

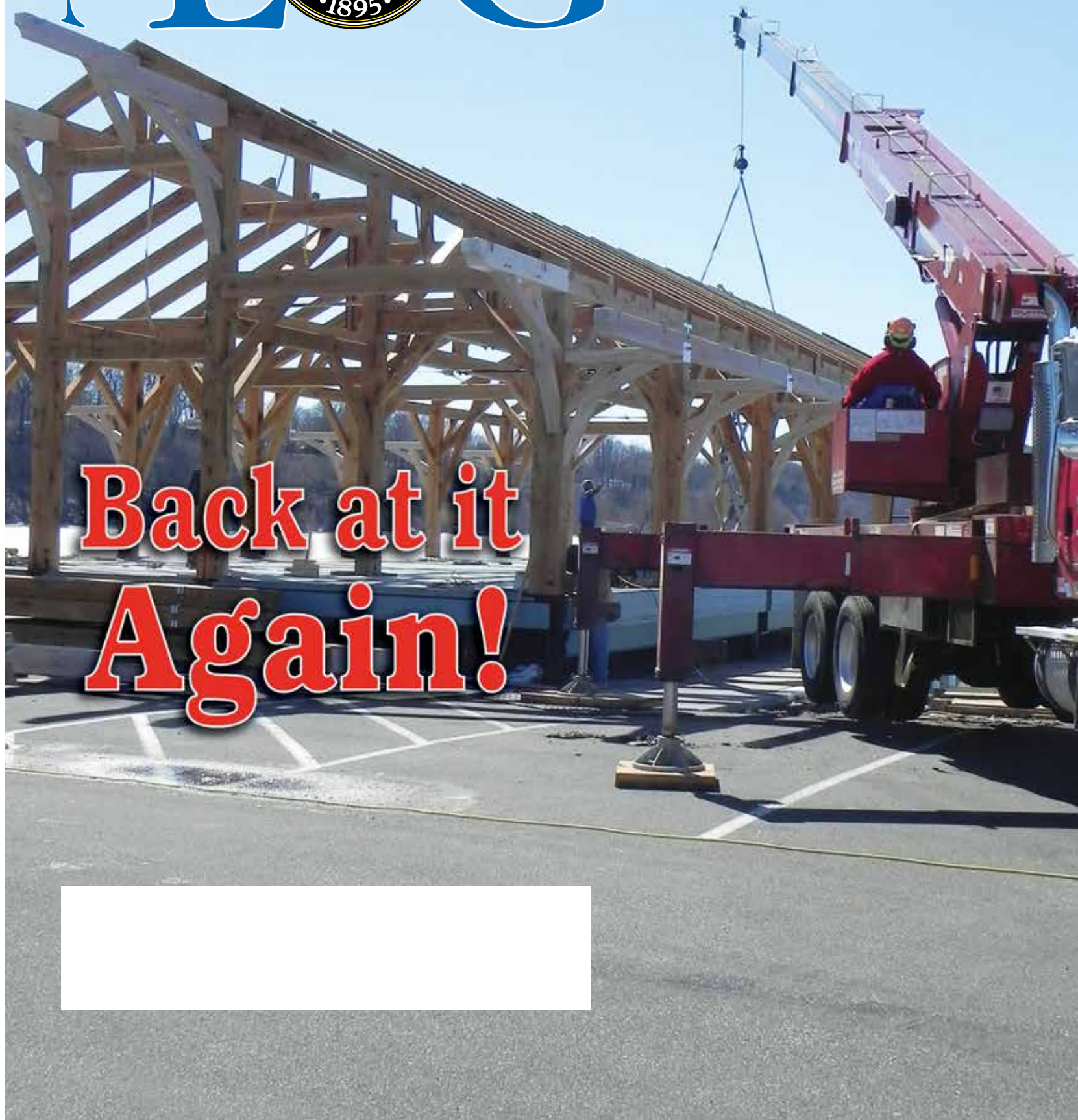
VOLUME XII / ISSUE III

May/June 2014

The LOG



**Back at it
Again!**



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From the Bridge

by Fleet Captain David Haller



Thanks again to all who made this opportunity for me to serve the Club a reality. We are having a great year already and the boats are not even in the water yet. The ice boat fleet had a long season - who would think we ice sailed on St. Patrick's Day? Burning socks, tasting beer, tasting scotch, launching boats, getting prepared for Opening Day Ceremonies are just a few of the fun things we continue to enjoy at the Club.

I would like to take this opportunity to voice my sincere appreciation to the staff at the EYC who continue to amaze

me with their dedication and hard work towards the goal of the members having fun. The next time you see one of the men and women who launch our boats, cook or serve us our dinner, express your gratitude. They love to hear these things.

The Rickloff Community Boathouse has kicked into gear and we will continue to see it take shape.

Sincerely and respectfully submitted.



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On the Cover...

Although slightly behind schedule due to an especially harsh winter, construction has resumed on the Rickloff Community Boathouse. Thanks to the many sponsors & volunteers.



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Scan to learn about the Erie Yacht Club

Back at it again!

Rickloff Community Boathouse Making Progress...

by Fleet Captain David Haller

After two months of very harsh winter weather we are back building the Rickloff Community Boathouse. The artisans involved are hard at work building the frame of our project using old school framing techniques. As seen by these many pictures, the framing is quite complex.

For the last two months, the framers have been fabricating mortise and tenons, full scale brace joints, lapped dovetails, and corner tying joints, while delivering the more than 100,00 pounds of white and red oak timber frame to the jobsite. Tuesday, March 18th marked the "barn raising" of the main structure with more minor fill in framing to follow. The ceiling finish will then progress using #2 maple t & g and then the roof frame will be completed using Structural Insulated Panels, a sandwich of Oriented Strand Board, EPS expanded polystyrene insulation and more Oriented Strand Board.

We will not be complete for opening day due to the winter problems of this year, however, July is starting to look pretty promising. The pictures tell the story. For more information a number of good articles appear on the internet under timber frame.



March 12, 2014 Big storm ,
Temperature - 5 degrees above
zero. This mid March Storm set
us back again another two days.

Two cranes start
the construction
process.



Corner post tying joint.



Post to plate joint.



Full square rule brace joint.



Crane setting
the rafters.



Ongoing interior framing.



Setting the Structural
Insulated Panels.



Window installation.



Complete with tongue and groove.

Bay Swim Memories Then & Now

by Irene Boyles

The year was 2008 for the launching of an event that has become one of the most popular summer activities in Erie, the Bay Swim. For the first 3 years, the number of swimmers in the one-mile course was around 200 - 250. Then as word spread about the event, the past 3 years the capacity of allowing only 300 participants swimming the one-mile course was met.

Each of the individuals taking part in the Bay Swim has his or her personal reason for doing so, but all of them really enjoy participating. Generally, most everyone keeps to himself or herself about this, but last year some amazing stories surfaced.

Over the years, Dave Wagner who has been involved with the Bay Swim from the beginning, has seen many of the same faces swim the mile. It is obvious to him that some swim to be first, while others swim to just finish. For example, he observed a unique situation last year just as the swim had started at Vista III. As Dave was helping to check in the swimmers for the start, he noticed a woman carrying crutches over to the shuttle bus. Finding this curious, he approached the lady and asked, "Please tell me why you are carrying crutches? Are they for someone who is swimming in the event today?" She proceeded

to tell him that her daughter broke her ankle several days ago and had refused to get casted just so that she could participate in the Bay Swim. The lady said that her daughter swam in the previous five Bay Swims and was determined not to miss this one. Since one of Dave's main functions is to deliver all of the registration information to Michele Curtze and the "checkers" at the Erie Yacht Club prior to the first swimmer exiting the water, he offered to take the crutches over to the finish to make things easier for the mother. The lady thanked him and off he went not even knowing who the injured swimmer was. It just never entered his mind until, in the middle of the pack as the swimmers were exiting the water, he saw a young girl limping through the check in area at the Lighthouse. Dave approached her asking if she needed help and if the crutches were hers. She said yes, thanked him and left the area under her own power.

Dave sums up his feelings when he told me; "Every year there are stories like this. The swim is a magnificent experience for all involved. You never know what people will go through to be a part of this celebration."

