

The ELG



Opening Day Hopes





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

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From the Bridge

by Fleet Captain Harvey Downey

Typically, this article is written by each Fleet Captain for the May/June issue of the LOG, and it usually mentions the long winter, boat owners busy preparing their boats for the seasonal launch, and how busy the EYC team has been preparing the house and grounds for Opening Day. Unfortunately, this year hasn't been typical. As this issue of the LOG is readied for press, the U.S. is responding to the COVID-19 coronavirus pandemic. The Bridge & Board along with club management had to respond to State directives to close house services and staff layoffs. The Bridge & Board also responded to the grounds crew's request to keep working so they could repair docks, build breakwalls, launch boats and prepare the Club grounds for the annual opening day.



As I write this, I'm not sure how the opening day ceremony will be handled amid the crazy pandemic, but Commodore Lund declared "We will have an Opening Day ceremony" and I assured him that the docks and grounds will be ready for some summer fun... I think we are all ready for some fun and happy times.

Lastly, please make sure you take time to read the High-Water Awareness article in this issue. It contains very valuable information we all need to know.

Happy Summer!

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On the Cover...

The Commodore addresses a group of assembled Officers, Past Commodores, members and guests under a cloudless sky at last year's Opening Day ceremony.

Photo by Tom Madura



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Scan to learn about the Erie Yacht Club



EYC's Coronavirus Response

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Dear Members,

The Governor has extended the stay at home order to May 8th. Therefore, the Clubhouse will remain closed until at least that day, unless they start to allow businesses to open. As a reminder, there are two Commonwealth COVID-19 orders in effect; the stay at home order and the order that closed all the bars, restaurants and clubhouses. If they lift the stay at home order, that does not mean the Clubhouse can open. We have to wait until they lift the closing of hospitality operations, and unfortunately no one knows when that will be.

At this time, all Club events for the month of May are postponed. Those include, Kentucky Derby Day, Mother's Day Brunch, 125th Anniversary Dinner, Alumni Regatta, Ladies of the Fleet Dinner and Opening Day. All those events will be rescheduled with the exception of obviously Mother's Day. The Club will have Mother's Day Takeout available as we did for Easter.

I left the Free Vessel check on the schedule for May 30th as it is not a gathering of a large group but rather a one on one event. If the Power Squadron decides to cancel, I will keep you informed. The sign-up sheet is on the main Clubhouse entrance door. As we get into May and certainly June, if the Clubhouse is still under a lockdown, we will start to offer a takeout lunch service as well as Sunday hours.

Opening Day is now scheduled for Saturday July 4, 2020 at 6:00PM. This date coincided with the Clubs original Opening Day of July 4, 1895.

For those of you with private events scheduled in May, Catering Manager Elizabeth will be reaching out to each of you to reschedule your event. Be aware, if and when the Governor allows hospitality operations to open, there may still be restriction on social distancing. For example, we may be limited to how far apart the dining room tables have to be, or whether someone may sit or stand at the bar. With that in mind, there may still be restrictions on whether large private gatherings can take place. Like so much involved with this pandemic, there are many unknowns and unanswered questions.

Since this pandemic started in March, we have tried to keep a sense of normalcy when it came to the boating operation. Well on Friday last, a cease operations order came down from Harrisburg and Erie County.



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In short, the Club is not allowed to launch boats. Please see the actual order at the end of this letter. Operations that may continue include;

- Self- Operated boat launch (you can use the east ramp and launch yourself)
- Boat repairs, not routine maintenance
- Fuel Sales
- We can continue to take reservations for launch.

Since the stay at home order is in place until May 8th, we will be taking launch dates for May 9th and thereafter. Please contact the Dockmasters office at 453-4931, Ext 215 to make your launch reservation. For those that can launch themselves off the ramp we encourage you to do so.

If you would like to voice your opinion concerning the closing of boating operations please contact your Commonwealth representatives. Ask them to convey your opinion to the Governor.

For Erie City

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To find your Legislator go to this link and click on the map
<https://www.legis.state.pa.us/cfdocs/legis/home/findyourlegislator/>

Remember, when on the Club property to practice Social Distancing, wear a mask and stay a safe distance from the staff and your fellow members.

Thank you and be safe out there!

Michael Lynch,

Opening Day Hopes...

By Commodore Dr. Peter Lund

Tradition has it that opening day for the Erie Yacht Club is scheduled on Memorial Day with the "Call the Colors" at 11:50am. This has been true for 124 opening days. A little known fact the very first opening day was the dedication of our first club house at the foot of Myrtle street which occurred on July 18, 1895. The current status of the Covid 19 pandemic makes the holding of our opening on Memorial Day impossible.

Like many aspects of our lives, these are times of flux. John C Maxwell stated, "The pessimist complains about the wind. The optimist expects it to change. But leaders adjust the sails."

We have decided to have our opening day, like our forefathers did on July 4th with the "Call to Colors" at 6 pm. Amy and I would sincerely like to invite all of you and your family to attend.

Your bridge and board has had to make some hard decisions and develop contingency plans for Club operations. The mission of the bridge and board is making the health of our membership paramount.

Hopefully by the end of May this epidemic will have eased and we can celebrate the 126th Erie Yacht Club opening day on July 4th and continue with our historic celebration of 125 years of the Erie Yacht Club as a yachting center.

Delaying the celebration does not lessen the importance of this year. Our Club has endured several national tragedies in its existence. Two world wars, the Great Depression, other economic calamities, and many environmental challenges are just a short list of historic events our Club has had to endure over the last 125 years. This Pandemic is just one more challenge for our Club.

Even with the temporary shut down, our forefathers, if they could see the Club today, would be amazed and proud. Starting with a small marina, the Club that has now grown into an organization that includes maritime instruction, a foundation for our community and of course a vibrant membership.

