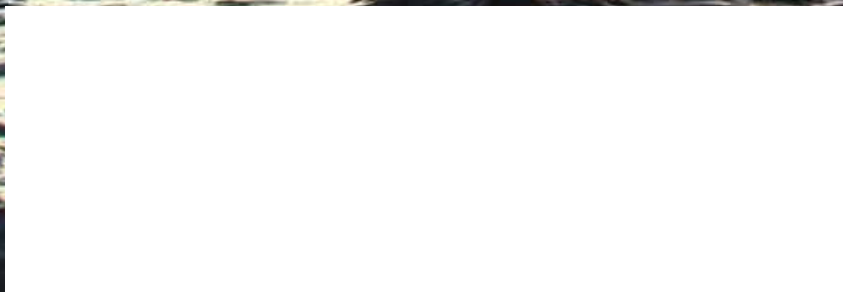


VOLUME XVI / ISSUE III

May / June 2018

# the LOG

## **EYC Racing Fleet The Festivities Continue**





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## From the Bridge

by Fleet Captain Vincent Cifelli



WOW!!!! We made it through a record breaking winter. The snow plows and shrink wrap have given way to the sounds of lawn mowers and polishers, and not a moment to soon. Before we know, it will be Opening Day, the official beginning of the 2018 Boating Season. Our Maintenance Crew has a lot of things to do to get our Club and grounds ready for us to enjoy the summer months. All members winter storing their boats should keep in mind that all boats must be in the water before the Friday before Memorial Day, so get your boat ready and schedule your lift early, so as not to be stressed out the week before.

Our Sailing Fleet is getting ready for another great racing season, and our Cruising Fleet has planned raft ups, and trips for the upcoming months. Our Club has another round of Thursday Happy Hours ready for all members to enjoy, and don't forget the EYC Foundations Raw Bar party just to name a few things going on at the Club this summer.

I look forward to seeing you all enjoying our beautiful Club and grounds this summer.

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## On the Cover...

Sailing east into the rising sun on Presque Isle Bay, the fleet begins the 60th annual Interclub Cruise on June 24th 2017.

Photo by  
Blake Ragghianti.



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Scan to learn  
about the Erie  
Yacht Club



# EYC Racing Fleet... Let the Festivities Continue!

by P/C Dave Heitzenrater

The fleet's long standing reputation for being a fun, active group, who parties hard and often in between serious racing, remained safely intact under the direction of chair Frank 'Lets Party' Jarecki during the lengthy and crammed 2017 racing season. Mr. Jarecki did a masterful job of managing the fleet and organizing and presenting the awards at the annual banquet.

Unfortunately it all came to an abrupt conclusion when the dinner dance banquet party bash celebration event ended late that November night as the few weary sailors suffering from a long night of revelry closed down the EYC bar and with it the 2017 racing season.

Yes, it was a long hot summer of racing with over fifty events scheduled and the 64 boat fleet with their captains, crew and supporters took advantage of the overloaded race schedule that also included numerous free picnics, deck parties and other special races and events.

Among the many events, the most notable was the sold out 'Sailing on the Edge' program presented by world class sailing icon Ken Read. The skipper of the 100' maxi yacht Comanche made a very rare appearance and we respectively thank him for making the journey from Newport, RI to the Erie Yacht Club and especially for his private appearance with our junior sailors at our beautiful Rickloff Sailing Center.

The President of North Sails Group's very colorful presentation informed us regarding many of the issues involved at the top end of our sport as well as some grass roots suggestions to help build the sport locally.

On the water, it was a successful season of racing with many fun, very competitive races to determine numerous award winners and of course the annual class champions among the sixty-four entrants. Many season class positions were determined during the last leg of the last race to decide the final results.

The Family Jib and Main division remains very popular with its Wednesday night & Sunday morning family format. The F-JAM division encourages easy, low cost, fun racing that offers the thrills of the start, tactical challenges of the race yet minimize the heavier crew work that spinnaker racing can sometimes require and is a great starting point for newcomers.

In the division's Class D, it was P/C Tom Trost's infamous C&C 30 Keya in 1st with the relatively new duo of Chris Laird & Shane Wohlrabe on Take Two placing second over new comer Rob Orlando sailing McLeasure in the 3rd slot.

Class C was topped by our new fleet chair Mike Kohler helming his J-30 Bazinga, with Jack Jamison & Son racing Nebesa placing 2nd and Tom Schuyler's Infinity maneuvering into the 3rd position.

In the F-JAM Class B, the J-29 Joker helmed by A.J. Ficcardi edged out Alex Miller's J-29 Pagan and his female crew by just a stingy single point. Current EYC Commodore Greg Gorny navigated Serendipity into the third position.

In the competitive F-JAM A Class, P/C Matt Niemic & Jack Gordon's J-109 Attack actually tied in points with Mike Mashyna on his Farr 30 for first place. Mike's Outlaw succeeded in the brief tie breaker battle to claim victory in the A class with P/C Dave Heitzenrater's Raven team following them both in the third position.

The 2017 Koehler Cup weekend traveled to the Ashtabula Yacht Club again this year. Thanks to AYC Past Commodore Dr. Jeffrey Brodsky and Sailing Chairman Paul Lockwood for their wonderful hospitality and warm welcome and allowing us to participate in their annual steak fry and corn roast.



Skippers Mike Mashyna's Outlaw & Fred Sickert's Shock Top in pre-start maneuvers.

Awesome! There were also a few of the Raven team observed serving daiquiris to the thirsty sailors in the hot sun as well! Dr. Peter Lund, EYC Rear Commodore and crew walked away with the impressive Koehler Cup Trophy after the fun weekend on the water. Tom Madura's Good Vices pushed on thru the rain storms to claim the top slot in the Jib and Main division.

Another annual overnight voyage is sponsored by the Wolford family. This two day two race event travels to Port Dover via Bluff Bar for the beautiful Wolford Trophy displayed in our lobby. The crew on Dave Heitzenrater's Raven managed to claim the 2017 trophy that was first award-

ed in 1989 in memory of Captain John Wolford. Interestingly, these racers pass over the deepest part of the lake, about 212' and then almost immediately nearly scrape bottom as they maneuver their way tightly around and over the ever changing sand spit of Long Point.

In September during the races, our fleet viewed the twin 650 foot tall smokestacks of the former Canadian Nanticoke Generating Station for the final time as they were imploded with little fanfare on February 28th. 2018. These landmark stacks have helped guide mariners on the lake's

(continued on next page)

Youthful Anthony Farrar concentrating as he helms the C&C 33, Bella Ravello.





## Let the Festivities Continue!

(continued from previous page)

north shore since they were first constructed back in the early seventies. They will visibly be missed by all in the vicinity although they are now scheduled to be replaced by hundreds of indistinct windmills.



Hey Frank, is your mast supposed to fold like that?

In the fleet's more challenging Spinnaker Division, 2017 Boat of the Year honors again were earned by Bill Hertel's J-35 and the Magic crew for the 4th consecutive year. Peter Lund's Taz III placed second with P/C Dave Heitzenrater's Raven in third. The spinnaker Class A result mirrored the overall listed here.

The Spinnaker Class B was topped by Pagan, the J-29 of Alex Miller with A.J. Ficcardi's J-29 Joker in 2nd over P/C Dick Robertson's Pigs at Sea in 3rd.

