring attached to the towed ship by winch or towing hook. Since the towing point rotates freely, the tug is very difficult to capsize.

There have been many innovative design changes in the Tugboat world and there are even design competitions for making tugboats and other nautical vessels more powerful and flexible in their function, and of course in this day and age more energy efficient.



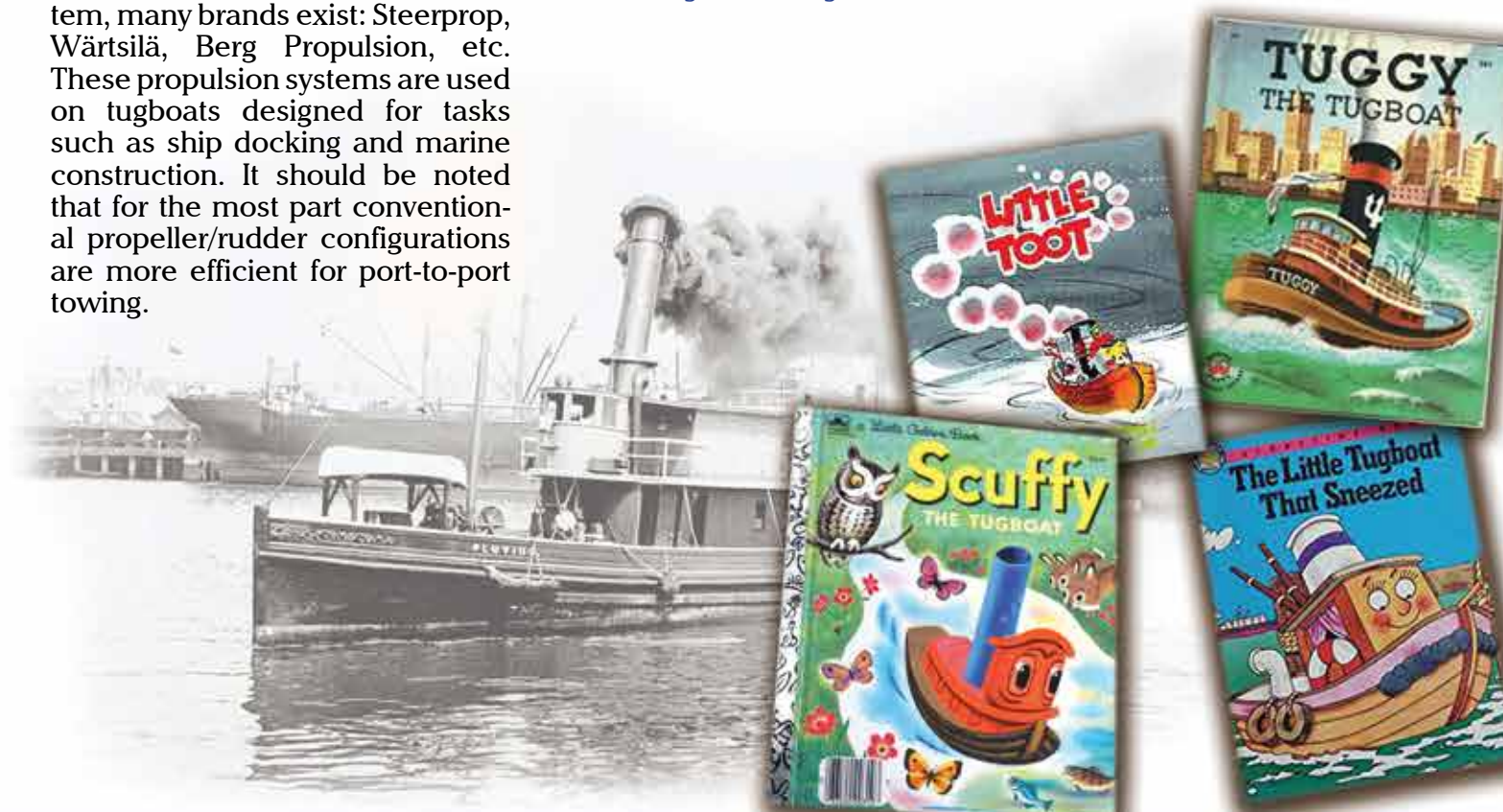
A Carousel Tug with rotating winch.