Michelee Curtze, Co-Director of the Bay Swim along with Pat Davis since the inception in 2008, has had the privilege year after year to hear some amazing stories from people who do the swim for their own personal reasons. For example, early in the season last year Michele received a phone

call from a woman by the name of Amber Warren asking for the date of the 2013 Bay Swim. It seems she was planning her wedding day and did not want it to conflict with the Bay Swim. You see, Amber had participated in the previous five events and did not want to miss the 2013 swim.

Amber enjoys the Bay Swim because it is a fun, relaxing swim that celebrates a clean, swimmable bay and also benefits Presque Isle State Park. She said "Since it's not a race, the only competition is to top your personal best". She beat her time of the previous year by 20 seconds!

Amber feels all the wonderful volunteers who consistently smile and give all swimmers praise for their efforts, not to mention they offer their time to allow the swim to go on, make the morning enjoyable.

Amber is grateful for this event and she hopes it continues to be a wonderful annual event!

Michelee received a thank you note from a Mr. Ted Parker. He proceeded to express his appreciation for organizing such a wonderful event. Ted is a devoted swimmer and a former life-guard of Presque Isle who met his wife of 56 years at the Water Works beach while on duty. Ted indicated in his note to Michele "I will be swimming this year!" He also said his original registration indicated that his estimated swim time would be 90 minutes. Subsequently, he began working out and has been able to swim a mile in 41 minutes and he expects to be considerably faster by June 21st.

Michelee states; "These stories keep us coming back every year and the people who tell them are those who make the Bay Swim such an amazing event. We have heard from so many of the swimmers who have done this as a personal goal, because they want to celebrate a swimmable Bay, because they want to prove something to themselves or their families, because they never did anything like this before or because they know they can be the first one out of the water. The reasons are endless."

Pat Davis has been involved with the Bay Swim since 2007. Actually, she started in the late 1980's anticipating the day when a "swimmable" bay (in terms of the great and needed improvement of Presque Isle Bay water quality) would become a reality. Over twenty plus years in the making, this environmental achievement was and remains a wonderful, accomplishment for which all the entities responsible plus the entire Erie area can take pride.

Each year on Presque Isle at Vista III, the preparation for the swim begins early in the morning. Pat has been truly touched by everyone involved from those who have made it their goal to swim across the bay to the countless individuals whose great team effort help make this event happen.

What is also interesting and so equally apparent at the start as well as the finish is the enthusiasm of the Bay Swimmers, the aspiring swimmers and the people with absolutely no interest in swimming themselves but who are there to support family members and/or friends. The casual spectators and the greatly appreciated volunteers also get so caught up in the excitement of the event.

Some definite and memorable highlights of swimmers from past years include the young, the strong, the very fit high school swimmers from McDowell and other area high schools along with other swimmers who aspire to be the first to cross the bay. Also to be noted are the ages of the swimmers which range from age 14 to those in their 80's. Some swimmers train with their goal being to simply finish.

(continued on next page)



Bay Swim Memories Then & Now

(continued from previous page)

Significantly memorable and so impressive are the swimmers with different challenges, who have been highly motivated to take on the Bay Swim and succeeded.

Pat said their stories are very interesting, so I asked her to share some of the stories with me.

Pat first told me about Lee Harris a 68 year old gentleman from Erie. Lee is a two-time heart survivor who has had a love for swimming since he was a boy. As an adult, he was faced with a serious health condition. The obvious choice for Lee was to include swimming as an integral part of his cardiac rehab. Lee was highly motivated and knowing about the Bay Swim, he set one of his goals to swim across Presque Isle Bay. He trained and completed the Bay Swim in 2013. Lee said "wanting to be with my great family, for as many more years as possible, was the best inspiration for me". Lee is registered and will be a participant in the 2014 Bay Swim. Lee is thankful for many things and is a great motivator for others!

She proceeded to tell about another heart survivor by the name of Jerry Arnold, age 83, of Erie. Jerry swims regularly for health and fitness. He completed the Bay Swim in 2012 with his son. Jerry was training and registered for 2013, but his doctor advised him to avoid less than desirable water temperatures. Since the water of Presque Isle Bay was significantly cooler in the days proceeding, Jerry decided the 2013 swim was not the year for him to swim across the bay.

As it turned out, after Jerry made the decision not to swim, the water on the morning of the Bay Swim had actually warmed into the 70's and may have been "do-able" for Jerry. We hope to see Jerry at future Bay Swims. Jerry is and will always be a great motivator!

Another inspirational story Pat shared with me was about Dennis Singley, age 68 from Canton, Ohio. Though he always loved swimming,

Denny was admittedly not a very accomplished swimmer. In 2011 at age 65, he joined the Y and began swimming again. Having casually seen a past year's Bay Swim towel at his local Y, he asked the owner about it. That's when he first learned about the Bay Swim in Erie and made it his goal to start training. Over time, Denny greatly improved his swimming skills, and completed the Bay Swim in 2011 and 2012. He intended to swim in 2013. However, he encountered unexpected major brain surgeries early last year, three in all, plus he dealt with pneumonia in between. This made swimming across Presque Isle Bay in 2013 most unlikely.

With great determination, and the support of his wonderful wife, Carol, and finally receiving an OK from his doctor, he started to swim again on May 1, 2013. Starting this late in the season only gave him seven weeks to recondition himself, and regain his swimming fitness. Having overcome these great adversities and knowing that his wife, Carol, was waiting for him at the finish, gave Denny the incentive to complete the Bay Swim 2013! He is registered for 2014. Denny too is greatly thankful for many things, another stellar motivator!

As our conversation continued, Pat told me about another amazing individual by the name of Joan Teeter, age 46, from Erie. Joan is a cancer survivor. Joan has always been an athletic individual. She is a runner, a triathlete (basically a self-taught swimmer) and completed the Bay Swim once before.

Joan was diagnosed with stage one breast cancer in June 2012. After receiving the diagnosis, undergoing surgery and having to endure chemotherapy, which brought about the loss of her hair; she seemed to have lost all of her fitness. Over the following months and with great determination,

she regrouped, regained and with a smile on her face all the way across the bay, completed the Bay Swim 2013 along with her daughter and a friend. With that in mind, as she came up onto the platform at the finish, Joan's words were loud and clear "I kicked cancer's ass!". Joan Teeter, another extraordinary motivator!

Another inspiring story Pat told me about was regarding a young student from Titusville, PA by the name of Angy Whiting, age 17. Angy took on the 2013 Bay Swim as her Titusville High School senior project. As a ju-

nior, Angy's intended project included not only training to complete the one mile open water Bay Swim, but also, and importantly, researching the environmental history of Lake Erie and Presque Isle Bay. She submitted and presented the research paper (complete with power point presentation) plus a reflective paper on her entire experience for her graduation requirements.

It's important to note that although Angy is an experienced swimmer and a member of the Titusville High School swim team, prior to this, she had little open water distance swimming experience. As most know, making the transition from pool swimming to open water swimming can be challenging even for competitive swimmers. Congratulations, Angy! Mission accomplished and well done in many ways! In her project summary of her overall experience, Angy wrote: Successful... Fun... Courageous... Life Changing... Breath Taking... AWESOME!

Do you have an inspiring story to tell about someone you know or about yourself, who has swam in one or all of the Bay Swims? If you do, contact:

Michelee Curtze at mcurtze@aol.com, Pat Davis at patdavis1200@gmail.com or myself, Irene Boyles at tinytoona@aol.com.

Most people do not realize how much volunteer time and effort goes into the planning and organizing of this swimming event; an event that lasts approximately an hour to an hour and a half. It is exciting, exhilarating, and will be a day that you will remember! Come and join us as a participant or a volunteer.

VOLUNTEERS

Enough can't be said about the many volunteers (Bay Swim Crew as they are known) that come together to make this event happen.

The Presque Isle Partnership (that primarily handles the start on Presque Isle) and the Erie Yacht Club (that mainly handles the finish at EYC) are the primary partners for the event. A special thank you to Mike Lynch and his staff along with Bill Vogel and his staff for their effort in getting the club house and the grounds ready for the event. A special thanks also goes out to Fritz Curtze who organizes the boaters and Pat Smith who organizes the kayakers. It takes a lot of teamwork and organizing to get 300 people across the Bay safely. There are boaters, kayakers, jet-skiers, the Presque Isle Lifeguard Association, the people who check the swimmers in, the people who check the swimmers out, people who handle the swimmers' bags, people who pass out the Bay Swim towels at the finish, the Erie County Sheriff's SCUBA Team, US Coast Guard, PA Fish & Boat Commission, Millcreek Paramedic Service and EmeryCare, EMTA, announcers, WJET-TV, BOB-FM, the food and drink gatherers, the number counters, the packet packers, the list goes on and on. In reality, there are almost as many people helping to put the swim together as there are swimmers.