The Zurn Trophy was first presented by P/C Frank Zurn in 1967 for best season long performance by an auxiliary yacht using all fleet scheduled races. This award is intended to encourage season long participation.



The crew on Outlaw, prepares to tack away and sail into clear unruffled air.

The silver cup was awarded to P/C Dave Heitzenrater's Schock 35 Raven and crew who narrowly won over Peter Lund's 40' Taz III by just a single point. Mike Mashyna's Outlaw placed 3rd in this season long challenge.

We should not forget the season final on the water event staged on a cool, crisp October afternoon. It's the annual Chili Cup Challenge where entrants sail a 5 mile race and then have a taste testing competition for the best chili. The scores are combined, but not before plenty of cold draught beer is sampled to determine the cup winner. Russ Thompson and Jennifer Reed's Morningstar crew took home the spicy leftovers as they placed 3rd in the race and 1st in the chili cook-off to win that pretty cool 2017 Chili Cup.

The annually suspenseful Yachtswoman of the Year award went to the worthy Jennifer Reed during an unusual presentation that found our deserving recipient at a trade conference in California during the presentation. In a first of sorts, Jennifer was surprised and astonished as she received the award skillfully presented by Mary Beth Dunagan Horst via Jennifer's cellphone with the live video feed displayed on our big screen.

The annual Gail Garren Award presented by our Race Committee, led by chair Mike Squeglia, was awarded to P/C Bill Lasher for outstanding achievement, consistent participation and sportsmanship.

Congratulations to all fleet participants. Planning for the new season of events and races began back in December under the direction of 2018 Chair Mike Kohler.

So after the near 200 inches of snow during the winter that would not end, we will all be very happy when the fleet racing commences precisely at 7 PM on Wednesday, May 9th off of our EYC lighthouse. You should be there!



The 198' Flagship Niagara moored at the EYC with its complicated rigging, dwarfs fleet racing boats.

### Yes, you are wanted!

Our fleet is always looking for participants and volunteers whether it be as a new skipper racer, boat crew member or a race committee member. It's all fun and games and no experience is necessary. There is no better time than right now so come join the fun, use your boat more often and improve your sailing skills. Check us out in person or on the Club's website [erieyachtclub.org](http://erieyachtclub.org) Thank you to our very gracious Sponsors!

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P/C Tom Trost presents his infamous Captain Crunch awards, presented to those skippers who unsuccessfully tried to occupy the same space at the same time.

The Raven team, winners of the 2017 Zurn Trophy for the top season long fleet performance.



Captain Bill Hertel and his Magic crew again claim the "Boat of the Year" title. This is the 4th year in a row for this well sailed J-35.



The party continues ...







by Commodore Greg Gorny

M'Lynn and I are inviting all the Erie Yacht Club members and their families to the Opening Day Ceremonies this May 28th, celebrating the Club's 124th year.

The ceremony begins with the "Call to the Colors" at 11:50. Our past commodores, representatives from area boating organizations, the Coast Guard, and the EYC Bridge officers and their spouses, all assemble in front of the Club. We gather to honor the members that have "crossed the bar", the chaplain blesses the fleet, and past commodore Dave Haller will receive his flag recognizing his service to the Club.

Following the ceremony and continuing the tradition of the day, the officers and spouses serve punch in the ballroom complementing the picnic buffet that is available in the clubhouse.

The junior sailing instructors provide sailboat rides for the kids, and the assembled membership slowly migrates to the bar or their boats to welcome the official beginning of the season. Many of the boats are decorated with signal flags or flags representing racing successes all snapping beautifully in the breeze and hopefully the sunshine.

I hope everyone that has attended the Opening Day Ceremony in the past will come down and continue this great tradition. I also hope that new members will take part in the event with their family and friends and begin their own tradition here at the Erie Yacht Club.



Photos by Tom Madura





# Dredging Up the Past

by Gene Polaski

During World War II, the U.S. Navy swiftly expanded to include an array of vessels, from smaller yachts and fishing boats bought early in the war for patrol work to fast, modern commercial ships built to haul troops and supplies. After the Allied victory, this diverse fleet became unnecessary and the Navy sold many of its vessels

I am sure that most of you boaters while on the water in Erie, have seen a small ship named the J.S. St. John. This vessel belongs to Erie Sand and Gravel, an operation of Carmeuse Lime and Stone, and works out of Erie. It is a sand dredger but once was an "oiler" (a tanker) for the US Navy.

This 174 foot tanker was built in Pensacola Florida by Smith Shipyard in 1944. It was known as YO178. (YO is for yard oiler). When first built, it had two 20mm guns mounted on it. It was to have 1 officer and 22 enlisted men. The officer that was first assigned was Lt. Bruce I. Ifft USNR. He only commanded the boat a few months when it was sent to be mothballed.<sup>1</sup>

In 1946 it was laid up in the Pacific Reserve Fleet at Sacramento CA when it was sold several times and finally in 1953 to Lake Tankers Corp (Wilmington DE) and named the Motor Vessel (MV) Lake Edward.

The Lake Edward was brought to Erie by the tug Frank L. Coyne and reconfigured in 1967 to a sand dredger by the Esco Dredge and Fill Corporation.<sup>2</sup> The following year it was sold to Erie Sand and Gravel (Erie Sand Steamship Co.) and renamed the J. S. St. John. The name refers to its Captain, Joseph Scobell St. John.



The ship's namesake after its transformation to a Dredging Ship... its Captain Joseph Scobell St. John.

The St. John's job is to retrieve sand from the bottom of Lake Erie in an area designated by the US Army Corps of Engineers. The area is several miles northwest of Presque Isle. The sand is unloaded at the Montfort terminal area by the south pier and is used in the manufacture of cement. However, some of it is stock-piled to be transferred to Presque Isle for sand beach replenishment.

Bucket loaders are used to unload it and the move to Presque Isle, This is accomplished when a Great Lakes freighter arrives, usually

with a load of limestone for making cement, and after unloading the limestone at the Montfort terminal, the ship is loaded with the sand and then moved to the north pier. Being self-unloading, the freighter uses a system of conveyor belts to make a giant sand pile for later distribution to the beaches via trucks by the contractor hired to handle the sand replenishment.

The ashes of Captain St. John reportedly were scattered in Lake Erie while the J.S. St. John was on one of its runs.

Photo of a roll cloud from the deck of the J.S. St. John by crew member Mike Sweeney.



Born as a 174 foot Tanker for the Navy in 1944 - YO178 (Yard Oiler)



The author wishes to thank Rusty Miller (grandson of Captain St. John) Barbara (St. John) and Dave Zurn, Mike Branton (Carmeuse), Mike Sweeney (ship's crew), and Bob Grubbs (photographer).

<sup>1</sup> [World War II U.S. Navy Vessels in Private Hands](#) by Greg H. Williams

<sup>2</sup> [Great Lakes Vessels Online Index](#), Bowling Green State University

<sup>3</sup> [YO178 Ship photos](#) courtesy of National Archives and Records Administration





# The Bandwidth is Coming The Bandwidth is Coming...

by Russ Thompson

Imagine if Paul Revere had a decent internet connection and email. His horse would have been a lot happier... I digress.