But don't be fooled by its hard-nosed profile, the tug is also have been known to have a little fun. Often appearing in children's books, amusement park rides and even being converted into pleasure craft.

So a tip of the hardhat to the mighty tugboat... getting the "Big Girls" moved around ports worldwide. A big thank you to the mighty little Tugboat and her crew, getting the job done with power and style.



A family favorite, The S.S. Wally ride at Waldameer Park here in Erie.





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The Erie Yacht Club and the publishers of their LOG magazine would like to send out a heartfelt thank you to all the advertisers in the LOG magazine both past and present. It is through your advertising that we are able to put together this informative magazine and bring it to the members and guests of the EYC.

The LOG is a bi-monthly magazine that has nearly 2,000 copies distributed via mail to the members and in complimentary display racks at the Club. The magazine documents the activities at the Club, as well as the adventures of its individual members and boating groups. While doing so, it provides insight into the history of the Club and its evolution through the years.

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Last November my friend and Skipper, Boyd Bert slipped his anchor and the EYC lost another wonderful member... I could write a book (at least a short one) about Boyd but will try to sum it up in just a few words... Boyd was a dedicated husband to his wife Joan, a caring father to John, Linda and Doug, a loving grandfather, a very successful business person, a teacher of the finer points of sailing (ask anyone who crewed for him), a lifelong member of the EYC and friend of the Junior sailing program.

In a few short days on Memorial Day Weekend his family will host a "cocktail party" (that was his style) to Celebrate His Life where many wonderful "yarns" will be spun... My Salute Captain!

If These Docks Could Talk they would say what you always told us... "Think First" we will miss you on the starting line!

- P/C Gib Loesel

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Sailing in the NOOD

by Rick Seibel

*Sailing, rubbing shoulders,
pulling lines and
absorbing knowledge from
some of sailing's finest
seasoned professionals...*

MOTIVATION

After reading an article in Sail Magazine last summer about North U's Regatta program, in conjunction with the NOOD Regatta Series, it sparked an interest that I just couldn't shake. What a great way to spend a mid-winter week in a warm climate, of which I knew my wife, Colleen, would not object. She and I were noodling on a celebration of our son's Beau, upcoming high school graduation. He was against a summertime party, because of his calendar being filled with instructing at the Reyburn Sailing School and most weekends traveling with the race team to regattas, on top of his preparation to attend Old Dominion University. This was a perfect solution, Colleen enjoying the warmth while Beau and I could sail for 5 straight days.

When attempting to describe the NOOD Sailing experience to non-sailors you can get some odd looks. Once I spell it out to them "National Offshore One Design" sailing, they seem to be a bit more understanding and say "Oh, I thought you meant Nude".

NOOD
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RACING / TEAM

We felt great going into the last day of racing, our team was tied for third place, right up there with two teams that are very seasoned (quasi professional) and very familiar with the Flying Tiger 7.5. After the first two days of classes and familiarization with the boat, we had ended the second day of the regatta in good position, despite shrimping our spin and struggling to recover. Our performance was astounding when you realize that not one of us, including our coach, had ever sailed this boat before, nor had we ever flown an asymmetrical spinnaker until these past four days.



Soaking up Andrew Kerr's wisdom.

Our team was coached by Mark Laura from Washington State University, a retired pilot with Alaska Air, and currently a College Sailing coach. Although technically considered an amateur, his sailing accomplishments are impressive with international success on J24's through large 60' yachts. His direction was calm and precise, as a tactician he was stellar leading us on well positioned starts and rounding. Richard from Maryland was our other crew member, a retired Aerospace Engineer, he brought with him his sailing experience on a Sunfish, and then there was Beau and I. As a team we synched our efforts to perform admirably, and to Mark's surprise with nary a harsh word through the entire event.



The Team: my son Beau, coach Mark, Richard and the author.

Typically, each boat carries four to five participants and a coach. When the regatta begins, the coach is not permitted to touch lines or control the boat. In our case, that left only three of us to do most of the work, and work we did. Since we had a small crew, we enjoyed the addition of two illustrious guest coaches on the training days. On the first day of training, Andrew Kerr, a world-renowned sailor and Erie Yacht Club guest speaker, taught us the characteristics of the boat and how to set and take down the Asym. The second day we were joined by Connor McKenzie, Managing Partner of 1D sailing, owner of all of the Flying Tiger fleet we were sailing. His company, 1D Sailing, is actually the entity that makes this class in the NOOD happen.