(continued on page 26)



Choosing Wisely?

by Fleet Surgeon
Peter Lund



As many of you know, my boat Taz was mortally injured this past summer which has placed me in the difficult position of finding another boat. This boat buying adventure has brought up the intriguing process of choosing wisely. My wife made the idle suggestion of forgoing the boat purchase. In this case the choice would be between the cost of a boat verses the on-going cost of psychiatric care and possible institutionalization of myself without a boat.

Some other choices are also easy like do I get up and go to work. Of course you do, unless you want to be fired. But others are more difficult like should you have that third beer which unfortunately could lead to not getting up and again leading to that job firing issue.

The process of choosing has many forces that work on our brain. Unlike the typical two dimensional yin and yang countervailing process in which you have a 50-50 chance of being right, choosing has many influences. We tend to unconsciously rank order these influences before our final decision.

So what does that all mean? You have a higher likelihood of being wrong than right? That certainly is not the case! If it were, I would question the survival of the human race, plus I would not be a boat owner but a fleet owner.

The answer is we are constantly testing our environment. For example, barging the starting line we learn from the expletives of the other sailors and the occasional crunching of fiberglass that barging is an unwise decision.

Sometimes we use the experience of others to help us choose. I recall sailing with Aaron Hertel in several regattas where he had me going into the starboard layline on port tack at the windward mark. As I looked on at the wall of boats lined up on the starboard tack layline, I recalled Aaron saying "Doc you can find a hole?!" My first thoughts were, did we choose wisely?

Other times our choices are based on the expert analysis of strangers like Steward Walker or Dave Perry and trying to apply their examples to the unpredictable oscillating wind shifts in our Presque Isle Bay. In this particular example I am 50% right unless I ask my wife.

But now there is the internet! "It must be true. It is on the internet." Google is now both a noun and a verb, but what it is not is always right. The public is now using the internet more than ever to understand their medical health. We as doctors see this all the time. My favorite group of patients are the engineers. They usually come in with their health record in some form of bar graph display and the entire internet downloaded for me to analyze.

We in medicine recognized that patients are hungry to understand their health we also realize the short comings of the internet. To bridge this problem, a website that has some good medical advise and insight is a website called "Choosing Wisely".

Choosing Wisely was designed for both patients and doctors. It promotes and aids us to engaged in a shared decision making process. It looks at a wide range of common medical issues such as:

- The timing for imaging for low back pain
- Use or perhaps the overuse of antibiotics for sinusitis
- When to use DEXA screening for women and men for osteoporosis
- Is the annual EKG screen appropriate in all patients?
- Timing of Pap smears
- Indications and timing of elective induction of labor
- Screening for carotid artery disease
- The use of antibiotics for children with ear inflammation
- Evaluation of children with urinary tract infections
- The controversy around screening for prostate cancer
- Screening adolescents for scoliosis
- Evaluation necessary for the use of oral contraceptives

These are just some of the myriad and wide ranging examples that www.choosingwisely.org addresses.

Alas, what was distinctly absent from that site was how to choose that very special boat. I guess when it comes to boats and babes one has to follow one's heart and not one's head. Medical advise from your fleet surgeon.



Boat Photography 101

TIPS FOR GETTING GREAT PHOTOS ON THE WATER

by Tom & Cindy Madura

As members of the Erie Yacht Club, we can all identify with the sentiments of author Kenneth Grahame when he wrote “there is nothing - absolutely nothing - half so much worth doing as simply messing about in boats.” And when we do mess about in boats, we often like to capture those moments for posterity. I have yet to meet a boater who doesn’t enjoy looking at pictures of boats (particularly their own).

But it’s not an easy thing to get good photos of boats - the boats are moving; if you’re shooting from a boat you’re moving (often not in the same direction); there are re-

flections from the water, shadows from the sun, etc. etc. etc.! As life-long serious photographers, as well as boaters, Cindy and I have spent a lot of time photographing boats, and thought we would pass on some tips for getting some great shots out on the water.

First of all - Be safe! It’s easy to get distracted looking through a camera viewfinder and forget that you’re on a moving boat. Sit down if possible while photographing, and make sure you keep your balance if you have to stand up. No photo is worth falling overboard!

Second - Protect your equipment. This may be obvious, but boating involves water – everywhere! There’s water under the boat, spray coming over the bow, and possibly rain. Water is a digital camera’s mortal enemy. Salt water is even worse. Unless your camera is specifically described in the owner’s manual as “weather-resistant”, it probably isn’t. Keep it out of the rain and spray as much as possible.

And most of all - as with anything you do out on the water - HAVE FUN!

Now, on to our photography tips:



The ice-boat photo on the left was taken using a shutter speed of 1/250th of a second - much too slow to capture the boat clearly. In the photo on the right, the shutter speed is 1/1200th of a second and shows good detail on the boat.



Tip #1 - Use a fast shutter speed. Boats are always in motion, and that can cause a lot of blurry photos. Set your camera up to use the fastest shutter speed possible. Many small cameras have “Action” or “Sport” settings for this.

Tip #2 - Keep the horizon level. Many otherwise good boat photos are ruined by a crooked horizon. While it is almost impossible to do this all the time, especially when shooting from a rocking boat, even basic photo processing software can be used to rotate the photo and straighten the horizon.

An exception to this is when shooting close-up photos of people on board, and a tilted horizon can add drama and enhance the feel of being on a boat.



The crooked horizon detracts from this otherwise dramatic photo of Magic. Rotating and re-cropping the same photo yields a much more pleasing image.



In the left-hand photo, the boat appears to be crowded into the frame, leaving the viewer with the impression that it has nowhere to go. Leaving room in front of the boat is much more pleasing to the eye.



Tip #3 - When photographing a boat in motion, make sure to give it “lead room”, that is, allow room in front of the boat for it to “move into”. A good rule of thumb is to use the photographer’s “Rule of Thirds” - divide the frame into 3 sections horizontally and vertically and place the main subject at one of the intersecting points, rather than in the middle, with the bow of the boat furthest from the edge.

Tip #4 - Watch the background and foreground for distractions. Buildings on shore or other boats in the background can distract from your main subject, and lines, rigging, antennas, etc. can do the same in the foreground.

This otherwise nice photo of Raven flying her spinnaker is spoiled by the busy background. The boat is almost lost in all the clutter. The shot of Red Herring, while still containing some of the same background features, does a much better job of isolating and emphasizing the boat.



Tip #5 - When shooting photos of people on board, get in close! There can be a lot of distracting “clutter” on a boat that will detract from your main subject, and if you can’t position the sun at your back for those crew photos, use a flash to fill in the shadows.

Happy Shooting!



This photo of Cindy at the helm of Good Vices contains some distracting elements, and even though it’s an overcast day her hat is casting a shadow on her face. In the second shot, moving in closer has better isolated Cindy in the frame, and a flash was used to fill in the shadows, making her face more visible. (Note that in this frame, the horizon was intentionally kept crooked to emphasize the feel of being on a boat.)

Bet You'll Be Sorry, If You Miss the 140th Kentucky Derby Party at the EYC



They're Off!

It's always a day to remember - the Erie Yacht Club's Kentucky Derby Party, this year celebrating the 140th "Run for the Roses." Rest assured the EYC holds true to all the Derby traditions when it comes to the fastest 2 minutes in sports. Whether it's the outrageous, but very stylish, ladies' hats or the Club's expertly mixed mint juleps that bring you down, be sure to remember there is a horse race going on somewhere amidst all the fun and excitement.

A Little Derby History

It was well over 100 years ago that the people gathered for the first super-race of three-year old thoroughbred horses on a 1.5 mile track. The first winner, "Aristides", and his rider Oliver Lewis won over 15 other horses and jockeys.

Many changes to the race itself have taken place and many traditions have been established over the history of the great race. The track was shortened to 1.25 miles and the decision was made to always run the race on the first Saturday in May.

Around the turn of the 20th century the horse owners would send their horses to Maryland and New York following the "Derby" to race at the Preakness Stakes and the Belmont Stakes. It wasn't until 1930 that the 3 races became known as the "Triple Crown." The phrase was coined by Charles Hatton to describe the 3 races combined - running the same horses and their jockeys.