Our Board of Directors approved an upgrade to our internet service at the EYC. Having spent 33 years in software development and speaking to thousands of customers it is clear to me that many of the members may not understand the upgrade and what it means for the membership.

First let's start with what the fiber optic upgrade that Velocity Net will provide. Prior to this new service agreement, the bandwidth at EYC was no better than what you would expect to see at any household with a single family sharing the connection. The quoted speeds were about 75MB download speeds and 5mb upload speeds. In geek speak we express these connections as 75/5 or 100/10 etc. When the download speed is different (usually greater) than the upload speed this is called Asymmetric Bandwidth. Most of us care more about getting data than sending data so the internet service companies provide these types of connections to conserve total bandwidth usage.

With more and more demand being placed on bandwidth in today's connected world the need for faster connections has never been greater. The EYC will be getting (or maybe by the time this article is published may already have) a Symmetric Bandwidth connection of 150/150 on fiber optic cable. It will be a lot faster. With better bandwidth members can expect snappier response times and more importantly... a response of any kind. The current infrastructure cannot possibly provide internet to hundreds of people. It simply is entirely inadequate. To share this connection more fairly among all members a Sonic Wall was put in place to control the bandwidth that is provided to any one device. This is common practice in most businesses. The Sonic Wall prevents people from watching movies or streaming video because one movie or one stupid pet trick video prevents everyone else from getting their email.

Bandwidth throttling, as it is called, is the intentional slowing down or speeding up of internet service to a device and it is essential that the EYC employ this technology so that we can all enjoy some level of service. Here is a list of what the fiber option 150/150 connection will not provide to EYC members:

1. You cannot watch a movie on Netflix. The Sonic Wall will prevent that. The reason we have to control this is simple mathematics. 150mbps divided by 400 devices that are connected on an average summer day equals .375 mbps per device on average. You can't watch a movie with that bandwidth. (To my fellow geek friends at the EYC, this is an oversimplification for clarity.) Because the digital conversations are fast you can check your mail and browse the web but don't expect to watch movies on the EYC bandwidth.

2. Increased bandwidth will not light up the wifi in the basin. For the basin to be fully functional and operational on all docks for all boats would require a \$54,000+ investment in wifi repeaters all over the basin. Even if EYC members agreed to have their dues go up so the basin wifi was better, we still have the problem of available bandwidth.

3. If all members, all checked their email at the same time 150/150 is not adequate and will never be adequate. The connection speeds needed to simultaneously make 400 devices work does not exist at a price that anyone at EYC would want to pay.

So now that I have helped you understand what the new service will not provide, allow me to help you understand what it will provide.

1. Inside the Club, members will have a much easier time of checking email and texting.

2. Inside the Club members will be able to connect and use the internet for normal, low bandwidth demand web browsing.

3. When wifi signal strength and connection is marginal it helps to have higher speeds so that the digital conversations that take place, do so at a faster pace. There will be less hang time on most things.

4. Fiber optic cable is not 'distance sensitive' unlike the current copper connections. At longer distances copper starts to have 'Latency' issues. Latency is the measurement of time of the delay between the initiation of a question (digitally) and the answer that comes back.

Put in lay terms for the EYC, latency can be thought of as the time measurement between the command "Launch the Spinnaker" to the actual launching of the spinnaker. When data is transferred between devices there is a handshaking that goes on. If you put your ear real close to the cable you can hear the electrons saying: "Did you get what I just sent you?" Followed by "Yeah, I got it!" Try it some time, with the right amount of Tequila you may hear it.

The measurement of the time that these conversations use in guaranteeing safe delivery of your data is better with fiber optic than with cable at longer distances. So, when you get your email it is not just a matter of the 150/150 connection. It is also about Latency. The bottom line is that we will be faster.

5. Increasingly businesses are using teleconferencing tools to conduct meetings. As it is now, a digital age meeting isn't possible. With our current connection I spent days figuring out how to kill the connection to ALL members devices for 10 minutes so that we could Skype Jennifer Reed in from California when she was presented the Yachtswoman of the Year award.

Without hijacking the entire bandwidth, what little Skyping we did would not have been possible. We have speakers such as Gary Clark and Gary Jobson in from time to time.

Having adequate internet connections is essential.







## 2017 Yachtswoman Award: Jennifer Reed

By Mary Beth Dunagan Horst

The 2017 Erie Yacht Club's Yachtswoman of the Year, Jennifer Reed, can be described with all the letters of the word...

### Y-A-C-H-T-S-W-O-M-A-N!

**Y** - Yes, this year's Yachtswoman is very deserving & an excellent example of part of the description on the Deed of Gift that the recipient must "demonstrate excellent racing knowledge & skills serving as a Corinthian Representative of the Erie Yacht Club Racing Fleet".



**A** - Attitude. A very positive attitude has always been one of the many qualities of Jennifer. She began her sailing career at EYC's adult sailing school, AFTER her first racing experience. In 2005, our recipient was invited to race the Koehler Cup aboard John Tuschak's boat, Loggerhead. She loved the thrill of sailing and racing & wanted to learn more, always possessing that positive attitude! At one point in her first regatta, John asked Jennifer to reef the main. She didn't know what reefing a main meant much less performing the duty. So John asked her to drive while he reefed the main. She drove - to the best of her ability at the time. To say she was green - is an understatement - but Jennifer was willing and anxious to learn.

**C** - Competitiveness & Confidence. Two "C" words are needed to describe Jennifer, Competitiveness & Confidence. After the EYC's Adult Sailing School & her time on Loggerhead, Jennifer was asked to crew on Skipper Ragghianti's boat, News, the following year. It was on News that Jennifer began her education and indoctrination into the Sailing World with her competitive spirit ever present. Her confidence showed and those around her quickly realized her passion and competitive nature,

paired with a natural affinity towards things mechanical, were some of her many strengths. It wasn't long before Jennifer was tackling one of the toughest positions on the boat - the bow!

She remembers things and she repeats them consistently. It was not long before no further instructions had to be given and Jennifer just performed the sailing task at hand with ease & precision. The job of foredeck just got done with confidence, improving her knowledge with every race!

**H** - Humble. After Jennifer was invited to race the Koehler Cup about 13 years ago, to say she was exhilarated after the race is an understatement. That race was as tough as any that is normally sailed. The conditions during the Koehler Cup frequently put an end to the curiosity that newer sailors have and they promptly take up another sport. Jennifer's kindred spirit was not to be thwarted by wind or waves. On that regatta she fell in love with the sport and soon thereafter sought out as many opportunities to sail as she could. Yet, despite all her experience, Jennifer is always Humble & complimentary to her crew and all the other crew members from other boats.

**T** - Tenacious. Jennifer personifies the word tenacious in many places and ways. She keeps a cool head in the toughest conditions. When News had an accident in 2016 on Mohawk Island, the collision was terrifying.

Yet Jennifer jumped immediately to action to douse the chute in order to prevent the next collision. Her cool head and immediate action helped to safely deliver the News crew to shore. She was tenacious in securing the boat and calming the crew.



Jennifer can now also add "Yachtswoman of the Year" as another contribution to the EYC Trophy case.

**S** - Supportive Spirit. Perhaps the single best example of Jennifer's Supportive & Corinthian Spirit was demonstrated by her actions during the ice boat accident that nearly claimed Russ Thompson's life in 2009. She and others acted immediately and decisively turning the worst possible outcome into what the hospital described as a miracle.