St. Petes NOOD Flying Tiger class 2019.

In his own right, Connor is a National Champion sailor. All of the folks at 1D were excellent at keeping the fleet in top notch condition, and with customer relations.

The last day of racing led us on the course with a last-minute borrowed start watch, as our only other timepiece felt the wrath of our previous days shrimping spinnaker and dove in the water to escape its shame, never to be seen again. As we reflect on our overall performance, this spinnaker event cost us third place overall. Our quest to achieve a podium position led us to take some chances that did not serve us well.

A building offshore wind at 20+ knots, challenged our small crew to provide enough weight to keep the boat heeling in its sweet spot. Although we were well advised of the typical wind and current tendencies of Tampa Bay, the last day of racing also saw an active tide that also did not favor our tactical decisions.

(continued on next page)

Sailing in the NOOD

(continued from previous page)

Even though we all had protest flags, none were hoisted, although a little fiberglass was exchanged on the last day of racing.

We ended a respectable 5th in a fleet on 10 with a 1st place, two second place finishes, nothing higher than 6th in the individual races.

Overall, the NOOD gathers a host of different class boats in over ten divisions. Many high-powered racers were present and were welcome to share their stories.

PROGRAM

The entire class sailed on identically tuned Flying Tiger 7.5's. The boat is very responsive to helm, sail trim and has excellent weight distribution. We were fortunate to enjoy brand new 3D Nordac mainsails, the asymmetrical spinnaker made the boat fly off the wind, hence its namesake.

The corner stone of the program focused on boat speed through sail trim, boating handling, tactics and environment. The true message was to have less errors than the other boats, it comes down to improving your overall performance by just a few percent which results in bettering the field by a minute or two over an hour-long course.

We began with two days of introduction and practice on the Flying Tiger, followed by the actual three-day regatta. Although the literature was very clear as to the program's instruction, the coaches were skilled at tailoring its content to meet everyone's desired goals. Preparation for the week encouraged some light reading and online videos to acquaint yourself to the boat and its characteristics. We were fortunate to have a wonderful group of coaches with remarkable pedigrees.

Video review of almost every moment of the days sailing was used to reinforce our education. Bill Gladstone, our primary classroom instructor, offered constructive analysis in his pastoral way, never to offend, but making you realize what you may have done to tweak a bit more boat speed. These discussions often included tactics and rule interpretation.

Once on the water we were encouraged to match tacks with other boats to fine tune our sail trim to determine what each adjustment meant towards boat speed and control. Even though we had talked at length about setting the spin, our first set was a tragedy with it performing as a sea anchor, but after recovering from this mishap, we executed many clean jibes to boost our confidence.



Tampa Bay, sun and full sails, nothing better.

As with any group of similarly tuned boats and competitive sailors, starts and rounding were always hectic. End of day video debriefs and critique were filled with trying to figure out why the other boat beat us, and how we could execute better.

St. Petersburg Yacht Club served as wonderful hosts for the entire regatta. The regatta shared equal components of sailing and partying. St. Pete's itself was a top-notch venue, good weather, safe surroundings, a wide variety of restaurants and plenty of people watching.

REFLECTION

As I look back over the experience, my expectations were pleasantly surpassed. I found that each participant's motivation was spread across the spectrum. There were hard core professional racers, teams traveling to compete in liquid H2O because their home waters are as hard as Erie's in the winter. Then there were sailors just trying to improve their knowledge of sailing. I would say over 60% of the 50 participants with us this week in St. Petersburg were repeat customers, a very good endorsement of the experience and its value.

Other than the hands-on sailing, I learned and reinforced a lot of my sailing knowledge. Never having had attended a formal sailing training before, I was a sponge trying to absorb every bit of information I could. When chatting with Beau about some of days learning, he would just roll his eyes seeming to say "I have known that for years!" In the evening at dinner our enthusiastic sailing conversation would continue with Colleen rolling her eyes, seeming to say, "when is enough, enough?"

I enjoyed watching Beau skipper the boat and receive recognition from some of the pros, by the second day they knew him and his capability. I am a very proud parent.

Our Club's J22 fleet would be a perfect candidate to develop such a one design program to encourage and strengthen our sailing skills and knowledge, so let's keep this in mind. My compliments to both 1D Sailing and North U, there were no commercials for their services or products, the experience was enough to sell itself.