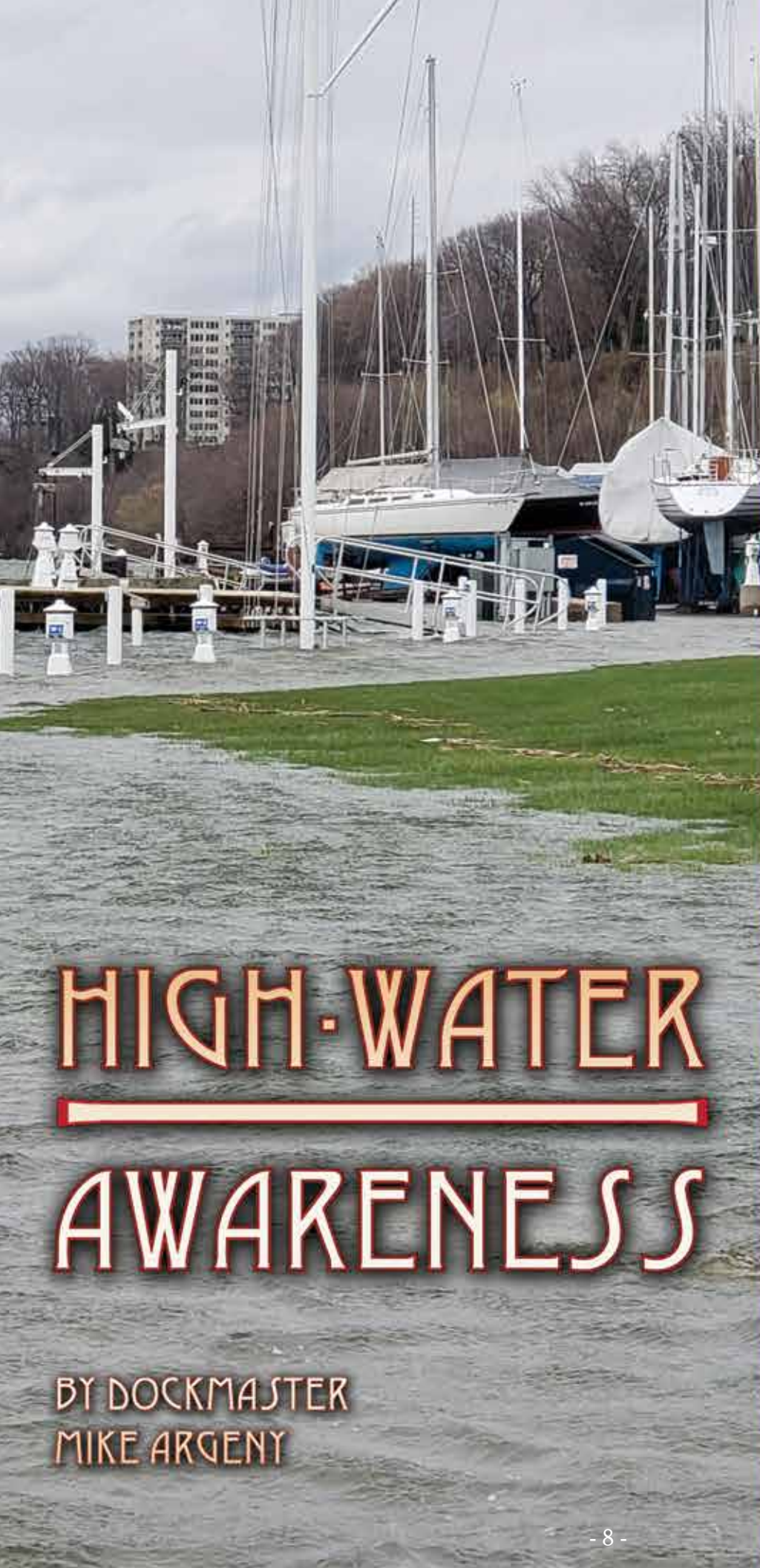
Our Erie Yacht Club is steeped in tradition and one of those traditions is the opening day ceremony which includes:

- The line up of past commodores
- The rollcall of members who have passed
- A blessing from our fleet chaplain
- The officers receiving their flags
- Very brief comments from the Commodore

Amy and I wish you the best of health and look forward to seeing you on opening day this July 4th.

Sincerely,
Peter Lund Commodore





HIGH-WATER AWARENESS

BY DOCKMASTER
MIKE ARGENTY

The 2019 boating season on the Great Lakes presented many obstacles for marinas and yacht clubs to overcome due to the extremely high-water levels. This was no exception here at home. High-water levels are expected to continue, or possibly rise even higher for the 2020 season. Water levels can change rapidly; sometimes rising or falling many inches within minutes, and even more drastically during storms or high winds.

The Erie Yacht Club continuously monitored all areas of the property throughout 2019 and took note of all current and potential problems associated with the high-water levels. Some of these issues are currently being remedied or are planned to be, while others are out of our control. The following article is packed with specific information about the Erie Yacht Club property, with the purpose of spreading awareness of the problems we are facing to help members, guests, and staff better prepare.

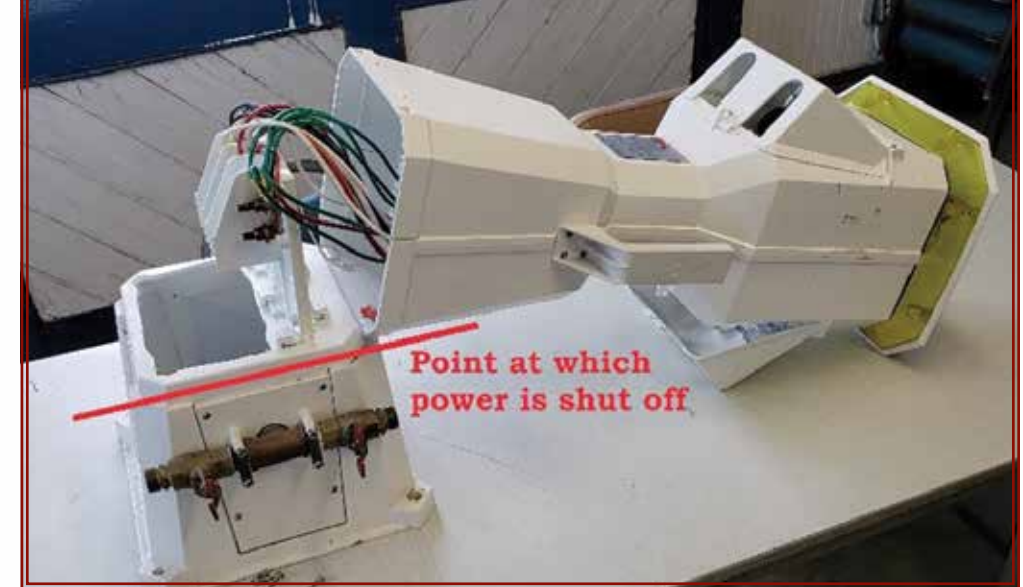
The Grounds

Beginning with the layout of the property, the lowest areas that are the most susceptible to high-water related issues are the roadways and docks from slip B-02 to slip A-02, slip G-14 to slip H-11, slip I-01 and along the front wall of the clubhouse, and the lift well and fuel dock area. The next areas of concern are from slip B-02 to C-09, the playground and picnic shelter area, the area at the 2-Ton hoist just north of the Canoe House, and the east dry sail yard. Depending on the depth of water, expect the EYC grounds crew to barricade areas of wash-out on the roadways and turn power off to effected docks. When traveling by vehicle through areas of standing water, drive slowly to avoid creating a wake, watch for debris that may have washed onto the road, and obey all barricades. Do not drive over or through debris as it may contain sharp objects that will damage a vehicle.

Pedestrians should beware of slippery conditions forming on sidewalk surfaces that have been underwater for a prolonged amount of time. Also, it can be very difficult, especially at night, to judge where the sidewalk ends and the basin begins when it is underwater. These areas include the front wall of the clubhouse, the sidewalk around the west side of the channel, the fuel dock and lift well, H-Dock, the bridge to the boat ramp dock, and at the 2-Ton hoist.

Over the 2019 season, the EYC Grounds Committee made it a priority to reinforce our east and west break walls due to the severe erosion that had taken place. Some areas of the property lost over sixteen feet of land. During the winter months, the grounds crew strategically allocated many deliveries of concrete rubble along the east and northwest walls; building them up dramatically higher than before. Large concrete blocks, commonly known as mafia blocks, were arranged in a row along B and C-Dock where there was little to no break wall left. The backside of this new wall will be filled in with oversized gravel to help fill in the gaps. Children should be advised to not play or climb on any of the break wall material. While these new walls will, and have proven, to be affective against waves, erosion, and debris, they will not waterproof the property.

Looking South across B & C docks.



Open power pedestal.

Power Pedestals and Electricity

As the water level rises, the EYC grounds crew will systematically turn off power as necessary. The point at which to turn off power is determined by how high the water rises on a power pedestal. If you can visualize a power pedestal split into thirds: the bottom third being where the water spigots are, the middle third is where the hose hangers are, and the top third where the outlets and lights are; then understand that power to the pedestal will be shut down once the water rises past the line dividing the bottom and second third.

The middle of the pedestal is where the wires are no longer protected in

conduit, and open connections are made. The first areas that will lose power will be the front wall of the clubhouse and I-01. The next will be H-Dock and the fuel dock, followed by G-Dock, I-Dock and A-22. If the water continues to rise, L-Dock and B and C-Dock will be next, and then O-Dock.