Jennifer moved quickly, didn't panic and administered lifesaving CPR to Russ that she had learned in grade school. The rescue team credits her and the others with saving a life that day. Another example of her Supportive & Corinthian Spirit was during a race this past year on News, Jennifer dropped the sails on her own boat so that her crew could go back and check on another

dismasted boat showing another example of what it means to be a supportive competitor.

**W** - Willingness. This word best describes Jennifer's ability for taking action. As a foredeck hand knows, the back of the boat calls for headsail changes and spinnaker peels at the least convenient times.

Often it is pounding surf and awful conditions that precede the call from the back of the boat to change sails and usually too late to make the job comfortable and leisurely. This woman never complains and is the first on the boat to say "let's do this"! Jennifer's willingness is tempered by a calm, collected demeanor as she looks for solutions to problems and solves them with the least amount of drama.

**O** - Out-Going. Throughout her sailing career, Jennifer has learned very quickly. She has become a respected & welcomed competitor being asked to crew on many boats at the EYC; Downtime, Raven, Pigs at Sea, Glory, Lanada, Bud Lightning, News, Loggerhead, Silver Wheel, Airllevant, Masego, Pagan, to name a few. Jennifer's philosophy is the more boats you can crew, the better for learning and instruction. Her out-going, fun personality is a welcome addition to any crew and she always contributes to a good day on the water. She has a keen eye and has an impeccable attention to detail. She has trimmed the main and the jib, but Jennifer prefers the foredeck!

**M** - Motivated. Jennifer's local race experiences and results are numerous. She was crew on several winning campaigns and races including Spinnaker B Class Champions 2006, 2007, 2008, 2009, 2010, 2011, & 2013, as well as many winning individual races, both locally & out-of-town. Jennifer has also participated in at least 13 years of Interclub Races. She is motivated, driven, friendly, capable & dependable. Her Motivation, on & off the water, just seem to come naturally to her.



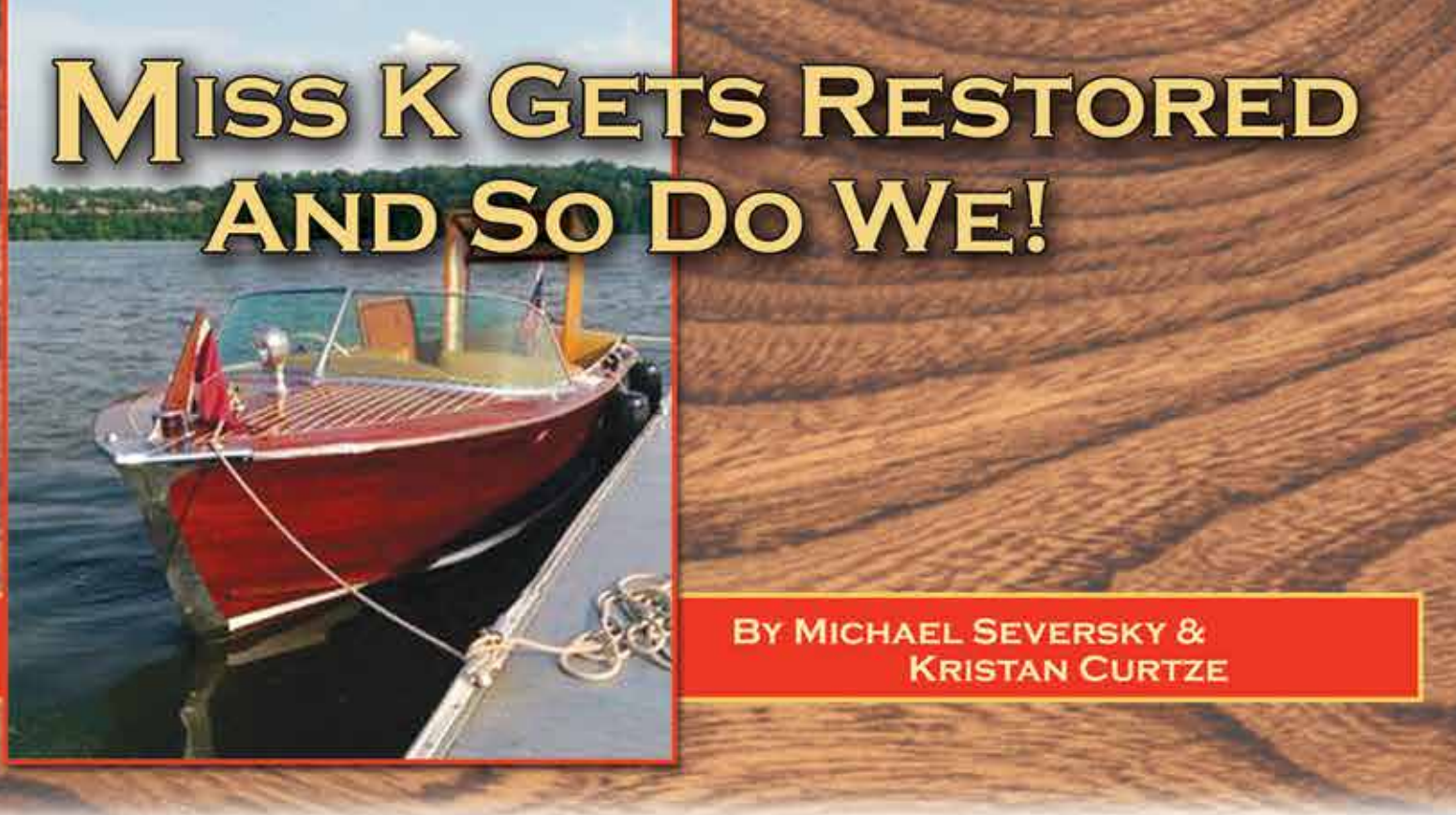
Unable to attend the awards ceremony in person, Jennifer was still able to attend in spirit and via phone to express her gratitude.

**A** - Achiever. An Achiever is a perfect word that describes Jennifer. Along with Russ Thompson, she co-owns a top-rated Lightning in Fleet 24, Morningstar, a Catalina 30, which is a highly competitive boat that in any given race can be a top contender not only in the "D" fleet but in all of the fleets. On more than one occasion Morningstar's elapsed time on the course was in the top 3 of all 40-50 boats on the race course. On all of these races, Jennifer runs the main or the foredeck. Her achieving spirit adds to the belief that a good sailor in JAM is also a good sailor in Spin and even in one design.

**N** - No Other. All these letters combined to make this year's recipient the perfect example of the ideals of our EYC Yachtswoman... For the last letter of the word, N, there is No other! Jennifer is impressive and to anyone with any sailing knowledge she stands out as very capable and dependable sailor. The "Letter holding Jennifer Reed" is an excellent choice for the 2017 Yachtswoman of the Year.