Since my bruises have faded away, I would welcome to join a group of sailors from Erie to try this again.

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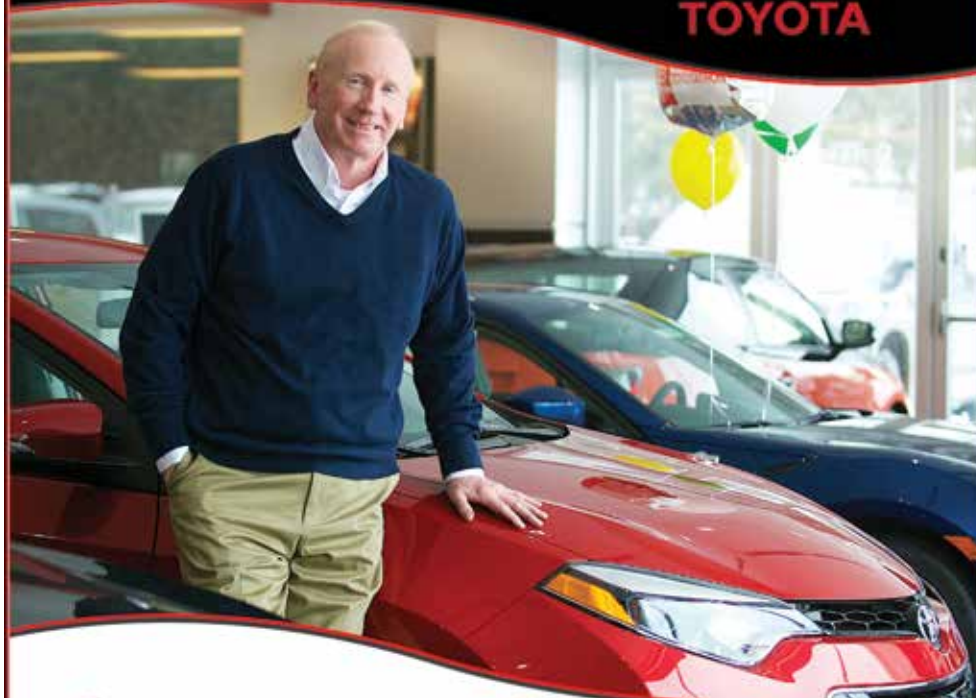

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What's the Good Word



by Dan Dundon

As we look forward to another great boating season and maybe anticipate many more good times at our Thursday Happy Hours on the Deck, these Good Words offer what some famous people had to say about enjoying the "Happy Hours season". As always, these are intended to amuse rather than to suggest overdoing anything, which is never a good thing.

After one drink, it is very hard not to take another, and after three it is even harder not to take three more.
- James Agee

I only take a drink on two occasions: when I am thirsty and when I'm not.
- Brendan Behan

If you can make it down to the pub, the pub will make it up to you.
- Benny Bellamachina

I know a man who gave up smoking, drinking, sex and rich food. He was healthy right up to the day he killed himself.
- Johnny Carson

Drink because you are happy, but never because you are miserable.
- G. K. Chesterton

There is nothing which has been contrived by man by which so much happiness is produced as by a good tavern.
- Samuel Johnson

There cannot be good living where there is not good drinking.
- Benjamin Franklin

I distrust camels and anyone else who can go a week without a drink.
- Joe E. Lewis

There are two reasons for drinking. One is when you are thirsty. The other is when you are not thirsty, to prevent it.
- Thomas Love Peacock

An alcoholic is someone you don't like who drinks as much as you do.
- Dylan Thomas

My grandmother is over eighty and still does not need glasses. She drinks right out of the bottle.
- Henny Youngman

So, I hope you enjoyed these Good Words! I also hope to see you at Thursday Happy Hour on the Deck! See the article on page 4 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!

In closing, here is another thought to ponder:

My family drank too much. When I was six, I came up missing. They put my picture on a bottle of scotch.
- Rodney Dangerfield



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If These Docks Could Talk

by P/C Gib Loesel

Ravine Bridge

Someone asked me recently, "how many times do you think you have driven up and down the Yacht Club Road?" Well that got me to thinking (again) not only about the number of trips I have made "up and down" in my lifetime but also about the bridge everyone passes under each time and its history.