Traditions

As could be expected the "Derby" brought out the most prestigious and wealthy people of the day, which led to the establishment of "Millionaire's Row" at the famed twin spired track at Churchill Downs. Today some good seats can range from \$2,000 to \$60,000 or more (which does not include the price of the actual ticket). Probably the best tradition of all revolving around the Derby are the fancy parties that accompany the race, and the EYC throws a soirée that is second to none.

Like the Derby itself the Kentucky Derby Party at the EYC gets more popular every year, so make sure to prepare your most stylish spring hat, get your wagers in and then head down to the Club early to enjoy the great fun and have a Mint Julep with your fellow members. The party begins at 4:30 in the afternoon Saturday, May 3rd with the race itself starting at approximately 6:24.

At the EYC Kentucky Derby party there are no losers.





Oh, boy! It is almost time to continue our annual momentum of the Thursday Evenings Happy Hours on the EYC Deck... the "only place to be" on Thursday summer evenings! These special evenings will include the most popular elements from previous seasons. So, we can look forward to:

Great Food and Drink Specials

Of course, every Thursday Happy Hour will include drink specials! Sometimes we will enjoy traditional complimentary treats like nachos, potato skins and pizza. Other evenings EYC will be serving nominal-cost-specials such as Shrimp-on-the-Barbie, grilled bratwurst, BBQ Ribs, and Specialty Burgers.

Super Entertainment

Look forward to enjoying live entertainment with great groups like Acoustic Gypsies, Uncharted Course, The Sam Hyman Band, Key West Express, and Encore.

Theme Nights

No one will argue EYC members don't really need a reason to party. Of course, providing a reason such as "Island Night" and "Cruising Night" sure makes sense, eh? Be sure to wear-your-green as you enjoy those tasty mini-reubens at "Half-way to St. Patrick's Day".

Special-interest Automobile Clubs

For many years, we have enjoyed admiring our guest clubs' beautiful automobiles and motorcycles. This summer we will again host happy hours with The Lake Erie Mustang Owners Club, Harley Owners Group, Presque Isle Corvette Club, and The Antique Automobile Club of America.

Watch your summer 2014 email and club notices and check the EYC website and lobby easels for details about this summer's entertainment, food and drink specials, as well as a few new surprises!



Get a Jump On Your Weekends with the EYC's Thursday Evening Sunset Happy Hour on the Deck

by Dan Dundon

NO RULES: Key West “Around the Island” Sailboat Race



On Sunday, March 16, 2014 the “Around the Island” sailboat race was won by defending champion, David Broadbank from the UK with a record time of 160 minutes on board his 18’ Finn dinghy. This 14 mile, very unique race was sponsored by a local, volunteer sailing club; first such race was in 1973.

Twelve small sailboats - lasers, sunfishes, 420s and other dinghys - participated in very heavy, 20 knot (23 mph), south southeast winds. 34 sailors competed or assisted in four chase boats. I sailed on a 420 finishing fourth overall, first in a class of three 420s.

The race has no rules, no marks; just get all the way around Key West. Starting off at Sigsbee, the sailors made their way to the US 1 bridge at Cow Key Channel which separates Stock Island and Key West. The boats’ masts are way too tall so the boats were tipped over at a severe angle and dragged under the bridge, one sailor in the water and one on the rocky shore keeping the boat tipped at almost 90 degrees. Friends and homeless assisted on-shore during this 80 foot, ‘very slow’ passage!

Some masts were taken down and reassembled on the other side of the bridge. The very wet sailors continued sailing south directly into the heavy winds to the Atlantic Ocean.

Continuing, they traversed from Cow Key near the airport to Ft. Zachary under even heavier gusty winds. It was extremely vigorous sailing since the seas were being pushed by the wind coming from Cuba. Wave heights were 3 to 4 feet and the old theory of every ninth wave being huge was believed by some since a few reported 6 foot waves occasionally roaring along.

Keep in mind, sailors exaggerate wave heights! Most of the boats are about 15 feet long so these waves caused occasional havoc.

Some boats were often out of sight in the trough between waves. One sailor fell overboard near Ft. Zachary, but held onto the stern and crawled back aboard. The Coast Guard was called, probably by beach goers; their help was not needed. They must have enjoyed the ride out!



More than one way to pass a low bridge. This Laser opted for the extreme lean method, while others choose to remove the mast completely and re-assemble after passing.



The most difficult passage was from Ft. Zachary to near Mallory Square since the strong wind and the resultant seas were heading north, but the exceptionally strong tide was roaring south. These counter forces caused what some call “square waves”, like vigorous, deep ‘holes’ in the water everywhere. Eleven boats made it through this area - rocking, rolling, sliding down waves and praying. One boat, a Sunfish, was rescued by the Coast Guard.

Up and around Fleming Key continued to require hard sailing due to the very adverse tide. The boats tried to hug the shallower water on the sides of the channel to avoid the worst tidal flow. A few went aground and were, in cases, paddled or “walked” to deeper water. No rules! The finish line was where we all started near Sigsbee. Returning to the Key West Community Sailing Club (KWCSC) on Palm Avenue, the 34 sailors and chase boat helpers, sort of collapsed in joyous relief.



Off and running with no obstacles in sight.

These races are vastly calmer than this “Around the Island” race. The cost of the club is nominal and on non-race days most boats are unused, waiting for a member. This particular race is now clearly off my “bucket list”!



I'm in 3 feet of water pulling the bow, while my partner holds down the mast & walks it under US-1 bridge.

Begin the Boating Season with a Bang!

EYC's 120th Opening Day Ceremony

by Alex Schuler

I hope that you will come join the Commodore and me at the 120th Opening Day Ceremonies of the Erie Yacht Club on Memorial Day, Monday May 26th. Ed and I are very much looking forward to the celebration of the Club's traditions, and official start of the boating season.

The bugler's "Call to Colors" will sound at precisely 1150 hours, so please arrive early to secure a good place on the lawn or deck. I have always loved the Opening Day festivities, with the members of the Bridge and Past Commodores in their dress whites standing at attention against the blue water. It always makes me feel like summer finally has arrived, no matter the weather!

The Past Commodores are lined up along the Club wall to show their dedication to the Club, and that they still fit in their uniforms! It is also a day for us to remember and pay tribute to those members of our EYC family that have passed, as well as those who have made the ultimate sacrifice for our nation with a soulful bugle tribute and cannon fire.

Following the ceremony, punch is served in the ballroom, along with a buffet and entertainment by the Acoustic Gypsies. Additionally, kids can experience a sail boat ride courtesy of the Reyburn Sailing School Instructors. Please come together with us as we welcome the summer boating season of 2014 at EYC.



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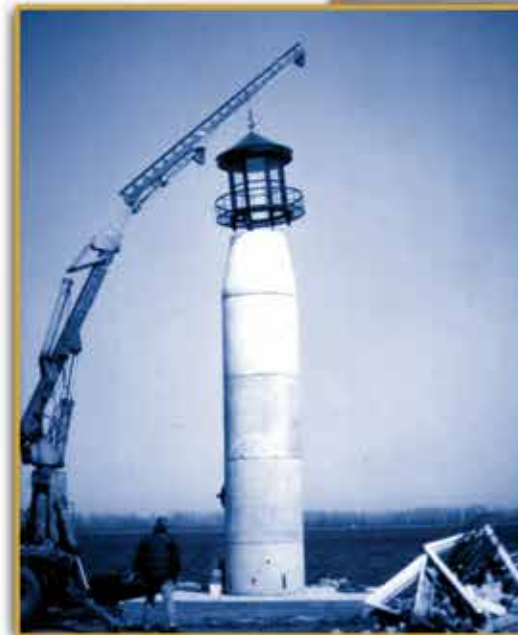
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If These Docks Could Talk

by P/C Gib Loesel



From my upper deck at Ferncliff I like to look out at the bay before I go to bed, it seems like there is always something interesting going on even at night. Every night the light from EYC's light house is gently rotating doing its job of warning skippers of the danger ahead.

One night I got to thinking (and that spells trouble) I wonder how many of you know that when you are "hanging" out enjoying a great summer evening with a refreshing drink in hand or watching a race that our light house is actually sewer pipe. Well technically it is made from sections of concrete used to build manholes; in any event I like to think of it as having a good time down by the sewer.