# MISS K GETS RESTORED AND SO DO WE!

BY MICHAEL SEVERSKY &  
KRISTAN CURTZE

*The LOG would like to thank Michelee Curtze for bringing this article to our attention. Written by Mike Seversky and his wife, Michelee's daughter and past EYC member Kristen, it explains the massive restoration of their cool Century wooden boat project. Originally written and published for Woodyboaterville (a wooden boat enthusiast website) it tells of the processes and details involved in restoring a classic wooden boat. Let Mike and Kristen's hard work be an inspiration to us all.*

While waiting for a meeting to begin, I used my phone to search the local craigslist listings for boats. "Wood boat" was already a cached search string from my previous searches and I could quickly see if anything new was listed. This day was different. A boat I remembered from many months ago was listed again for sale. It was a Century and seemed to have everything in place or at some stage of replacement with a sell price that seemed fair. I sent a quick email to the seller for a meeting and waited.

As a young engineer with a passion for boating, old boats, and hands on projects, I thought this craigslist

listing could be the gateway for me to get into the hobby. My wife also grew up around boats with her dad both the family's pleasure cruise captain and a reputable commercial captain on the great lakes.



The boat is a 1956 Century Resorter 18. It had all its deck hardware and major components intact. It was refurbished in 1969 with a replacement interior and a brand new Chrysler 318 V8 that we started up. It was dirty, greasy, musty, and the interior fabric showed us "young people" what bad color choices looked like in 1969.

As a recent addition, the previous owner had a replacement bottom put on which I later knew as some derivation of West System bottom. A water test proved that despite

its shortcomings the drone of the V8 and a great ride got us hooked. Years of craigslist browsing and working on other boat projects told me I couldn't buy even a john boat with an outboard for the price. I enlisted my dad and his boat trailer and we brought the boat to its new home on Thursday June 26th, 2014 at 6:45 pm.



Everyone loved the sight of it and we earned waves and smiles from those we passed on the shore. With more use, there was some growing concern of increasing water intrusion through the bottom. We learned that docking over night was a bad idea and one weekend needed some midnight ingenuity to rig a

large sump pump, a 24-hr mechanical push pin light timer, and some hoses to pump the bilge through the night. Thanks to my dad and his lifetime collection of things in a workshop junk drawer, we were able to cycle the sump pump in 15 minute intervals using about 30 timer push pins. Who has 30 of these?

After that long night, I knew it was time to consider options for the bottom as I could see some delamination between hull layers where the bottom met the transom. Living in the Fingerlakes we have many reputable wooden boat builders and restorers to choose from and I visited a large shop on Cayuga Lake.

At some point during the inspection a lead craftsman joined the group and commented on what a great boat this was. After some poking around he later proclaimed, "these are funny looking screws. I've never seen a silicon bronze screw with a torx head." And with a quick swat of his magnet we all knew what the real problem was. The bottom was completely fastened with zinc plated cabinet screws.

Where the bottom was delaminating, the heads of the screws were corroded and now separating from the shanks allowing the plywood to lift in some areas. In just a few years since a bottom restoration, the occasional dip in fresh water was enough to accelerate corrosion of these "for interior use only" screws.

Science is cool but I felt sick and it must have been evident by the team at the boatyard. The same craftsman that detected the problem offered me the best advice yet- "the boat's not going to sink and you are properly outfitted with a good bilge and safety gear. Enjoy the boat for the rest of the season and then you'll know what to do with this boat." We took the advice and we were hooked. In October of 2014, we began disassembly. I committed to doing all the work with help from family, friends, and soon to be friends

in the trade like some of you that at the time I hadn't met yet. I needed to work to a budget and use my existing skills or learn new to get the job done.

The first step was engine removal and we did it with an I Beam and chain fall. The engine is a 1969 Chrysler 318 with a Paragon P31 R transmission. HEAVY



I would tackle the engine restoration after I had deconstructed the hull. I blocked the engine and made this its resting spot in the garage for the next months. I covered it with a sheet so I didn't have to stare at its rust.

Initial gutting of the interior completed. Although leaky, it was encouraging to find very sound framing with no apparent rot from this viewpoint. Full results TBD once the bottom was off.



I built framing to strengthen and support the hull sides and deck during the bottom work. The framing was positioned so once rolled over the boat framing would rest on the trailer's bunks. I would do all the work positioned on the trailer in case I needed to transport it during the build.

I used a local boatyard to roll it over and place it back on a trailer. The two hoist attendants that day weren't entirely familiar with the maneuver but I was able to describe the process by recalling the YouTube videos I watched in preparation.



(continued on next page)



## MISS K GETS RESTORED

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There were few tasks in this process that weren't a true labor of love. Removing the Frankenstein West System bottom made me think twice about the whole project. The steel screws were countersunk very deeply and then covered with thickened epoxy for fairing.

I located the screws with a magnet, marked the location with a sharpie, used a wire brush on an angle grinder to remove the epoxy, and then extracted each screw by heating up an extended torx bit on an impact driver so it would burn through the epoxy covering the torx feature on the screw head. I lost count but by weight, I think I removed about 4000 screws with this method.



With my wife out of town for this particular weekend I worked 3, 16 hour days to remove the bottom. It was a double layer plywood bottom with enough epoxy to build a modern fiberglass boat... twice.

End of the weekend success. Bottom and most battens removed. Very little framing issues and only a few needed replacement.



With the bottom's next steps in consideration, my attention turned to the engine. I disassembled the engine and cleaned the layers of sludge and grease from interior and exterior components. The cam and tappets showed wear but at this stage I opted not to replace rotating components.

I rebuilt or replaced most exterior components, gaskets, oil pump, all wiring, sending units and sensors, alternator, distributor, ignition coil, starter, and carb. I replaced the carb with an Edelbrock marine. I also rebuilt the transmission as it was shifting very hard prior to disassembly. A new clutch pack and seals would be enough to restore it.

I sandblasted and hot tanked all components to prepare for paint. Since this is a 1969 model, the engine was to be painted in 'Early Chrysler Blue' which I mixed some epoxy high temp paint and sprayed. I reassembled the engine and prepped all cooling lines and electrical so it could be easily put back in the boat in the spring.



With the engine rebuild completed. I tackled the interior. Some frame-work was in good condition while other parts were vinyl wrapped wood dust. My wife showed me what patience looked like while she removed what seemed like 10,000 staples holding the whole thing together.

The original engine box didn't survive disassembly. It completely disintegrated. I worked up a new design that put a twist on the existing look. I choose to make rounded mahogany corners with dado joints for the plywood sides wrapped in vinyl to fit into. It's not original to the Century design but it's what we wanted. It was a fun woodworking project as well.

We decided to do a true 5200 bottom. We accomplished this with a lot of sweat equity, advice from professionals, and a little bit of hired work.



After we completed the bottom we began the final cosmetic work on the hull and deck. The boat was poorly faired during a previous restoration, so we stripped the sides down to bare wood and used long boards to establish the right lines. My wife showed her patience again by removing another 1000 upholstery staples from the crash pad locations.

Sealer and varnish were applied until there were 14 coats. Once the last coat was applied, I allowed it to cure while I worked on chrome, engine, and interior projects. Once cured, I used some lessons learned and finishing products from some automotive and fiberglass boat paint projects to rotary buff the surface for a perfect high gloss.

After 8 months of work, the engine was lowered into the boat. Upholstery kit was ordered from AA Marine. Flooring was ordered from a commercial floor supply company. We used Forbo marmoleum products. I found a piece of the original flooring and we choose something equivalent with a lighter look.