Due to the unpredictable ever-changing water levels, the EYC grounds crew will need to act quickly to turn off power to these locations without being able to notify slip holders beforehand. If it becomes apparent that an area will be without power for an extended period of time, email notifications will be sent out to those slip holders. It is crucial that all boaters make sure that their batteries and bilge pumps are in good working condition to sustain these power interruptions. It is advised to not solely rely on air conditioning to ventilate your boat if your slip is in an area at risk of losing power. Additionally, avoid storing any major quantities of perishable goods in freezers or refrigerators. Be attentive to shore power cords and connections to make sure they are not hanging into the water. In some cases, it may be necessary to suspend or somehow elevate the cord from bow line holders and uprights to ensure that the cord is not in the water for extended periods of time.

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HIGH-WATER AWARENESS
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Fuel Dock

This season, the fuel dock will be staffed and open for business as much as the water level permits. The design of our current fuel dispensers consists of independent electric motors positioned at the base of each unit. Once the water level compromises the electric motor, the dispenser must be turned off. The west dispenser (gasoline) is the lowest and will likely not be in use for most of the season. The middle dispenser (gasoline) is a few inches higher, and will be continuously monitored for safe use.



The east dispenser (Diesel) is on the highest ground and was rarely affected directly by high-water, however, the power feed to the fuel dock comes from H-Dock. In most cases, when it is time to turn off the middle dispenser, it is time to turn off H-Dock, in turn shutting down the entire fuel dock. Boaters must be aware that if the fuel dock is without power, fuel and pump outs will not be available and should plan accordingly. It is recommended to use the clubhouse restroom facilities whenever possible, and to keep fuel tanks topped off when there is access to fuel. The ice chests will be relocated to the Canoe House when it becomes necessary.



EYC lift well.

The Erie Yacht Club website will soon have an indicator stating whether or not the fuel dock is open for business. The grounds crew will also build a type of visual indicator at the fuel dock in the form of a signal flag or beacon to signify when it is open or closed. Sandbags will again be situated along the front edge of the fuel dock wall to help minimize wake and waves from nearing the dispensers. Water-tight flood barriers will be deployed around the underground fuel tank ports to minimize the risk of fuel contamination. Furthermore, the fuel dock will not reopen for business without first manually checking each tank for water intrusion. Lastly, due to the consistently flooded roadway to the fuel dock, it will take EYC staff longer to commute back to the facility to answer when the service call button is used.

Dock by Dock

Many of the docks throughout the basin have characteristics about them that differ from one another. These unique attributes will require a bit of workaround as we continue to use them at their engineered limits. Members of A-Dock will need to take extra caution while climbing or descending the gangways to and from the header pier. Similar to last season, the grounds crew will add one or two additional points of access that provide a flat crossing back to land with stairs and a railing.

Members of B and C-Docks will encounter flooded parking areas, but not nearly as much debris as last season now that a break wall is in place. Slip holders here are asked to keep a clear sidewalk as it is the highest ground for Jr. Sailing students to travel back and forth safely from the picnic shelter to the sailing school. Boaters on F - Dock and I-Dock face issues regarding stationary piers. The height of the docks cannot be adjusted. This means that the lines that hold boats centered in the slip will need to be adjusted with the change in water levels. Also, there will be times when the entire pier is under water and appropriate footwear will be needed to traverse the dock. G and H - Dock members will have flooded parking areas to beware of, along with traffic through the area to the fuel dock. This year, like last, "SLOW DOWN" signs will be posted to help reduce speeding through the standing water. L-Dock could face some parking area flooding, as well as sidewalk flooding. It is important that all roadside slip holders make sure that their dock boxes are anchored securely in an aluminum frame or on a diamond plate wing. On occasion, the water level has risen to the point where bay waves were rolling across the roadways as if they were not there, and breaking on the dock boxes. Some dock boxes that were not installed in a frame or on a wing were lost.

D and E - Docks, J and K - Docks, M-Dock, and N-Dock members will face challenges with the steepness of the gangways to and from each dock. Gangways will be unhinged from land with ramp extensions added as needed. The orientation of the gangway to the Transient Dock was reversed and squared up with the dock rather than with land. This eliminates the awkward angle at which it meets the dock, and allows for ramp extensions to be added if necessary.



Standing on H-Dock looking south.

Boat Launches and Haul-Outs

The optimum water level in the Erie Yacht Club lift well is between ten to twelve feet deep, and over the past two seasons, the average has been fourteen feet or higher. This additional height means that boats are not floating where the structure best accommodates them. For instance, boat rub rails do not match the rub rails built into the lift well, the bow catcher is making contact much lower on the boat than it should, and boarding or exiting the boat can be challenging. Members should plan ahead for their lifting appointment by arriving early and providing able-bodied helpers to assist them during the move of the boat. Also, have lines and fenders ready to help control and protect the boat while it is in the lift well. All members and helpers should be wearing rubber boots since the land around the lift well area will be under water at most times.



Fuel dock wall, looking east towards Diesel dispenser.

Pets and Wildlife

Throughout the past few seasons, the Erie Yacht Club and surrounding region have been inundated with an out of control Canadian goose population that relentlessly pollutes the property. These birds generate mass amounts of feces that contain parasites and diseases that are harmful to both humans and pets. Moreover, the bird droppings collect in high foot traffic areas along the front wall of the clubhouse, the picnic shelter, sidewalks, and grassy areas. During the summer months, Canadian geese lose their flight feathers as they go through a molting process which renders them flightless. Conveniently for the geese, the high-water levels allow them to float on and off of the property with ease; consequently, making it extra difficult to keep them out of these high traffic areas. The EYC grounds crew, fuel dock staff, and security staff patrol the property to chase the birds back into the water to the best of their ability.

It is strongly encouraged that members and guests do not try to entice the birds onto the property for any reason, as they can also become aggressive in the presence of goslings.

In the heat of the summer, dog walkers should avoid walking through or near standing water on sidewalks and roadways. The shallow water over top of the concrete or asphalt can rapidly increase the water temperature, and cause harmful algae blooms that are extremely hazardous to dogs. Although signs will be posted when these harmful algae blooms exist, it is recommended to avoid these areas beforehand.

The predicted high-water level for this upcoming season will undoubtedly present many challenges for our members, guests, and staff to overcome. Being observant, planning ahead, and helping one another will be the key to a safe and enjoyable summer here at the Erie Yacht Club. Work to alleviate many of these problems will continue to be done throughout the season, as well as into the following year. If anyone has any specific needs or concerns, do not hesitate to ask the Dockmaster or Club officials.



Paradise on Horseshoe Pond

A Nature & Water Lover's Summer Home

by Thomas Bloom

Have you ever wondered what it would be like to live on a houseboat? Well, my wife, Nancy and I have lived on two of them since 1981, and here is our story.

History

The houseboats on Horseshoe Pond, Presque Isle State Park, Erie, PA, represent a piece of our local history that most older people from our area can long remember.

They weren't always in Horseshoe Pond, but originally (over 70 years ago) were scattered in various places throughout Presque Isle Bay, including Misery Bay and Stinkhole. In the 1950's the Army Corps of Engineers opened the entrance to Horseshoe Pond to provide safe harbor for the Coast Guard boats in bad weather. The pond was completely dredged as well, at that time. Since then the entrance channel to the pond has never needed to be redredged since the current in and out keeps the channel clear. A strong west wind can increase the water level as much as 8 inches. This current is ever present (in or out). I have never seen the entrance freeze.

The houseboats were moved into the pond in the early 1960's and have been there ever since. The oldest house boat is approximately 136 years old, but burned to the water line in the early 1900's. The existing raft was built on top of the remains. That houseboat is still floating today, which was our original #28.

Originally there were 29 houseboats in the bay; however, there are now only 24, since 5 were never relocated to Horseshoe Pond for a variety of reasons. The Commonwealth of PA will now allow no more than 24 lease lots in the state park.