According to our EYC history book; Commodore Henri Chatain (1917-18-19) negotiated with Mr. J. S. Root, president of the Kahkwa Park Realty Company for the last remaining piece of water front property. Commodore Chatain agreed that the "Club" would pay \$5,000 towards the road work and maintain the walls and the slope of the ravine without "marring the natural beauty of the surrounding lands."

Over the years there have been many changes to those "surrounding lands", trees that have fallen, mud slides occurred and attempts at proper drainage systems have been attempted.

There are several members who take the time to "pick up" and each spring the Fleet Captain organizes a work party to scour the ravine, picking up after "Old Man Winter".

Apparently at that point in time there was no bridge spanning the ravine... in a recent Erie Time News story it was reported that the "Kahkwa Boulevard/Ravine Drive Bridge" was built in 1920, the bridge length is 26 feet and cost \$300,000 or about \$11,500 per foot. It is a "spandrel arch bridge" with the outside lower edges of the arch marked at 13'6" and the center is "slightly higher". The bridge belongs to the city and according to the City Engineers Office it is inspected every two years with an inspection scheduled for later this year.

The height factor is probably the most important when you think about the Semi Truck Traffic that uses the road every day for deliveries. Just in case you have never meet one of these monsters, "Caution" they aim for the center and take their half out of the middle!!! In addition to the delivery trucks it becomes even more important if your new boat is being delivered via truck!!!

I have seen lots of big boats going very slowly under the bridge but the one I remember the most was in 1973 when P/C Bob Way's big "Masker" gave it a try. It was 69 feet long, 15 1/2 feet wide at the outside edges and approximately 13 feet 2 inches high from the road. After making some measurements she made her way down the hill and to the bridge after leaving Bob's shop on Greengarden Boulevard.

Bob's brother Gordon a professional rigger very carefully coached the driver through the bridge. Believe me everyone who was there held their breath, as "she" inched "her" way through. It took about 20 minutes, but what a sight to behold.

The bridge today is clear of Graffiti but up until 2001 it was a pretty popular target for the local spray paint artists. Most of their "art" work was done on the south side and for many years Margaritaville related messages and Flamingo's were the most popular subjects, occasionally an off color effort would show up and was promptly painted over by then Dock Master Bill Vogel and company.

In the July/August 2001 issue of the LOG the following story appeared: Before & After "A great big THANKS to member Richard "Mickey" McMahon, the owner of Beals-McMahon Painting. For donating all the labor and materials to paint the bridge over Ravine Drive. All the work took three days and was completed a week before Opening Day. The bridge was completely cleaned with a high pressure hose, painted, and then sealed with an anti-graffiti coating. Thank You Mickey!"

Mickey told me a little side story about the painting, "In addition to all of the work and paint I donated, it also cost me \$250.00 each to touch up 4 members cars who couldn't read the %#\$*@ warning signs."

Over the years cars passing under the bridge have made a delightful target for the local neighborhood kids on top of the bridge, so it is always a good idea to glance up when making your way to and from the Club. Especially around Halloween when the local pumpkin patch serves as an ammo dump.

If These Docks Could Talk, they would say "Let's keep an eye on this almost 90 year old friend, without it we would be up the proverbial "Creek without a paddle" or would that be "without a bridge"!!!



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- By Appointment Only -



What is a Vessel Safety Check (VSC)?

A VSC is a free, courtesy examination of your boat, personal watercraft, or paddle craft. Our qualified examiners will inspect your boat for compliance with federal, state, and local regulations. If you fail, you will not be reported to the Coast Guard. Instead, we will inform you on what needs to be corrected in order to ensure you are current with regulations. A boat that is current with safety regulations will also be more likely to handle an incident with preparedness instead of panic. Boats that pass will be issued the year's sticker, indicated that the vessel is compliant with safety laws for the year.

VSCs are done anywhere from your local marina to the boat ramp to even your driveway, if requested. A VSC usually takes 15-30 minutes, depending on the size and preparedness of your vessel.

Sign-up Sheet in the Clubhouse Bulletin Board

Why should I get a VSC?

Vessels passing safety checks are awarded a U.S. Coast Guard / Auxiliary Decal that informs the appropriate authorities such as the U.S. Coast Guard and local marine police agencies that your boat was in full compliance with all Federal and State boating laws during a safety check for that year. Best of all every Vessel Safety Check is 100% free of charge!

What if I Don't Pass?

If your boat does not pass, no citation is issued – we are not law enforcement. Instead, you are provided a written report in how to correct any discrepancies.