When the basin expansion was completed and our piers were extended out into the bay a new hazard to navigation was created. To help, a very small flashing light was placed on the north east corner of the fill as a warning. It worked OK but when P/C Jim Owen was elected to Fleet Captain (1982) he had it in the back of his mind that a great improvement could be made concerning "the light"; plus make it much safer. Fortunately there had only been one accident on the pier. Unfortunately Bill Wright missed the small warning light and put his beautiful Jewel (a 1951 Richardson) "on" as they say "the bricks".

Jim enlisted the help of his pal and fellow member Al Wodzianski, civil engineer, into the project. Jim recalls, "Al said this would be simple and drew his first thoughts on the back of a cocktail napkin." Al later came back with a complete set of drawings which got the ball rolling. Fleet Captain Owen wanted to take it to the board but knew he would be grilled hard as money was tight and all extra funds were being set aside in a special fund to purchase the property if and when the opportunity presented itself.

The design team had many things to think about; how would they light it and keep the cost down? At the time a Fresnel Lens would cost about \$10,000. A polished piece of stainless steel bent just right might work and did. How much wind speed would it have to sustain? The requirement was 100 mph so they designed it to 125 mph. How much of a slab would it have to sit on considering the fill was still settling?

As we all know when EYC members start a project all of a sudden unknown talents and knowledge magically appear. When they were ready the project went to board for a cost of \$2,800. With all of their "ducks in a row" and hard questions answered the board stamped the project "APPROVED".

The concrete foundation pad is 20' x 20' and 13" thick. Member Bob Heinrich, an iron worker taught Dock Master Doug Pomorski and the EYC crew how to tie in the rebar for the pad. A special service hatch had to be cut into one of the sections and a top light section fabricated this was done by Member Dick Sarver. Gaskets were made to fit between concrete sections. There are also leveling jacks on the base (they have never had to be adjusted), and an inside ladder made to reach the top. Members Gordy Way and Hal Bush engineered putting it together. Church and Murdock lent their electrical expertise and Jess Murdock was the "inside" guy who did all of the wiring.

Painted white and the EYC burgee added, EYC now had a wonderful new private aid to navigation that is on all NOAA charts.

For the next few years it was just a lighthouse, then in 1995 the deck was added. In 2007 the picnic table area was completed, and in the spring the roof was completed and the Club liquor license extended. The lighthouse which was a wonderful asset in the beginning just kept getting better and better. The bathrooms (heads) were completed in 2009 and the new beautiful deck bar added in 2010.

There you have it!! If These Docks Could Talk they would say, "Another job well done by our members. So come on down to the sewer and have some fun".

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WHAT'S THE GOOD WORD
 MORE INSIGHT FROM
 STERLING HAYDEN
 by Dan Dundon



Remember Sterling Hayden, the fellow we met in the previous Log? He left school at age 16 sailed around the world several times and was awarded his first command at age 22, skipping a square rigger 7,700 miles from Gloucester, Massachusetts to Tahiti in 1938.

Here are a few more salty words of wisdom from Hayden:

- To be truly challenging, a voyage, like a life, must rest on a firm foundation of financial unrest. Otherwise you are doomed to a routine traverse, the kind known to yachtsmen, who play with their boats at sea - "cruising," it is called. Voyaging belongs to seamen, and to the wanderers of the world who cannot, or will not, fit in. If you are contemplating a voyage and you have the means, abandon the venture until your fortunes change. Only then will you know what the sea is all about.

- "I've always wanted to sail to the South Seas, but I can't afford it." What these men can't afford is not to go. They are enmeshed in the cancerous discipline of "security." And in the worship of security we fling our lives beneath the wheels of routine - and before we know it our lives are gone.

- What does a man need - really need? A few pounds of food each day, heat and shelter, six feet to lie down in - and some form of working activity that will yield a sense of accomplishment. That's all - in the material sense, and we know it. But we are brainwashed by our economic system until we end up in a tomb beneath a pyramid of time payments, mortgages, preposterous gadgetry, playthings that divert our attention for the sheer idiocy of the charade.

- The years thunder by, the dreams of youth grow dim where they lie caked in dust on the shelves of patience. Before we know it, the tomb is sealed.

- Where, then, lies the answer? In choice. Which shall it be: bankruptcy of purse or bankruptcy of life?

So, did these words shake you up and make you think? Me too! If you have some favorite quotes or words-of-wisdom why not send them to me (dandundon@gmail.com) for us to maybe include in future EYC log articles? I hope you continue to enjoy Good Words.



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Bay Swim Memories Then & Now

(continued from page 9)

CPR CLASS

For all boaters, swimmers, and volunteers and to anyone who feels they need a refresher course in CPR, a class is being offered at the Erie Yacht Club on May 12th. This class will be held from 5:30pm to 8:30pm. The cost is \$25.00, paid upon arrival. The course will be presented by Cheryl Winschel, MSN, RN, AHA. If you are interested, please call Michele A. Curtze at 814-881-5904 or email her at mcurtze@aol.com. Class size is limited to 12 people.

BREAKFAST BUFFET

The Erie Yacht Club Auxiliary will be offering a Bay Swim Breakfast Buffet on Saturday, June 21 from 9:30am-11:30am in the Bayside Ballroom, Clubhouse. The buffet offers eggs, breakfast potatoes fresh fruit, coffee and juice. The cost is \$8.00 per person.

SPONSORS

The Bay Swim sponsors are greatly appreciated. If it were not for them, we would not be able to enhance the swim and contribute to local charities and organizations. This year, our predominant sponsor is Industrial Sales and Manufacturing, Inc. A big THANK YOU to the Rutkowski family. Once again Great Lakes Case & Cabinet and LECOM Wellness has a spot on our memorable towel. We have a new member to place on our towel this year - GE Transportation. There is a long list of sponsors and contributors at various levels. If anyone is interested in contributing, we will be MORE than happy to add you to the list. All volunteer T-shirts and our towels, proudly display our sponsors. What a great way to publicize throughout the summer on the beaches of Presque Isle! As a sponsor, there is always room to contribute monetarily or to contribute by providing an in-kind donation. Volunteers are always needed the day of the swim. Just contact mcurtze@aol.com for more information.

BENEFITS

This is a non-profit event and any donations received will stay in Erie County to benefit the health and well being of kids and adults in our community.

Proceeds benefit Presque Isle State Park (via Presque Isle Partnership), Erie County Diabetes Association, Presque Isle Lifeguard Association, Reyburn Sailing School and the Carli Cummings Scholarship Fund.

Registration for Bay Swim VII can be found at:
www.discoverpi.com under "events".



A TRIBUTE TO ALL THESE LONGSTANDING MEMBERS OF THE EYC



A shout out to all these long-standing members of the Erie Yacht Club. The EYC gets its distinction as one of the finest Clubs on the Great Lakes, through it's very unique and supportive members. Listed here are the members who have made the Club so special and has helped give the Club this distinction throughout the years.

Thank you to all of you who have been a part of the EYC for so many years!

60 YEARS

Frank Zurn

55 YEARS

Edward Mehl
Bailey Nagle
Paul Nunes
Robert Walker

45 YEARS

William Bloomstine
Dale Cage
Ronald Hamilton
David Loesel
Mrs. Charles Phifer
Fred Reymore
John Schultz Jr.
Pauline Stevens
Peter Traphagen
Doris Veihdeffer

40 YEARS

Albert Cernetic
Robert Chambers
Donald Davey
Jerry Emling
William Lillis
William Loew
Donald Russell
Ronald Zieziula

35 YEARS

Roger Allenbaugh
Robert Allshouse
Peter Benekos
Douglas Bert
John Butine
Gayle Elmer
Douglas Fisher
Daniel Freeman
M. Fletcher Gornall
Linda Hammer
Linda Havrilla
John Heard
Bruce Kelsey
Margery Kibler
W.M. David Loose Jr.
Terry McQuaid
William Miller
Richard Reichel II
John Sarbak
Peter Scheler
Thomas Tallbacka
James Taylor Jr.
Karl Woodside

30 YEARS

Wallace Flower
Paul Kopkowski
Peter Machuga
David McConahy
Peggy Means
Cynthia Taylor
James Wilcko

25 YEARS

Judy Alstadt
John Bauman
Gerald Bender
Christine Deluca
Robert Doyle
David Doyle
Timothy Dunagan
John Elmer Jr.
Carl Miller
Blaine Minhinnick
John Murosky
Aimee Nicolio
Robert Ottman
Joseph Parlak
John Peterson
Joseph Prischak
David Sanner
Jeffrey Santos
Craig Schaal
Gregory Sesler
Richard Vicary Jr.
Sean Wiley