Horseshoe Pond from above, with the red coast guard buildings on the far side of the pond and the harbor of Erie in the far right background.

We were told that the early houseboats were known as the "poor man's vacation Home". Many people during the Depression used them for "honeymoon get-aways," and rumor has it that movie star Errol Flynn visited or stayed on one.

Many of the houseboats were built before Presque Isle became a state park in 1921, yet few will argue they were as much a part of the Park's history as the lighthouses, Joe Root and the stories of Commodore Oliver Hazard Perry's winter of 1813-14 on Misery Bay.

The houseboats during the depression years, were also known as the "Russian Community," since many were owned by Russian Families. In fact, our first houseboat was owned by brothers Frank and Sam Peganoff. They purchased it in 1929 and maintained it for 51 years. The brothers were in their late 70's when they finally decided to sell it. Frank "Fink" Peganoff had many tales to tell. He was Caretaker of the original Flagship Niagara and received acknowledgments for the care and love he lavished on the ship. One of his tales to us was a story about the men who would carry 50 pound ice blocks on their back to Presque Isle during the summer months to keep food and beer cold. "A 50 pound block of ice weighed 25 pounds by the time it reached the houseboat." Most of the original owners were rugged men who enjoyed year-round fishing, and kept fish in a live box under a hatch in the floor.



Original #28 as purchased in 1981 originally located in Misery Bay.

Our First Houseboat

When we purchased our first houseboat from the Peganoff brothers in 1981, it was a sagging, peeling old historic craft with a rotting deck in total need of restoration. It took us nearly 3 years to renovate the inside, outside, roof, deck, anchors and steel drums. Houseboats aren't for everyone and there is a strong do-it-yourself work ethic on the Pond. Also, owning a houseboat comes with a unique set of challenges such as getting furniture, appliances, tools, groceries, etc. aboard.



New #28 raft under construction on south pier entrance in the summer of 2006.

When we purchased this old boat, the parting words from the seller were, "... an hour's work for an hour's pleasure." We found it was pretty much "all work" for the first few years. Even after a complete renovation of this houseboat, it was constant maintenance and in 2005, we decided to completely design and build a new one. We sold our old houseboat, together with furniture and furnishings, to another houseboat owner who had to demolish their existing structure, including the raft, and move the "new" one into their spot.

New Houseboat

We wanted to do as much of the work as possible, ourselves on this new project. Designing and calculating the weight of the raft was the most important part. We chose 6

steel pipes 42 feet long, 24 inches in diameter, welded together in pairs to form 3 pontoons. We arranged to have the raft and shell of the house built at Erie Sand and Gravel, (Some of you may remember watching our building progress on the South Pier outside of the blue storage sheds).

When the raft and shell were complete, we had a crane lift it into the water and we were then towed into Horseshoe Pond. We then completed the inside work ourselves, as well as a composite deck. The new houseboat is about 760 square feet. (Two bedrooms, kitchen/dining/living area, small bathroom and work room). There are rules for houseboats regarding size, height and color (must be white).

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"In She Goes" Erie Sand & Gravel crane, just outside of the Rubgroid Shingle storage sheds on the south side of the channel entrance, Sept. 6, 2006.

Paradise on Horseshoe Pond

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Answers to frequently asked questions

Power: Electric meters are located around the pond. Each houseboat owner is required to run his/her own service from the beach. This is accomplished by using direct burial cable which is laid at the bottom of the pond with enough slack so that the houseboat can move. Most have 110 volt power but a few do have 220 volt service. When functioning on a very long "extension cord," due diligence is necessary so you don't turn everything on at one time.

Leases: Each owner has a lease with the Commonwealth of PA. Fees are paid to the State, not the Park. The houseboats are classified the same as all other leased areas in the state parks in PA. The term of the lease is 10 years, but the State reserves the right to cancel with 6 months notice. The State will not allow any additional houseboats in the Pond.



The author and his wife Nancy on deck.

Sale/Transfer/Lease: The houseboats usually pass from generation to generation, but not always. They can be sold and do come up for sale from time to time. There was a time when a Park edict prevented the houseboats from being sold. This was an effort to gradually eliminate them by attrition, but this was resolved in the early 1970's, and



"Moving Day" old number 28 moves via tug to the south end of the pond in August, 2006.

the houseboats can be transferred. Some of these changes were accomplished through the efforts of the Presque Isle Houseboat Owners Association. This Association was formed in the early 1960's and is still the self-governing authority of Horseshoe Pond. According to our agreement, we cannot lease or rent the houseboat to anyone else.

Anchors: They vary considerably. Typical ones are 2' x 2' x 6' cement blocks, large custom made Danforth style anchors, mud hooks and screw anchors. We have a total of 7 anchors and still could use more. Anchor lines are typically chain from the houseboat to the bottom of the pond, and then attached to a cable secured to the anchor. You can also use chain all the way, which is expensive, however, cable in the bottom muck works very well. The muck eliminates the oxygen and therefore mitigates the oxidation (rust). The downside of cable all the way is that it will not tolerate going through ice. Lakeshore Towing works in the pond frequently on anchors, anchor lines and flotation.

Flotation: It is no secret that the most important part of a houseboat is the flotation device. In our 39 years on the pond, 7 houseboats have been rebuilt or replaced with new structures. Each owner has his own idea on how to do this.

Among the ideas for the raft are: custom-made steel tanks, barges, aluminum / plastic dock sections bolted together, pontoons and plastic barrels in wooden cribs.

As mentioned before, we chose steel pipe and made pontoons. The pipe was 24 inches in diameter with a quarter inch wall, each was 42 feet long, seamless, with no welds allowed. We finally found a company in Texas that could supply six of these and had them shipped to Erie in March, 2006. Dave Davis (of the EYC) assured us his company could handle pipe of this size. Upon arrival, the ends were capped and each pipe was pressure tested. Two pipes were then joined together side by side to form one pontoon. Pre-cut I-beams and the 3 pontoons were then delivered to Erie Sand and Gravel for assembly.

The assembly had to be close to the water so the crane could pick up the complete structure and lower it into the water. The steel frame and pontoons would float, but more lift was required. Therefore, 72 plastic barrels in wooden cribs were added. We calculated the finished structure at 44,000 pounds plus contents. The additional lift was required to give us a free board of 12 inches.



All is silent on Horseshoe Pond in winter.

Waste: The houseboats are under the same US Coast Guard rules that apply to yachts. The houseboats have an advantage in that they are permanently connected to shore power. This allows the use of electric toilets such as an Incinolet. These are incinerators that evaporate the waste and leave only a small amount of ash. This is the most popular type. There is also the "earth toilet" which functions on the principle of very rapid decay by keeping the unit at a temperature where the bacterial breakdown is very fast.



East High Class of '57 Fish Fry.

Challenges: We attempt to keep the area of the pond clean; however a large amount of trash flows into the pond from the city. Auditing the debris (usually plastic wrap of some kind) shows the source. Lately, because of the extreme high water, we are having new challenges with reaching our docks. The gales of November put the water over our boat racks and the road in 2019. Horseshoe pond is usually calm; however, we have weathered many storms out there, including the tornado that hit Presque Isle some years ago. My grandson and I were forced to ride that one out. It was a bad storm and we did not realize that a tornado was responsible for cutting off power to the entire park, and wiping out the observation deck across from the nature center.

A Place for Memories

Memories on the pond include watching our children, grandchildren and now great grandchildren grow up and sharing early morning SeaDoo rides on the lake, finding sunken ships, boating, kayak cruises, entertaining company, viewing the magnificent wildlife on Presque Isle, cooking and grilling many great meals and countless recreational activities, all in our own "backyard".