Why Receive a Vessel Safety Check?

Safety! The peace of mind that your boat meets federal safety standards and that in an emergency you will have the necessary equipment to save lives and summon help. Additionally, you will avoid substantial fines should you ever be boarded by the U.S. Coast Guard or other law enforcement and found to be in violation.

In many cases boating insurance agencies offer discounts for vessels which undergo a Vessel Safety Check every year. All decals and safety checks are void December 31st of year they are inspected, they are also void should the operator /owner fail to maintain the vessels equipment or the vessel itself to the standard at the time of the safety check.

What Type of Items Are Checked?

All of these items are currently required by state and federal laws and, if missing or non-operating, can result in a citation if your vessel is inspected by the Coast Guard.

- Registration # on boat with proper spacing
- Registration Certificate on board
- Navigation Lights in working order
- 3 current day and night flares
- Wearable and throwable life preservers
- Distress flag (18 ft & over)
- All boats must carry a sound producing device (whistle, horn, siren, etc.) capable of a 4-second blast audible for ½ mile

- Boats larger than 39.4 ft. are required to have a bell
- Pollution placard and trash placard (26 ft & over)
- Fire extinguishers
- Blower working and proper ventilation
- Backfire flame arrestor (gasoline engines)
- Anchor & sufficient line
- Oar or paddle (under 16 ft)
- Bilge pumps in working order
- Battery terminals covered and in good condition
- Holding tank for head
- Boats 39.4 feet & over must have on board a current copy of the navigation rules

How Do I get My Boat Examined?

- Inspections will occur on June 1, 2019 from 8am to 12 noon
- Make your inspection reservation using the sign-up sheet posted at EYC Clubhouse
- Sign-up sheet locations:
 - EYC Main hallway
 - South West "Fleet" Bulletin Board.
- Last reservation to be accepted thru end of day May 27, 2019
- If you cannot make your inspection time please remove you name from the list.

If the schedule gets filled we will work to set up a second day or expand the hours for inspection.

Thank You to the Erie Power Squadron for providing this valued service.



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REQUEST FOR CONTRIBUTIONS & VOLUNTEERS

2019 GREAT LAKES OPTI CHAMPIONSHIP

RICHARD SEIBEL

The Erie Yacht Club is proud to announce being host to the 2019 OPTI Great Lakes Championship, June 7th through 9th.

Representing not only the best of the Great Lakes youth sailors, this is also a qualifier for the 2020 Nationals. Hosting a premier youth sailing regatta is an honor and is very likely that highly placed sailors will be given the opportunity to represent the United States on the world stage.

The 2019 Great Lakes OPTI Championship will center its operation from the Rickloff Boathouse located on EYC grounds. Races will begin Saturday morning of the 8th beginning at 10 AM through 4 PM, followed by a banquet and entertainment. Resuming on Sunday the 9th at 10 AM through 3 PM. Prizes will be awarded the top sailors and participants following the conclusion of racing on Sunday.

Participants are sailors between the ages of 8 to 15 years of age. There will be both a competitive fleet and a green (beginner) Fleet to encourage the sport of sailing. We expect a field of 60-80 boats skippered by these young sailors supported by their families and friends.

Races are expected to be within a mile of the EYC break walls. The fleets will sail separate but similar courses. As required by the United States Optimist Dinghy Association (USODA) nationally recognized race officials and judges are necessary to monitor the event. As with youth events of this nature many volunteer hours are contributed to complete a successful and safe competition.

The Erie Yacht Club prides itself in its history of well-run regattas. It is desired that this 2019 Great Lakes OPTI Championship continue that history and further encourages safe boating and yachtmanship of the young competitors.

As that being said we are asking you for your time, monetary and "in kind" contributions. There are many ways that you can help. This event will have a positive impact on the Erie economy in the form of lodging, food and retail trade.

Serving as chairperson of this event I am able to accomplish a mission and passion of mine, to promote the largest free asset of our community, while also teaching and encouraging the respect of the water and safety associated with its enjoyment.

I appreciate your consideration of this request and welcome any assistance. Feel free to contact me at: 2019optigl.eyc@gmail.com.

I am OPTI-mistic that the Club members will help make this a fantastic event.



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SAVE THE DATE

The Erie Yacht Club Foundation
presents the

Boathouse Party

A summer shindig to benefit
the Erie Yacht Club Foundation.