20 YEARS

Gwen Garbarino
Marjorie Haws
Martin McCormick
Robert McGee
Jason McGee
Douglas Nagle IV
Caroline Otto
Jeffrey Peters
Gary Weibler
Mitchell Wells
David Zacks

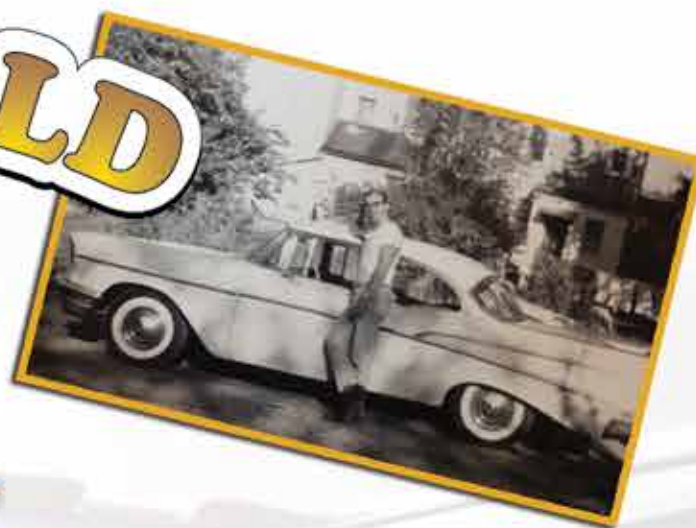
15 YEARS

Alexa Bestoso
Paul Bretz
Fritz Busse
Joseph Caccavo
Christopher Dundon
Laura French
Kim Frey
Walter Knoll
Howard Lincoln
Leigh Loesel
Charles Paterniti
John Quinn
Edward Verdecchia

CHEVY GOLD



by Paul Jenkins



It was the summer of 1964 and I had just finished my junior year at Columbus Art College and I was very excited about buying every hot rod kids dream car, my next set of wheels had to be a 1957 Chevy Impala hardtop.

It couldn't just be a standard hard top, it had to be the top of the line model with the big Gold V on the hood. The flashy gold emblem told the world that this car had a powerful overhead V8 that was the fastest and most powerful Chevy on the road.

There was one little problem however and that was the small amount of cash I had saved from my summer job at the Hammermill Paper Company. While searching the used car listings in the newspaper I came across a very interesting ad that contained one of my favorite words. It read, "1957 Chevy hard top, needs work" and at the end it said, "Cheap".

I didn't mind the thought of doing lots of fix-up work as long as the body was in fair shape and the motor was at least repairable. When I arrived at

the address on the lower eastside the driveway was lined with several cars with hoods up and doors and fenders missing. In the backyard was a faded yellow 57 Chevy and I held my breath as I looked hard to see if it had the distinctive gold V on the trunk lid. "Yes! That's it!" It was love at first sight. The sculpted and flowing body lines gracefully sweeping back and flowing into the trademark twin tail fins.

A young guy was in the driveway hammering a door panel but didn't even look up as I asked if the yellow Chevy was the one for sale. "She needs some work but the price is right if you can do the fixing. You can have it for 300 bucks." He said. After closer inspection I was pleased to see that the body only needed some minor patching and a new paint job. "Does it run?" I asked. "No, the motor needs work," he said as he went back to hammering. After checking the car some more I made the guy an offer that he accepted and I gave him a down payment to hold the car.

The next day a friend helped me tow my new machine to the repair garage where I helped the mechanic tear down the motor. A few days later the mechanic called me with a strange request. He said that I would need a different cam shaft. I asked what was wrong with the old one, he explained that while replacing the old pistons he broke one, so he decided to replace them with some larger racing pistons but to use the new hardware a different cam shaft was needed. He gave me the part number for the new shaft but said it might cost a little more because it was a very special Chevy part.

When I gave the parts man at the dealership the number, he asked if I was sure about the number. When I said I was, he shook his head and said, "OK kid, but this cam is made for a Corvette motor." CORVETTE, WOW! I thought, I really hope those numbers are right. Back at the garage I asked the mechanic about the need for such a hot cam and he explained that my old mill, which was a standard 283 V8 would be boosted to 301 cubic inches.

I asked what difference a few cubic inches would make. "Are you kidding," he said, "haven't you ever heard of the famous 301 Chevy motor? This little V8 mill will be a full fledged racing engine that will smoke your tire treads if you aren't careful. Just break it in slowly and carefully and you'll have the hottest little Chevy in town." Careful isn't what 22 year old hot rod kids think about much. To say I was overjoyed would be a vast understatement.

For the next few days I spent most of my free time hovering over the mechanic and driving him batty with endless questions about my new motor. When my car was finally running I drove to my friend Chuck's house to show it off

Chuck gave me some advice that was very surprising. "I don't care what your mechanic friend said, the best way to break in a hot new motor is to take it out and put the hammer down as you go through the gears," he said.

Off we went to a lonely stretch of road in the country that had no traffic. Chuck climbed behind the wheel and reved up the motor and let the clutch fly. My head snapped back as the Chevy almost leaped off the pavement. The tires spun as if they were on wet grass and a large cloud of white smoke boiled out from under the back fenders. When the sound of the screeching tires let up, the high pitched scream the mighty V8 filled the air.

Chuck yelled with excitement while speed shifting through the gears as we flew down the road. "This thing is awesome!" he exclaimed. "Let's do it again." "That's enough for today" I said, "I need a car that will get me back to school in the fall."

For the rest of the summer I spent many hours patching the body of the sweet little Chevy and finally getting her repainting with a bright new coat of canary yellow enamel. I also reversed the tire rims and mounted a

large tachometer on the dashboard.

The front tires were small with 14 inch rims and the rear tires extra large and mounted on 15 inch rims. It was a mean looking machine.

The favorite weekend pastime of Erie hot rod kids in those days was something called bugging State Street. We drove from the Public Dock up to 26th Street and back many times while sounding off our mufflers, honking at the girls and doing a little light to light drag racing. After we tired of that we parked near the dock and sat on the fenders to watch the late night traffic go by. I recently watched a TV muscle car auction and a 1957 Chevy hard top sold for \$60,000. It looks like I'll never have a car like that again but maybe that's OK because the fond memories of my 57 Chevy seem sweeter than ever.



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**Attention
EYC Members:
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(We need to hear from you!)



You do not need to be a writer. You do not need to use proper spelling or grammar. All you need is a story to tell and we can assist you in putting it together correctly for a future LOG.

Don't be intimidated! We understand if you need assistance and welcome *any* help with providing appropriate content for the LOG. This is your Club publication. Please help *us* help *you* continue to make it a publication to be proud of.

Here are just a few ideas that may help trigger a story idea or two in you:

- Share your travel adventures. Everyone loves to hear about vacation destinations and these make great photo spreads!

- Share your favorite boating story. Whether it is funny or scary or just informative, stories about boating are always of interest to EYC members.

- Discover an interesting new boating product? Let your fellow members know about it.

- Share your family history with the Yacht Club. Tell us who, when and why your forefathers/mothers/relatives became members of the Erie Yacht Club.

- Remember when? Share memories of the Club, the Lake, your neighborhood or the Erie community.

- Do you have an interesting collection? Your fellow members would love to know about it. This also would make a nice photo spread.

- Share your hobby. Do you paint? Are you into woodworking? Do you enjoy gardening? Are you an avid reader? Do you play a musical instrument? Do you write poetry? Tell us about it. You may discover other members who share the same passion.

- Share your favorite boating destination. What ports do you like to visit? Where do you like to drop anchor?

- Have a funny or touching family story? Share it.

- Are you a volunteer for a school, hospital or charitable organization. Share your experiences.

- Do you have any suggestions for, or activities or classes you would like to see at the Club? Perhaps you would like to lead a pilates or yoga class, teach an amateur photography class etc. Write about it and see if other members are interested.

- Read an interesting article on boating, or marine life, or anything else you think your fellow member might find of interest? Review it and share it.

Please help. We need your input. We are very, very appreciative of our ongoing LOG contributors. I'm sure you will agree that they do a great job. However, it shouldn't be left up to the same Club members to provide content. We (and they) would greatly appreciate your help.