We are very thankful and lucky to have our "slice of heaven" on Horseshoe Pond.





I grew up on Erie's lower West Side during the 1950s. A bay-rat. Most of the kids in my neighborhood had less than the boys and girls who lived west of us in the Frontier area, but we enjoyed an awesome world of adventure squeezed between the bluffs, overlooking Presque Isle Bay, and the Cascade Docks. During those days the docks were filled with ships, coal, iron ore, and loading infrastructure. Not luxury condominiums. There was no Bayfront Parkway lined with modern marinas, restaurants and hotels. Just the remains of a city dump where locals regularly backed cars to the edge of the bluffs and pitched stuff north into the abyss. Old refrigerators, car fenders, lawn debris, and other assorted junk made a tetanus shot a must for us youthful adventurers. Within the wilderness between the bluffs and docks there were a dozen sets of railroad tracks filled with coal cars.

My formative years were punctuated by moments of meditative bliss, sitting on the bluffs between Cascade and Liberty Streets, gazing north, and wondering what was over there? Adults tried to explain it. They said that it was Canada! On clear days I would watch sailboats magically dance down the bay, disappear into the channel, and re-appear on the north side of Presque Isle. As I gazed I imagined that they were all sailing toward some mysterious destination. I vowed that someday I would go "over there" someday and that I would do it in a sailboat. Years passed and I was distracted. College, a job, marriage, and a family conspired against chasing that childhood dream. But it never went away. In 1968 I reluctantly left Erie for graduate school in Ohio with my young family and busied myself getting a degree.

Then three years later, when I was near graduation, a former Gannon advisor called to tell me that the school was opening an MBA Program and ask if I would be interested in a faculty position. The market was "hot" and there were other job offers but the opportunity to return to Erie and a childhood dream trumped money. In June 1970 we moved here and shortly thereafter Mary Ann (my wife) and I hooked a small tent-trailer to the back of our VW Bus and departed on a journey that still ranks best among lots of family vacations: a one month, Lake Erie circumnavigation odyssey with stops at every provincial and national park on the north shore. Five of us, including two three-year-olds (twins), and a four-year-old, began by staying at Niagara Falls, Fort Erie, Crystal Beach, Port Colborne, and Maitland. Then on our way to Turkey Point we happened upon Port Dover.

Pulling into town, in July 1970 we were stunned. There was a fantastic beach, commercial fish tugs like the old days in Erie, a honkey-tonk downtown strip with duckpin bowling, and dodgems. And then we spotted the Erie Beach Hotel. Our stop had already expanded to several hours and we were hungry so we wandered in, apologizing for our disheveled appearance. The welcoming staff ushered us to a table and rolled up their classic salad cart. We had the best meal of our entire trip that day, after which we decided to stay the night, abandoning our trusty tent for a few days.

Little has changed at the Erie Beach in the half-century since that visit. Guests are still greeted by the stunning beauty of a landscaped front lawn that is, in reality, a golf green somehow growing in sand. The Schneider Family still runs the hotel although the current proprietors, Andrew and his wife Pam, are third-generation owners. When we first visited, Andrew's grandparents, Harold and Marjorie Schneider, were the owners but as we continued they were replaced by their son, Tony (Andrew's father) and then their grandson, Andrew.



The stunning beauty of the Erie Beach lawn and landscaping has become an integral part of their brand.

Like every three-generation family business, the Erie Beach has a rich history. Harold Schneider and his wife, Marjorie, entered the hospitality business in 1939, eventually becoming managers of the Simcoe Hotel west of Port Dover. World War II interrupted Harold's tenure, however, and by the time he had returned from the war, business had slumped and his former employer was unable to re-hire him. Armed with experience and lots of ambition Harold and Marjorie began to look for an opportunity to own their own place and their search took them to Port Dover. Their 1946 tour of potential hotel/restaurant operations included lots of places that they could not afford and the Erie Beach, a rundown, disreputable establishment that had deteriorated during the war and earned something of a bad reputation. But they could afford it so they made a down payment, beginning an amazing tradition. From the beginning, Marjorie Schneider insisted on making the place beautiful and keeping it meticulously clean, a reaction to the seedy appearance that the place had taken on during the war.



The Erie Beach Hotel in as it looked when Harold and Marjorie Schneider Purchased it in 1946.

Her aesthetic touches explain the meticulously landscaped grounds, tended by a full-time gardener, as well as the incredible dining experience that has remained the almost exactly same for all of these years. Andrew Schneider once joked with my students (who he generously lectured each year) that he wouldn't dare change anything because his grandmother "stopped in regularly to check-up on him." It was Marjorie who "invented" the recipe for celery bread, a now-famous Erie Beach appetizer.

Meanwhile back in 1970, our two-day Port Dover respite convinced us that the proper way to visit would be via sailboat, so we returned to Erie and began looking in earnest. In 1971 we found our dream sailboat, a 20-foot O'Day Mariner. We launched her in 1971 and learned to sail with the help of a neighbor, PC Dick Waller. On nice days we ventured out of the bay and reached across Lake Erie, twice coming within sight of Long Point. But our happy little craft, while fast and fun, had a huge, non-self-bailing cockpit and it quickly became obvious that the sometime stormy expanses of Lake Erie were too dangerous for our "seasoned" crew of four and five year olds.

(continued on next page)

The Erie Beach Hotel

(continued from previous page)

Eventually we acquired a bigger, more seaworthy boat and made it to Port Dover where our relationship with the Erie Beach Hotel continued. Breakfasts with the best pancakes ever, lunches, and dinners. We were hooked. Then one day during the late 1970s we made an amazing discovery: we could also drive there. Three hours or so and we could be at the Erie Beach any time we wanted, including off-seasons. Soon we were driving over for perch dinners whenever we wished, and enjoying the Lighthouse Festival Theater's winter musical programs. Those were the Tony Schneider (Andrew's father) days at the hotel and our frequent visits helped introduce us to him and the rest of the staff, an amazingly long-tenured and loyal bunch. Tony was kind to us, even offering tickets to Toronto Blue Jay games as a perk.



Harold and Marjorie Schneider.

Eventually, Tony decided that it was time to shift hotel operations to the next generation, his sons Andrew and Tony Jr. To accomplish the transition he bought out his brother and sister who had worked at the hotel with him, acquired the Arbor next door, and built a mini-golf course, Arbortown, on the corner of Walker and Main.

At the time the Arbor had been a long-standing tradition at Port Dover. It was established by the Ryerse family in 1919 and quite like Sara's in Erie, the Arbor was (and still is) a unique summer, fast-food stand, famous for foot-long hot dogs, which can be garnished with a variety of interesting toppings. Buckets of corn, pickles, onions, shredded radishes, chopped tomatoes, lettuce, and other toppings can be shoveled onto the hot dogs or burgers as they are served. In Schneider style, the family retained the best of the old Arbor while adding modern accoutrements such as covered picnic tables for outdoor dining. Recognizing the differences between his sons, Tony turned the seasonal operations of the Arbor and the new mini golf course over to his son, Tony Jr., and the hotel to Andrew. As a result, the Schneider family currently offers dining at every level from the Arbor (a hot dog stand), to the upstairs Terrace Room, with its pitchers of beer and platters of perch, and fine dining on the main floor. During that transition I was working in Port Dover where I ran an academic Canadian Studies program for a decade. Naturally, I used the Erie Beach as a base of operations and was there to watch the changes. Tony continued to visit and offer assistance after he had retired and I could count on seeing him at breakfast. Sadly, Tony passed away in 2016.



Andrew and Pam Schneider.

Andrew and Pam Schneider (and now their daughters) have continued to improve the Erie Beach Hotel but their changes have not impacted the quality of the food or service. They still serve dockside-fresh Lake Erie yellow perch, an increasingly rare restaurant commodity, which is almost never available in Erie.