To finish up the chrome, I needed to make a new base for the searchlight that had suffered some damage over the years. I located some C360 brass and turned a new one with correct threads on the lathe. At this point, all parts were shipped to chrome.

The first water test proved a success. There were no leaks and the engine fired on the first start. After 9 months of work, the boat was 'completed' and ready for use.

My parents had a cooler and towels from the 50's that we have to complete the look and remind us what a summer day on the boat looked like in 1956. I continued to add some features including a mahogany dash that I machined and added some stainless steel design features. Also included were modern gauges.



I thought the best way to name the boat would be to relate it to my wife's name. This made the boat that much more personal and was a fun way to add a namesake. I think it also helped to justify those extra hours in the garage.

I add pieces along the way as I learn more about the boat and reach out to many parts dealers. I never had the original stern light but was able to piece one together in 2017 by finding some old parts and having some creativity in manufacturing a new mahogany pole.

The wrap up: This has been a project of a lifetime and has just got me started in wood boat building and restoration. The work has been rewarding, challenging, frustrating, and mind expanding. I've learned new skills, met knowledgeable and sharing people, and built something that we are proud of. I like to thank my family and friends for the help along the way and their willingness to listen to me talk about boats 24/7.

I hope the rides on the lake make up for my chatter. Miss K may never be 'done' as I find working on small projects sometimes more enjoyable than the days on the water.



For those that are just starting out I think it's important to understand the total work involved in restoration but recognize it doesn't all have to be done at once and little projects along the way make sense for cash flows. For example, I chose to paint my steering column initially to get started with the idea I would chrome it later when it made sense. I didn't choose to restore it to original condition but feel the blend between my design additions and original features make the boat most interesting to me. Things like the original dash and gauges are in a box, neatly wrapped for a future project or the next owner. Speaker bezels, new engine box design, and leather steering wheels aren't original but with clever design they add a little bit to the overall package while giving us things we like to look at and use.

Thanks for all of you that I met along the way that took the time to educate and encourage me. You may not remember me from the calls and emails, but I remember you.

- Mike and Kristen S. -





# Boating Regulation Reminders 2018:

by Waterways Conservation Officer Matt Visosky



The 2018 boating season is upon us and I hope this boating season is safer than last year. In 2017 we had a very windy boating season and many fast moving storms moved through catching boaters off guard. It felt like water rescues or boat accident investigations were being conducted every weekend. One particular day the PA Fish & Boat Commission (PFBC) and Coast Guard Station - Erie, had 7 different calls going at one time and 21 people ended up being rescued from the waters of Presque Isle Bay and Lake Erie.

Some boaters do not know that they have to report incidents to the PFBC. The guidelines for reporting boat accidents are as follows. Any accident that results in a death or disappearance: the PFBC must be notified immediately and followed by a written boating accident report within 48 hours. If an accident results in an injury that requires treatment beyond 1st Aid: a written boating accident report must be submitted within 48 hours.

If an accident results in damage to the 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.

A boating accident report is a form that the boat operator and owner complete on their own, and is then confidential forwarded directly to the PFBC and used for statistical purposes. 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 needed to help.

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 enforcement actions with these vessels other problems are coming 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 concern owners of Documented Vessels possessing a PA Title. When a 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 will figure things out for you.

I would like to take the time and review some law and regulation changes that have occurred in the recent past. When laws are changed by the PFBC I feel it's important to get the word out so boaters are aware of the changes. The laws and regulations below are reminders because it is better to remind people so they enjoy their time on the water and avoid interactions with law enforcement.

- Bow Riding regulations changed about 5 years ago now. 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. If bow riding is being observed it could 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 Safe Speed & Keeping a Proper Lookout: Over the past couple of summers I have investigated numerous boat accidents where boats operating after sunset struck the big red and green metal channel buoys out in the lake or collided with other vessels. When operating after sunset 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.

(continued on next page)





## Boating Regulations

(continued from previous page)

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 thru April 30th all boaters regardless of age must wear an approved USCG Personal Flotation Device (PFD) on any boat less than 16 Feet and all canoes and kayaks.

- Inflatable PFD's are not approved to be worn by persons under the age 16 and also not approved for use under the temperature of 32 degrees. You can find these listed 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 now. 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 up to 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 3, 5, and 10 year increments. 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 law and regulations. You can also download the PFBC APP 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 2018 boating season.



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As I write this, a few days after talking to Old Man Winter at the 2017 December Winter Solstice Party, so many memories of so many years of wonderful Thursday Summer Happy Hours on the EYC deck come flooding into my mind. We've seen these events evolve and grow from a few dozen folks listening to a disc jockey to hundreds of folks enjoying full-size live bands. Many folks told me 2017 was the best ever. What reasons do we see for the success and growth of these parties?

Over the years, the galley crew has continually changed-up their tempting food and snack specials! Last year we enjoyed a French fry bar, fried pickles, mini-quesadillas, Buffalo chicken dip, pizza, cocktail wieners, jalapeno poppers, potato skins, pizza logs, fried ravioli, pot stickers, nachos, soft pretzels, and Sirachi chicken. In years past, among the treats we enjoyed were pizza logs, mozzarella sticks, Buffalo chicken dip, mac-n-cheese bites, and mini-eggrolls. Who knows what new delights Chef Michelle and his galley crew will surprise us with in 2018?

Not to be out-done, the bar staff has conjured up a variety of different happy hour drink specials, among them, Cuba Libre, Bay Breeze, Frozen Daiquiri, Purple Peach, Our own EYC Relaxer, Frozen Margarita, Jingle Juice, Southern Belle, Banana Hurricane and Planters Punch. With Lauren and her staff developing such tempting and refreshing drink specials, imagine what great concoctions we will see this summer!

Of course, the excellent live entertainment of great bands like The Sam Hyman Band, Salmon Frank, Uncharted Course, The Doug Phillips Trio, Mambo, Doggone Good Band, Acoustic Gypsies, the Gilligans, Mambo, The Breeze Band, Rhythm Nation and Encore will have us jiving and dancing all evening long!

When we mix-in us, (the enthusiastic crowds), great summer weather, and "the world's most beautiful sunsets" with this great entertainment, refreshing drinks and scrumptious treats, we have everything we need to assure all-summer-long good times! Woo-hoo!

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 web-site and check the EYC lobby easels for this summer's entertainment and drinks and food specials.

See you on the deck!