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



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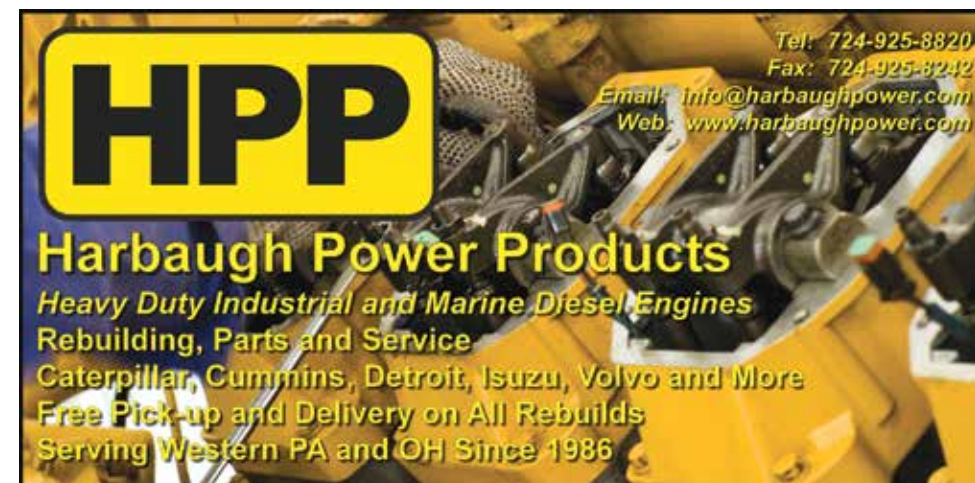
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Time to Celebrate Moms & Dads



Mom and Dad. For those blessed with good parents, these are two people who forever hold a very special place in our minds and hearts. Their hard work, sacrifice and loving support is deserving of our greatest respect and admiration. As most of us know, if you take on the responsibility of being a *good* parent, it is *not* an easy job. It is no wonder that mothers and fathers each have a special day dedicated to honoring them.

Celebrating Mothers

The celebration of motherhood can be traced back to the ancient Greeks and Romans who honored their mother goddesses Rhea and Cybele with spring festivals.

In the 1600's in Europe, Christians celebrated a day to honor Mary, mother of Christ. As Christianity spread the celebration changed to honor the "Mother Church" - the protecting spiritual power that gave them life. Over time this holiday expanded in scope to include all mothers and was called "Mothering Sunday," celebrated on the 4th Sunday of Lent.

Here in the US, Mothers Day was only loosely inspired by the British "Mothering Sunday".

In 1858, Ann Marie Reeves Jarvis, a young Appalachian homemaker, began what she called "Mothers Friendship Day" in an attempt to improve living conditions. Throughout the Civil War she organized women to work for better sanitation and in 1868 began to help reconcile Union and Confederate neighbors. By teaching women in her "Mothers Friendship Clubs" the basics of nursing and sanitation, Ann was instrumental in saving thousands of lives.

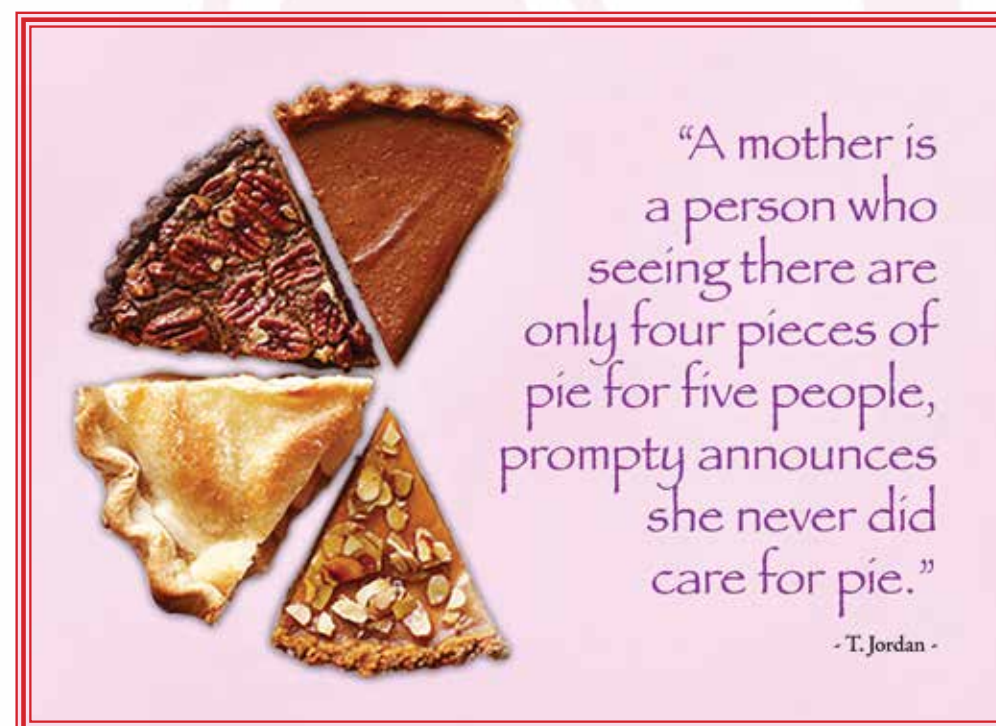
Jarvis may have been influential in the work of social activist Julia Ward Howe (author of the lyrics for Battle Hymn of

the Republic). Howe, after being horrified by the carnage of the Civil War and Franco-Prussian War, made an impassioned "appeal to womanhood" to rise up against war. She wrote a powerful plea, generally considered to be the original Mother's Day Proclamation, promoting the idea of a "Mothers Day for Peace. It was to be celebrated on June 2, honoring peace, motherhood and womanhood.

But it was Ann Jarvis' daughter, Anna Jarvis, who finally succeeded in introducing Mother's Day as we celebrate it today. Anna had spent many years looking after her ailing mother. When her mother died in Philadelphia on May 9, 1905, Anna missed her greatly. She felt children often neglected to appreciate their mother enough while the mother was still alive. In 1907, two years after her mother's death,

Anna Jarvis made the decision to start a Mother's Day, in honor of mothers. So, with the support of friends, Anna decided to dedicate her life to her mother's cause and to establish Mother's Day to "honor mothers, living and dead." Anna and her friends started a letter-writing campaign to urge ministers, businessmen and congressmen in declaring a national Mother's Day holiday. Her hope was that Mother's Day would increase respect for parents and strengthen family bonds.

The Mother's Day International Association was established on December 12, 1912, to promote and encourage meaningful observances of the event. Anna's dream became reality when on May 9, 1914, President Woodrow Wilson signed a measure officially establishing the second Sunday in May as Mother's Day.



Celebrating Fathers

On July 5, 1908, a church in West Virginia sponsored the nation's first event explicitly in honor of fathers. A Sunday sermon was held in memory of 362 men who had died the previous December in explosions at the Fairmont Coal Company mines in Monongah. This however was a one-time commemoration and not an annual holiday.

The following year, a Spokane, Washington woman, Sonora Smart Dodd, one of six children raised by her father, a widower, wanted to establish a day to honor male parents. To gather support she went to churches, the YMCA, shopkeepers and government officials to drum up support for her idea.