An Erie Beach room, complete with a bed-board photograph by Earl Hartlen.

Their perch (and walleye) continues to be served in a unique way: very lightly breaded and pan fried. Erie Beach food, always local, is served in the gracious style created by Andrew's grandmother in 1946 with rolling salad carts and on crisp linen table cloths. On special occasions like Mother's Day, the Erie Beach will literally serve thousands of meals in a single day, always in a relaxed and unhurried style. The building facade has been remodeled in tasteful colors and Andrew and Pam have redecorated the rooms, adding beautiful new bedspreads, modern colors, and wonderful local pictures that hang in each room as well as the dining areas. The new portraits represent a curated portfolio of works by well-known Port Dover photographer, Earl Hartlen.

The most stunning addition to the hotel, however, is an elevated outdoor dining area, the "Perch Patio." After spending a month each year in Charleston for the past two decades Mary Ann and I finally decided to try one of that city's famous rooftop restaurants last year. We made reservations at an establishment that reviewers had lauded and labeled "moderately priced." When we arrived at 5:00 PM on a weekday, we learned that our table (which could have held a party of four) came with a \$500 per hour minimum, not including gratuities. A quick look at the menu suggested that four people could easily spend that much, with drinks. Moderately priced? We made our apologies and left. The Perch Deck at the Erie beach is just as nice as the restaurant that we did not go to in Charleston, but with reasonable prices and better food. I mentioned my Charleston experience to Andrew last summer after eating there and he laughingly offered to increase the bill. Finally, the Schneider Family should be acknowledged for their public service and generosity.



The new Perch Patio.



Marjorie Schneider's celery bread appetizer has become internationally famous.

It began with Harold, who served as town mayor (Reeve) and continued with his son, Tony. Among his many community contributions, Tony is credited with saving the town theater. When it was about to close because it did not comply with modern building codes Tony Schneider led a community fundraising effort, making the lead gift to provide the capital improvements needed to continue the Lighthouse Festival Theater. Lighthouse is an acclaimed professional (as opposed to amateur) performance venue that anchor's Port Dover's downtown.

Tony's son, Andrew, has continued the tradition, serving several terms on the Board of Trade as he has continued the history of Erie Beach leadership in the community. Andrew has been generous to Erie as well as Port Dover.

He donated to the Erie County Historical Society by supporting joint exhibits with the Port Dover Harbour Museum that opened on both sides of the lake, and also contributed to the Porcupine project at BMC.



Marjorie Schneider dedicates Port Dover's new riverfront park to the memory of her husband.

The Erie Beach Hotel also provided supporting letters that helped Gannon University establish its Canadian Studies Program in Port Dover and then hosted students and faculty, while giving lectures about the hospitality business in Ontario. Perhaps most important their three-part business complex is one of the town's leading employers, providing jobs for hundreds during peak seasons.

I love traditions and the Erie Beach has become an important one for my family. Mary Ann and I continue to enjoy Schneider hospitality regularly and have integrated our favorite restaurant/hotel into the fabric of our life. Grandchildren and children have all visited and in addition to our regular summer sailing visits we regularly go there every year for Mother's Day, our anniversary, and most important of all... Christmas weekend. Where else does Santa arrive in a fish tug?



If These Docks Could Talk

An "Old School" Presentation

by P/C Gib Loesel



It seems like a lifetime ago that I was preparing for a presentation that I was asked to give for the EYC sailing fleet. The subject they asked me to talk about was "sailing in the old days"... so the name of my program was "Sailing When I Was Young" (in as much as I don't consider my self old) and it was going to be made (get this all you young people) using Power Point, whatever that is. When all of a sudden this Coronavirus thing sprung up like a nasty Lake Erie Squall!!! And for the most part the world was canceled!

Of course, that got me to thinking (again) maybe I could take my readers back a few decades and in some cases more than a century. Let's start there, so imagine you are looking at my Power Point presentation with some of my comments missing.

First Slide:

In 1897 L.D. Hanford Captain of the yacht *Iris* wrote a formal letter to William Morrison, (who later served as Commodore EYC)

To: Captain of the *Wolverine* and Captain of the Yacht *Miriam*:

As follows:

William Morrison, Captain of Yacht *Miriam*

Sir:

This Yacht *Iris* challenges the Yacht *Miriam* to a race at any time within two weeks from this date, either three Times around the inside course, or once around the outside course. Said race to take place at any date within said time on three (3) days' notice to the undersigned. Erie, Pa., Sept.27, 1897

L.D. Hanford, Captain of Yacht *Iris*

REPLY

To: L. D. Hanford, Captain Yacht *Iris*: Your challenge on September 27, 1897 is hereby acknowledged and accepted. That we race the yachts for a purse of \$100.00 per side. That an outside course of 10 miles to windward or leeward be raced I would name Saturday, October 2, 1897 starting at 1:30 P. M., L. Y. R. A. rules to govern.

And I further stipulate that the race be started in suitable weather, with a wind velocity of three to eighteen miles per hour. I will hereby appoint Mr. E. A. Davis to act as my Representative in making further arrangements, he to be one of three judges, you to select one and the two to select a third.

ERIE, September 26, 1897

W. L. Morrison, Captain Yacht *Miriam*

Now here is the fun part, I would be saying, "Next Slide Please" (assuming I had a technician)

Second Slide:

Commodore Lund Captain of the yacht *Taz* has written the exact same letter to Vice Commodore Cifelli, Captain of the yacht *Airborne*

The words are the same except this is 2020 not 1897, so the reply letter to Commodore Lund now reads:

To: Commodore Peter Lund, Capt. of Yacht *Taz*:

Your challenge of the 27th is hereby acknowledged and accepted. That we race the yachts for a purse of \$3,108.00 per side (in today's dollars), the old boys had some "spirit"

To which Commodore Lund's replied "What the!!!" you fill in the blanks. (This was supposed to get a big laugh)

Now jumping ahead 55 years or so, I signed onto the yacht *Enigma* about 1953 when I was 13 (it helped that my brother was the Skipper), at that time most of the early racing was done on small boats, the "big" boats didn't start their season until mid-June with the Gilmore race, which was like a warm up for the Annette Cup in Dover, followed by the Falcon Cup in early August (Cleveland to Mentor) and a week later the Interstate Race from Mentor to Erie. There was a short fall series held in the bay, but nothing like the 50/55 race schedule we have today. Starting with Memorial Day the small class boats were sailed most Sundays and Wednesday evenings.

What is now the Reyburn Sailing School had not yet started so the Canoe House Kids of the time; Rich Altman, Bob Walker, Ed Lutz, Mike Traphagen, Ted Schuler, Ann and Jane Colclessner (to name a few) would have "pick up" races just for practice and fun.

We would dream up a race, grab our sails that were kept in lockers on the second floor of the Canoe House (our boats were kept on Kegs where the Keg field is today). We would then either row out or maybe if we were lucky, we could hook a ride on the Tender. The "Tender" was the Club boat that serviced the small and big boats that were kept on the Kegs. Keep in mind there was only one dock that extended into deeper water and that was about two thirds of what is now known as C - B - A (A was still water i.e. no fill).

Not sure where to stop this, although my talk would have gone on for several more minutes, I will end it here.

We are now at Day 50 of the shutdown... The Commonwealth of Pennsylvania has ordered boat launching to stop and all of the Club events including the Club's Opening Day ceremony have either been delayed or canceled. Covid-19 has proven to be worse than a Lake Erie Storm, more like the Perfect Storm, and the world in a dizzy because of it!!!

If These Docks Could Talk, they would say "Steady as she goes, we will be back stronger and better!!"