# Welcome Back Summer... & Thursday Sunset Happy Hour on the EYC Deck



by Dan Dundon



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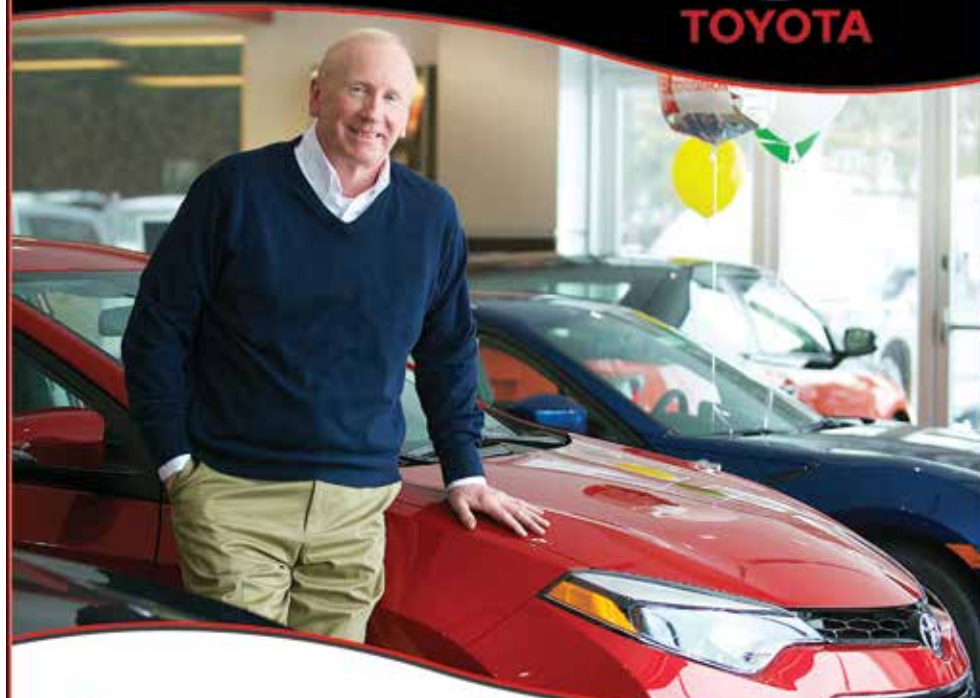






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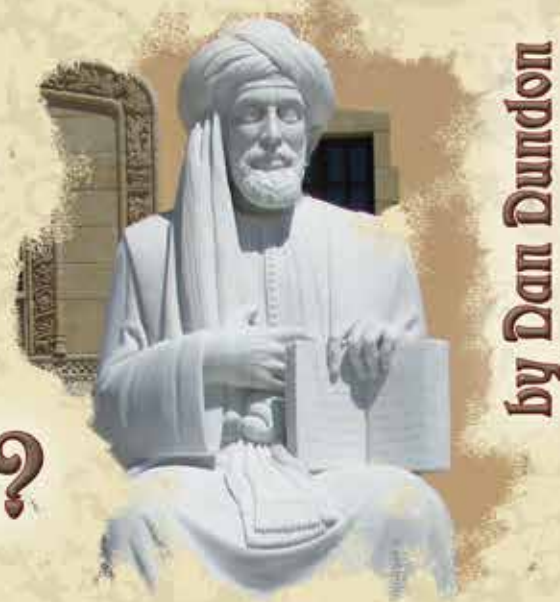
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# What's the Good Word?



by Dan Dundon

Recently, I came across these good words from Solomon Ibn Gabirol:

"The test of good manners is to be patient with the bad ones."

I had no ideas who Solomon Ibn Gabirol was so I set out to find out (which is admittedly no challenge at all with today's internet). First, here are a few more Solomon quotes I found:

"As long as a word remains unspoken, you are its master; once you utter it, you are its slave."

"Jealousy is cruel as the grave: the coals thereof are coals of fire."

"Plan for this world as if you expect to live forever; but plan for the hereafter as if you expect to die tomorrow."

"A wise man's question contains half the answer."

"If you want to keep something concealed from your enemy, don't disclose it to your friend."



Solomon ibn Gabirol was a Hebrew poet and philosopher who was born in Malaga, Spain in about 1021 and lived until around 1058.

Among his other good words are:

"My friend is he who will tell me my faults in private."

Kings may be judges of the earth, but wise men are the judges of kings.

"One is punished by the very things by which he sins."

"The beginning of wisdom is to desire it."

"All men have one entrance into life, and the like going out."

"I am better able to retract what I did not say than what I did."

"Your secret is your prisoner; once you reveal it, you become its slave."

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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# If These Docks Could Talk

## "Memorial Day" by P/C Gib Loesel



Capt. Morrison speaking with Lt. Dave Sterret.



Opening Day Festivities held inside the clubhouse (1993)



Opening Day (circa 1945)



Traditional Line-up of Past Commodores



The boating season officially begins with some words of wisdom from the Commodore

A few weeks ago I was at the Club's newest winter time activity (now about 4 years old) Thursday Trivia Night. A game where crazy questions are asked about every subject under the sun trying to sink the 120 players and their team. In the form of a question P/C Ron Busse who is the "Master" question asker (I call him the Race Committee Chairman of Trivia Night, as he runs the race) asked me the following question: "When was the last time the Club's Opening Day Memorial services have been held inside?" I have to admit the question had me tied to the dock, but I had this strange feeling he knew the answer.

When you have the privilege and honor of serving as Commodore there are several highlights that you remember during your year at the helm. One of course is Decoration Day a/k/a Memorial or Opening Day.

Two of your major concerns are; what am I going to say as my first words of wisdom in front of the membership; and the Weather... which leads me to Ron's question. The Answer (drum roll please) 1993!!! When the "Call to Colors" was sounded the weather was Erie Nasty and everything and everybody was moved inside. It was a little cozy but the day went on and true to tradition a good time was had by all, and no I have no idea what then Commodore Ron Busse said that day!

Now all of this got me to thinking (again) about this glorious day when we open the boating season. I borrowed a few lines from the "Onion Story" which I wrote a few years ago and is published on our weekly email news letter each year before Opening Day:

My "spiritual old member friends" tell me our opening day tradition started at the conclusion of World War I, Brother Richard can vouch for the last 79 years. The tradition started to honor our troops lost in the war and to remember our own members who had "slipped their anchor" in the prior year.

The ceremony was held by the "old flag pole" which was located just east of the Canoe House and in front of what we now call D/E dock. The flag pole was the spar from Commodore William Morrison's sailing vessel the Miriam."

The story goes on to remember how all of the EYC ladies made the lunch by providing sandwiches and how families brought picnic baskets to share and how the Canoe House Brats were sent to the Canoe House for Coke and Hot Dogs.

As we got older we discovered: "that many of the ladies who furnished sandwiches (all of which were placed on a table and shared by the members and their guests) had specialties, like Annie Lodge's famous "Onion Sandwich" or Arlene Allison's great "Egg Salad" and each person pawed around to find their personal favorite."

Other memories that flashed through my mind are little things like the year (about 1947) when P/C Don Sterett's son Dave brought a giant set of binoculars which as I remember from the story he told, came from an enemy ship. They were about 3 feet long and were way too heavy to pick up. Dave rested them on a table so we could all peek and see the Peninsula that looked about 2 inches away... or the first time I. Martin Pomorski was called on for flag pole duty and appeared in a new khaki uniform looking pretty spiffy, or the

first small boat race of the year were all of the boats were moored to the center dock and when the warning gun was fired a mad rush began down the dock to sail for the starting line. As the day moved on members and guests went from boat to boat celebrating, which was also a good time to get a first handed look at any new boats in the fleet.

Of course there are more "yarns" about the good old days but one of the most memorable for me was in 1953 when on Opening Day, while ceremonies were underway the sewer viaduct that spanned Ravine Drive about halfway up the road broke without warning and sent tons of mud and debris down the road into the parking lot. Everyone at the Club was literally trapped. However being "sailors" it did not stop party... a perfect excuse to extend the weekend! Eventually some left by boat but it was two days before cars could get back up the hill.