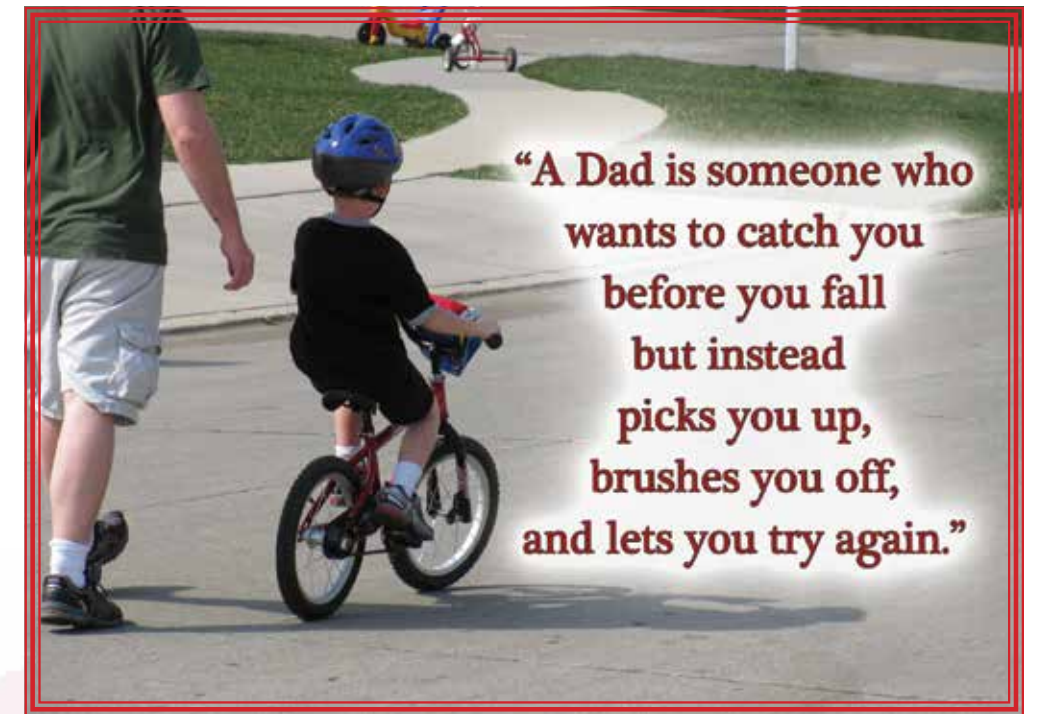
Dodd's persistence paid off and Washington State celebrated the nation's first statewide Father's Day on July 19, 1910. The campaign to celebrate the nation's fathers, however, did not meet with the same enthusiasm as it had for mothers, so it spread very slowly. As one historian wrote, many men "scoffed at the holiday's sentimental attempts to domesticate manliness with flowers and gift-giving, or they derided the proliferation of such holidays as a commercial gimmick to sell more products - often paid for by the father himself."

In 1916, President Wilson honored the day by using telegraph signals to unfurl a flag in Spokane when he pressed a button in Washington, D.C. In 1924, President Calvin Coolidge urged state governments to observe Father's Day.

The first presidential proclamation honoring fathers was issued in 1966 when President Lyndon Johnson designated the third Sunday in June as Father's Day. But it wasn't until 1972, in the middle of a presidential re-election campaign, that Richard Nixon signed a proclamation making Father's Day a federal holiday - 58 years after the official establishment of Mothers Day.

Did You Know....

- 2014 marks the 100th anniversary of Mother's Day.
- In the 1920s and 1930s, there was a campaign to scrap both Mother's Day and Father's Day and just have Parents' Day - that never caught on.
- Economists estimate that Americans spend more than \$1 billion each year on Father's Day gifts.
- In 2013, the National Retail Federation estimated that U.S. consumers would spend more than \$20 billion celebrating Mother's Day.



- Mother's Day is the second most popular holiday for gift-giving, following Christmas.
- More phone calls are made on Mother's Day than any other day of the year often causing phone traffic to spike by as much as 37 percent.
- Father's Day is celebrated most places on the third Sunday in June, but not everywhere. In Spain and Portugal, for instance, fathers are honored on St. Joseph's Day on March 19. In Australia, it's the first Sunday in September.
- Mother's Day is the third-largest card-sending holiday in the United States, with 133 million cards exchanged annually.
- About 80 percent of Mother's Day cards are purchased by women for women.
- Nearly 95 million Father's Day cards were given last year in the United States, making Father's Day the fourth-largest card-sending occasion.
- Anna Jarvis started the tradition of wearing a carnation on Mother's Day. A colored carnation means that a person's mother is living. A white carnation indicates that a person's mother is dead.
- Roses are the official flower for Father's Day. A red rose is worn in the lapel if your father is living, a white rose if he is deceased.
- More people purchase fresh flowers and plants for Mother's Day than for any other holiday except Christmas/Hanukkah. Mother's Day accounts for one-fourth of all holiday sales of flowers and plants.



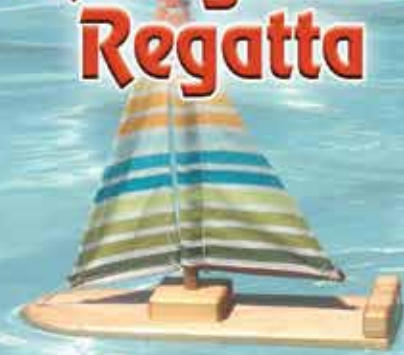


May Calendar of Club Events

- 2nd EYC Scotch Tasting Event
Sample Single Malts from each
Scottish Region • Hor d'oeuvres
Haggis & Shepherd's Pie
7-9pm • \$35 pp
Limited to first 40 Reservations
- 3rd Kentucky Derby Party
Party Starts at 4:30 • Race at 6:24
12 ft. Screen in Ballroom
Ballroom tables by reservation
Grillroom - First Come, First Served
- 4th A la carte Breakfast • 10am - 2pm
- 11th Mothers Day Celebration
Brunch Buffet • 11am - 2:30pm
Music by the Marty O'Conner Duo
- Dinner Service • 5:30pm - 7:30pm
Dinner Specials • Entertainment by
Keys & Strings • Reservations
required for both options • 453-4931
- 15th Spring Launch Bawl
Boat Launch Celebration
Hors d'oeuvre's • Dinner Specials
5-9pm • Entertainment with
Shally 'n the Riffriders
- 25th A la carte Breakfast • 10am - 2pm
- 26th 120th Opening Day Ceremony
Call to Colors 1150 Hours
Punch & Picnic Buffet
Entertainment by Acoustic Gypsies

**Get Your Business
Noticed!**
by the EYC Members!
Advertise in the LOG
Good for Your Business
and Good for the Club

Raingutter Regatta



New to the EYC's Sunset Happy Hour

As if you needed another reason to visit the EYC's Sunset Happy Hours. Now you can try your hand at toy boat sailing, and best of all, all the proceeds benefit Jr. Sailing.

How it works:
Rent a boat that you select for \$5 from a fleet of 40 different boats, hand decorated by local school children.

Then race head to head down a 15 - 20 foot long rain gutter using a battery operated fan (included in your rental fee) to the finish line. All winners advance to the next bracket.

There will be four races each night with the 10 minute gun at 6:20 and the first race at 6:30 with prizes given out every night.

The race dates are June 19th, July 3rd, 17th and 31st, August 14th and 28th and September 4th.

So put those long lost toy boat sailing skills to the test and help the EYC Jr. Sailing program at the same time!



June Calendar of Club Events

- 2nd A la carte Breakfast • 10am - 2pm
- 5th Thursday Sunset Happy Hour
Let the Fun Begin! • 6-9pm
Complimentary Nacho Bar
Music with the Breeze Band
- 8th A la carte Breakfast • 10am - 2pm
- 12th Thursday Sunset Happy Hour
Lake Erie Mustang Club • 6-9pm
Pony Buckets • Grilled Brats
Music with Uncharted Course
- 15th Father's Day Buffet • 10am - 2pm
Traditional Champagne Brunch
Reservations Recommended
- 19th Thursday Sunset Happy Hour
Raingutter Regatta Night • 6-9pm
Complimentary Potato Skins
Music with The Sam Hyman Band
- 21st Bay Swim Breakfast Buffet • 9:30-11:30
Hosted by EYC Auxiliary • \$8 pp
Bayside Ballroom / Clubhouse
- 22nd A la carte Breakfast • 10am - 2pm
- 26th Thursday Sunset Happy Hour
2nd Harvest Food Drive Nite • 6-9pm
Complimentary Mozzarella Sticks
Live Music with Encore
- 27th Inter-Club Regatta • 4pm
Music by Smokin Section at 6pm
- 29th A la carte Breakfast • 10am - 2pm

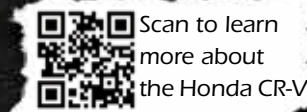
Remember: If your boat is still on the grounds on Opening Day and the yard crew has to move your boat to prepare for Opening Day, You will be charged \$40.00 for the move. To avoid the charge please schedule your launch as soon as possible.

Smooth Sailing! Get on board

2014
Honda CR-V



Versatility has never looked so good...



Scan to learn
more about
the Honda CR-V

**Bianchi
Honda**



Loaded with conveniences and high-tech touches, the CR-V is fun for everyone onboard. The efficient and functional interior was designed to help drivers feel confident and comfortable behind the wheel, and the EX-L model features leather-trimmed seats with heated front seats so you can get warm quickly on cold days.

Test-drive the 2014 Honda CR-V Today at 8430 Peach St. Erie 814-868-9678





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GET UNDOMESTICATED

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Erie Yacht Club.

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