Pretty soon it will be time for another wonderful warm summer on Presque Isle Bay!

After Old Man Winter let us down with a barely-any-snow-winter, and endless weeks of being couped up following the stay-at-home guidelines, we are sooooo ready to initiate another season of terrific Thursday Evenings Happy Hours on the EYC Deck whenever that day finally arrives.

We already know EYC members don't really need a reason to party! No doubt about this either as we see continually larger Happy Hour crowds on the EYC deck as well as so many new faces as everyone enjoys good times and camaraderie.

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

Great Drink Specials

Certainly, every Thursday Happy Hour will include drink special for the evening! Among these, watch out for drinks like our own Blissful Storm, Bay Breeze, Cherry-lime Aid, Cuba Libre, our own EYC Relaxer, Green Tea, Moscow Mule, Orange Whip, Purple Rain, Rum Punch, Rum Runners and Sangria.

Each season Lauren conjures up a few new drinks. I am sure she will continue this happy trend into this summer, as well!

Terrific Food Specials

As always, every Thursday Happy Hour will include scrumptious complimentary snacks like artichoke dip, cheese and mustard pretzels, cocktail wieners, fried ravioli, French fry bar, fried pickles, jalapeno poppers, mac-n-cheese bites, mini-quesadillas, nachos, pizza, pizza logs, potato skins, Rueben bites and sirachi chicken,

No one would not be at all surprised to see Chef Michelle tempt and delight us with a few new snacks as well!

Super Entertainment

Still another time, we will be enjoying the excellent live entertainment of great bands like Acoustic Candy, Acoustic Gypsies, American Pie, Boyd and Friends, Doggone Good Band, Encore, House of Rhythm, Intent, The Jays, Mambo, Salmon Frank, and Vegas.

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

After that long, cold winter and those record-breaking (ha ha!) 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 e-mails to ensure all the dates scheduled are still valid. Be sure and check the EYC lobby easels for this summer's entertainment, drinks and food specials.

See you on the deck!



How to Celebrate the End of Social Distancing?

Thursday Sunset

Happy Hour

On the EYC Deck

by Dan Dandon



2020 New Regulations & Reminders

by Waterways Conservation Officer Matt Visosky

Our 2020 boating season has arrived under a cloud of uncertainty and delay due to the Coronavirus and COVID-19. Boat owners had a delayed springtime work schedule by not being able to work on their boats and then launch them.

There'll be a time this summer that we in Erie will be able to enjoy what Presque Isle Bay and Lake Erie has to offer. This may have a new look in some ways but time will tell. An early thought that comes to mind are for the sanitary use of life jackets or personal flotation devices (PFD's). Children are our biggest wearers of PFD's while on the water. Often time their friends are invited along for a boat ride or a day at the beach. A thought would be to have each child wear the same PFD all day. I could see wearing one out to the beach and then take it off and maybe put a different PFD on for the return trip. Another thought was for sailboat racers that most often wear inflatable PFD's. Wear the same jacket each race night throughout the summer. Maybe disinfecting PFD's after use or wiping down handrails or upholstery would be a good idea. These were just a couple ideas that come to mind but just like you, I'll be learning as we go.

If the virus wasn't enough to worry about itself this summer we also have to worry about floating away. Several agencies that monitor or deal with water levels say this summer is going to be higher than last year.

We've already witnessed a sample of this in mid-April. Water levels usually peak in July and it's expected that we'll set new record lake levels again this summer. This presents some additional challenges in itself when it comes to navigating our waters.

In the past rock piles, shoals and weed beds have been visible to operators and boaters have just stayed clear of these areas. Now many of these areas are under the water and are not visible. Floating debris will again be a major problem this summer, with trees being washed off the shorelines due to the higher lake levels. Please keep focused and lookout for floating items to avoid damaging your boats and even possible injury.

Some of you may not have received your new registrations and decals yet after renewing via mail or online. With the state shut down staff in Harrisburg are delayed in processing mail and completing online transactions. If you completed this online please just carry your receipt or if registering via mail, have a copy of your check. This will work for us as we all try to get back to normal.

Fishing licenses can be purchased at many locations and you'd walk out with a yellow license. Due to people trying to avoid crowded stores licenses can be purchased online from our website via the outdoor shop. Save the license PDF to your phone, as the electronic version of your license is legal. Print it off at a later date and then you can have it on your person.

Still an area of focus is Documented Vessels, and the PFBC is trying to get boat owners into compliance both state and federally. 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 on the hull anywhere from the mid-way point forward up to the bow itself. Decals are being observed on 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 are owners of documented vessels possessing a PA Title. When boats are documented federally a state title cannot be obtained and if one is already in your possession it must be forfeited back to the state. If you have any of these situations occurring please contact the PFBC's Boat Registration Bureau at 866-262-8734 (M-F, 8-4) and they'll figure things out for you.

I write this article every year to highlight recent changes in the law or regulations to get the word out, so boat operators can be aware of any changes. I would like to take the time and review some laws and regulations that seem to be less known by operators. I feel it's important to get the word out so boaters are aware of any changes or just some laws or regulations that they may not know. These laws and regulations are reminders because it is better to remind people so they enjoy their time on the water and avoid interactions with law enforcement.

- PA fishing licenses are no longer required to be displayed on an outer garment. You may now have them in your wallet or wherever.

- Guidelines for reporting boat accidents: Any accident that results in a death or disappearance the PFBC must be notified immediately to be 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 a vessel or other property exceeding \$2,000 or if there is a complete loss of the vessel, a written boating accident report must be submitted within 10 days. This may sound confusing so let me explain it further.

The boating accident report is a form that the boat operator and owner complete on their own and is confidential information forwarded directly to the PFBC and used for statistical purposes etc. Depending on the type accident when it occurs the PFBC and station Erie will respond to assist with the situation. The PFBC will then conduct an investigation because most incidents will result in more than \$2,000 in damage. The easiest way to call for help is to contact 911 and they'll dispatch all the local responders to help

- Bow Riding regulations changed maybe 7 or 8 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. Sun cushions on the bow do not fit the seating requirements so passengers cannot sit on them while above slow no wake speed. When bow riding is being observed it will result in a law enforcement stop.

- PFBC Launch Permits are \$12.00 for 1 year and \$22.00 for 2 years. (Needed on any unpowered watercraft that uses PFBC Lakes, PFBC Launch Ramps and State Parks)

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

(continued on next page)



Regulations and Reminders 2020

(continued from previous page)

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

- Cold Weather PFD Wear – From November 1st 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 restrictions listed on the manufacturers 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 regulation only allowed one (1) person to be towed by the PWC. The regulation has been changed to allow for the capacity of the PWC because some have a capacity of four (4) or five (5) people. You still must have an operator and observer on the PWC but if its capacity is 5 then you can pull 3 people on a tube.