Over the course of the years I have listened to many many of those all important Memorial Day speeches that are yet another worry for the Commodore on Opening Day. However I can only remember one. P/C Jack Bierley talked about the responsibility of the Commodore and to acknowledge their success he referenced his time at West Point as instructor and how West Pointers were known as the "Old Grey Line". "Gentlemen" said Jack (referring to the P/C's) "would you be kind enough to remove your "cover" (which we did) and he concluded his speech with "now that is an "old grey line... Let's go boating"

If These Docks Could Talk, they would say, "Opening Day, what a great way to remember those who have served our country and remember our members who have gone onto Fiddlers Green in the past year as well as a great start to summer!!!



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# -Reyburn Sailing Alumni- Come On Out & Recapture the Fun!



Mark your calendar and round up your old Reyburn Sailing School buddies for this Memorial Day weekend, with our second annual Alumni Regatta.

It will take place on Saturday, May 26th at the Rickloff Sail House. Two-person teams will sail on the Reyburn Sailing School's 420 sailboats, with the race course set to the west of the Erie Yacht Club. Instructors and students will be on hand to help with boat rigging - just in case it's been awhile since you've sailed a 420!

Check-in begins at 10 am in the Rickloff Sail House, followed by the Skipper's Meeting at 11 am, with racing to follow.

Lunch will be provided, in addition to a party and keg after the races. Awards will be presented to the winners, along with a few fun awards.

Register for the event, by calling or stopping by the front office of the EYC.

The cost is \$20 per person, which includes the racing, lunch, and party. If you don't want to race, but would still like to join in the festivities, you are welcome to come down and watch the regatta and join us for both the lunch and party for a \$10 social fee.



**FAMILY**  
*Movie Night*

*The Drive-In is Back!*

**Bring Your  
Blankets, Lawn Chairs  
& Family  
to the Club's  
West Lawn  
for a Feature Film  
Under the Stars!**

**\* This Month \*  
Saturday June 16th**

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# Tell Your Tale



You don't have to be a professional writer to contribute to the Erie Yacht Club's LOG magazine. You don't even have to be a sailor, just someone with a tale to tell.

A tidbit from the history of the Club, an unusual vacation destination, or an epic boat race are all good story topics for your LOG magazine. Interesting stories come in all shapes and sizes.

LOG stories can be informational, like how to patch a hull, inspirational, as in the Lake Erie Solo challenge, or perhaps you'd like to call some well deserved attention to another member's generosity to the Club or community. Stories can also be just plain entertaining like surviving that cruising vacation with your in-laws.

Although a picture is worth a thousand words they are not a necessity when submitting an article to the LOG. (Although if they help tell the story they are still worth at least a couple hundred words!). Pictures are greatly appreciated however, when at all possible, especially when dealing with specifics or a difficult explanation.

There are also no word count requirements, all article lengths are needed. Heck, you don't even need to use proper grammar! The Log staff reviews and will correct any grammatical mishaps. Writers also have the opportunity to review the finished article before it goes to press if they choose. You don't have to be a great author like Mark Twain or William Shakespeare to submit a LOG article, but you may feel like one after seeing your story in print.

So c'mon all the cool kids are doin' it!



## Remember to Celebrate Mom at the EYC

Sunday May 13th

Brunch Buffet  
11:00 am - 2:30 pm

Featuring the  
Chefs Special  
Mothers Day Buffet  
& Live Entertainment  
by Mike Leslie

Dinner Service  
5:30 pm - 7:30 pm

Serving Our  
Ala Carte Menu  
and Mothers Day  
Dinner Specials  
Live Entertainment  
by Keys & Strings

Reservations Required  
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The Erie Yacht Club Foundation  
presents the

# Boathouse Party

A summer shindig to benefit  
the Erie Yacht Club Foundation.

**FRIDAY, JULY 13TH**  
**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](http://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](http://erieycfoundation.org).



*Don't miss it!*



## May Calendar of Club Events

5th EYC's Famous Kentucky Derby Party  
Party Starts at 4:30  
Race Coverage begins at 6:00  
6:34pm - They're Off!  
Spectacular 12 foot Big Screen in the  
Ballroom with tables by reservation  
Grill room's multiple screens  
first come - first serve  
Limited Seating

6th A la carte Breakfast • 10am - 2pm

13th All Day Mothers Day Spectacular  
Brunch Buffet • 11am - 2:30 pm  
Musical Entertainment by guitarist  
Mike Leslie

Dinner Service 5:30 - 7:30  
Ala Carte Menu with Mothers Day  
Specials and entertainment by  
Keys and Strings  
Reservations required for both  
dining options at 453- 4931

20th A la carte Breakfast • 10am - 2pm

27th A la carte Breakfast • 10am - 2pm

28th 124th Opening Day Ceremony  
Buglers Call to Colors 1150 Hours  
Punch & Picnic Buffet  
Entertainment by the Acoustic  
Gypsies

### ■ Fishing Policy ■

Fishing off the Erie Yacht  
Club property is reserved  
for members and their  
guests only.

Members **MUST** be present  
whenever a guest is on the  
property.

Please do not send friends  
and family to fish at the  
Club without you.

**Bet You Don't  
Want to Miss  
Derby Day  
at the EYC!**

**Saturday May 5th**



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Watch the big race on  
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while seated at your  
reserved table in the  
Ballroom

- OR -

Watch on one of the  
5 other TV's in the  
Grill Room

Seating in Grill Room  
is Limited & on a First  
Come First Serve Basis

4:30 PM the Party Begins

5:00 PM Dinner Service Begins

6:34 PM THEY'RE OFF!



## June Calendar of Club Events

3rd A la carte Breakfast • 10am - 2pm

7th Thursday Sunset Happy Hour  
"Kickoff with Cuba Libre Drink Nite"  
6pm - 9pm  
Complimentary French Fry Bar  
Music by Vegas

10th A la carte Breakfast • 10am - 2pm

14th Thursday Sunset Happy Hour  
"EYC Relaxer Nite" • 6pm - 9pm  
Complimentary Fried Pickles  
Music by Dog Gone Good Band

16th Drive-In Movie Night at the EYC  
Bring your blankets and lawn chairs  
to the Clubhouse West Lawn for a  
feature film under the stars!  
Show starts approximately 9:45  
This month's feature:  
"Finding Nemo"  
Free & weather permitting

17th Fathers Day Brunch • 10 am - 2pm  
Traditional Champagne Sunday  
Brunch • Reservations at 453-4931  
(Buffet only, no ala carte breakfast menu on  
Fathers Day)

21st Thursday Sunset Happy Hour  
"Moscow Mule Nite" • 6pm - 9pm  
Complimentary Mini Quesadillas  
Live Music by Encore

24th A la carte Breakfast • 10am - 2pm

27th Inter-Club Regatta  
Entertainment by Stiletto  
For details visit:  
[www.erieinterclub.com](http://www.erieinterclub.com)

28th Thursday Sunset Happy Hour  
"Rum Punch Nite" • 6pm - 9pm  
Complimentary Buffalo Chicken Dip"  
Live Music by Salmon Frank

29th Dock Party at the Lighthouse • 6:30  
For Docks A - I  
Club to provide Picnic Fare &  
Beverages • members to bring menu  
additions enough for 8 - 10 people  
Docks A - C: Desserts  
Docks D - F: Main Dishes  
Docks G - I: Salads  
Entertainment by the Breeze Band



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