FRIDAY, JULY 12TH
6:30 – 10 P.M.
\$100 PER PERSON

Open Bar • Auction • Gourmet Hors d'oeuvres

Tickets available for \$100 per person at
www.eventbrite.com — "Boathouse Party" in Erie, PA —
or at the Erie Yacht Club Office. Limited tickets available.

Sponsorships available.

For more information, visit erieycfoundation.org.



May Calendar of Club Events

- 4th The EYC Kentucky Derby Party
Party Starts at 4:30pm
Race coverage begins at 6pm
6:34pm - "There Off!"
Spectacular 12 foot big screen in the
Ballroom with tables by reservation
Grill Room - multiple screens
First come, first served
Limited Seating!
- 5th A la carte Breakfast • 10am - 2pm
- 12th All Day Mother's Day Celebration
Brunch Buffet • 11am - 2:30pm
With guitarist Mike Leslie

Dinner Service 5:30pm - 7:30pm
Ala Carte Menu with Mother's Day
Specials and entertainment by
Keys and Strings
Reservations required for both
dining options
- 19th A la carte Breakfast • 10am - 2pm
- 26th A la carte Breakfast • 10am - 2pm
- 27th 125th Opening Day Ceremony
Buglers "Call to Colors" 1150 Hours
Punch & Picnic Buffet to follow
Entertainment by the Acoustic
Gypsies

**Make your launch
appointment early
by calling the office at:
453-4931 ext. 210.**
**Be early and ready to go
at your scheduled time
with adequate help &
be sure to clean your
storage area after
launching your vessel.**

Save The Date for the FROLIC on the BAY

• July 8th, 2019 •

The Erie Yacht Club will host
the 29th annual Frolic on the
Bay and provide boat rides &
entertainment to deserving
children with physical, chronic
& life-threatening conditions.



So all you good skippers
and volunteers, as well as
new-comers, please mark July
8th on your calendars for the
feel good event of the year at
the EYC.

Children arrive at 12:30pm,
have a great day on the
water & the land and depart
at 4:00pm. Afterward the
skippers and volunteers relax
and enjoy a cookout with all
the trimmings.

Any questions about donat-
ing your time, your boat or
monetary support should be
directed to Chairman Tom
Schuler IV at: 814.323.4157.

**Thank you in advance to all
those who make this happen!**



June Calendar of Club Events

- 2nd A la carte Breakfast • 10am - 2pm
- 6th Thursday Sunset Happy Hour
"20th Anniversary Kickoff"
Rum Runner Drink Specials
Complimentary Potato Skins
Music by Dog Gone Good Band
- 9th A la carte Breakfast • 10am - 2pm
- 13th Thursday Sunset Happy Hour
"Sangria Nite"
Complimentary Pizza Logs
Music by Salmon Frank
- 15th Drive-In Movie Night at the EYC
Bring your blankets & lawn chairs
to the Clubhouse West Lawn for a
feature film under the stars!
Movie starts at approximately 9:45
This Month's feature:
"Close Encounters of the Third Kind"
Free & weather permitting
- 16th Fathers Day Brunch • 10am - 2pm
Traditional Champagne Sunday
Brunch • Entertainment by
Uncharted Course
Reservations at 453-4931
- 20th Thursday Sunset Happy Hour
"Purple Rain" Drink Special
Complimentary Fried Pickles
Music by House of Rhythm
- 21st Inter-Club Regatta Night #1
Entertainment by Stiletto
Details at: www.erieinterclub.com
- 22nd Inter-Club Regatta Night #2
Entertainment by Sam Hyman Band
- 23rd A la carte Breakfast • 10am - 2pm
- 27th Thursday Sunset Happy Hour
"Green Tea" Drink Special
Complimentary Siracha Chicken Bites
Music by Vegas
- 28th Docktail Party at the Lighthouse
6pm • Weather Permitting
Club to provide Picnic Fare & Beverages
Members to bring potluck dish to feed 8
Check Club website for dock
designated potluck dish assignments
Music by Salmon Frank



The first morning I helped Stanley down the stairs, the third step creaked. That's when I found out his wife, Martha always told him to fix it. And now he's just glad he never did, because that's home. I love hearing Stanley's stories about home. And now I get to be a part of them.

Maddie G.

— Maddie G.
Stanley's CAREGiver



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