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

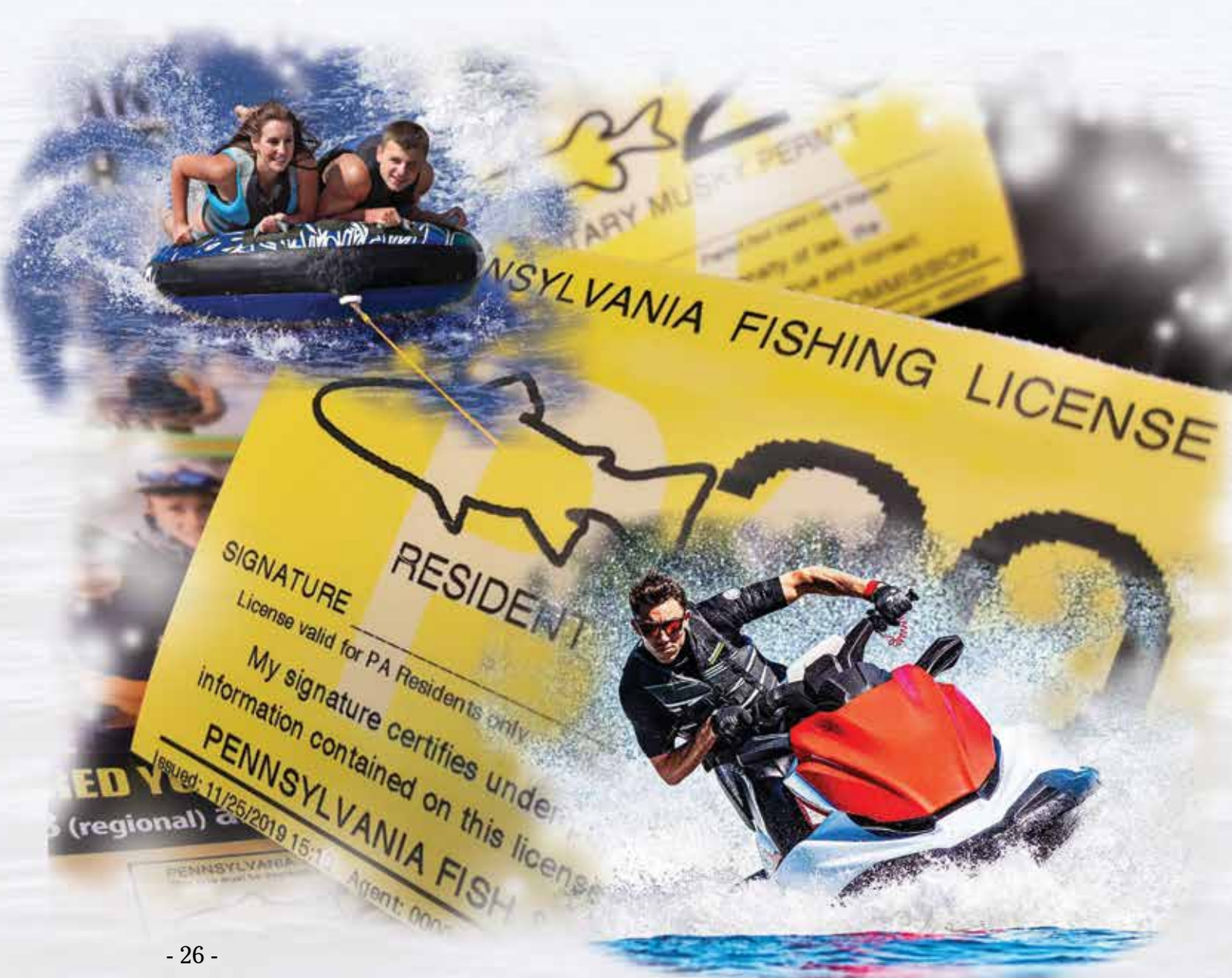
- Launch Permits for Unpowered Watercraft and Renewal of Registrations can be done on the Outdoor Shop on our website at: fishandboat.com.

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

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

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 down load the PFBC APP (FishBoatPA) for information. The regional office in Meadville can be contacted at 814-337-0444 where your questions can be answered or forwarded to me and I'll contact you with answers.

The PFBC and I would like to take this time and hope everybody has a safe, fun and enjoyable 2020 boating season.



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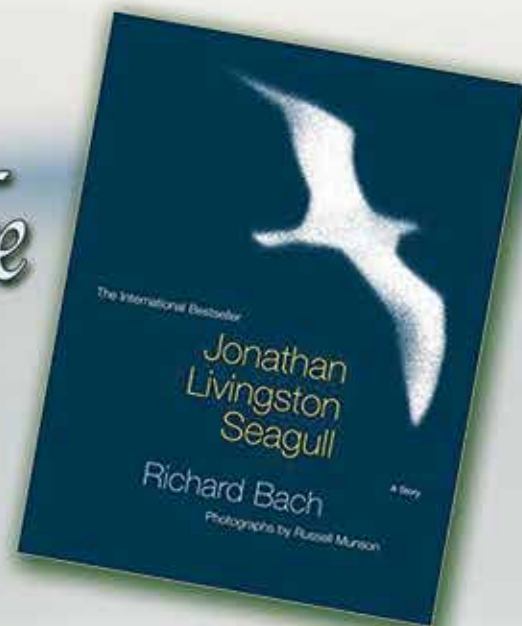
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CHUBB

A Seagull Story that's all about life

By Paul Jenkins



Recently I was browsing the fiction section of the Blasco Library and I spotted a book that I read decades ago. It was probably the early 1970s and the book was recommended to me by the late Sister Virginia Ann. She often mentioned that she liked one of my photos when she dropped by the Times to deliver articles about Villa Maria Academy, for which she served as the public relations person. She seemed to enjoy the artistic photos the most. We affectionately called her, "Sister VA the PR."

On one of her office calls she recommended a book to me about a seagull. I chuckled and kitted her saying that gulls were not my favorite birds specially when did their business on my car while parked by the bay front. "Paul this book isn't just about seagulls," she said with stern sound to her voice, "it's about life, and striving to be the best person you can possibly be."

I thanked sister but I had my doubts about a fiction novel about a smart bird. Thankfully she ignored my smarty remarks, and offered to lend me her copy of a book named Jonathan Livingston Seagull, by Richard Bach, which was a recent best seller.

Sister had a strong personality and maybe it was because of her profession as an English teacher at Villa Academy. A few days later the hardcover novel was left for me at the paper with the note asking me to let her know how I liked it.

Now I was stuck, I had to read the birdbrained book, "Oh well maybe I could get some ideas of how to shoot those silly birds when they flew into decoys while duck hunting. Actually I had to be careful not to shoot one, because they were protected by game laws.

After skimming through the small blue covered volume with an artistic image of a flying gull on the cover, I was struck by the creative black and white photos throughout the book and the imaginative story.

On the inside front cover was a quote from a man named Ray Bradbury, a noted science fiction author that said, "this story gives me flight and makes me young again, and for both I am deeply grateful.

That quote piqued my interest, so I had to find the time and a good place to start reading this story. A Presque Isle Bay vista would be the perfect background for reading this.

Seagulls were one of my favorite birds to photograph because their graceful flight that looked so good on film.

Author, Richard Bach described gulls as acrobatic Masters of the sky with their effortless talent for gliding on the endless wind, like a ballerina on the stage of the open sky. Without moving their wings but by simply tweaking a single feather, they could soar for hours.

Sister Virginia was so right, this was a story about life not just about birds. The author was not only a great writer but also very experienced in the science of aviation. When Jonathan Livingston seagull finally realized that he couldn't be satisfied being just an ordinary gull that hung out with the flock, grappling for food scraps at the mall parking lot or a or dead fish on Presque Isle bay. He had to do more.

The book says it like this, "Jonathan Seagull spent the rest of his days alone as he flew way out beyond the far Cliffs. His one sorrow was not solitude, it was that other gulls refused to believe in the glory of flight. They wouldn't open their eyes and see that life, and dream big.

What he had once hoped for the flock, he now gained for himself alone; he learned and was not sorry for the price he had payed. Jonathan Livingston seagull discovered that boredom and fear and anger are the reason that a gull's life is so short, and with these gone from his thoughts, he lived a long fine life indeed."

Take some time to enjoy one of the great vistas of our club grounds and watch the gulls and take some photos, of ducks or geese that frequent the Bay.

The story of this Little bird can be a life lesson for all of us.



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What's the Good Word?

By Dan Dundon

Soon we will be again enjoying another great boating season at Erie Yacht Club. Great times will be had sailing, boating and fishing on Lake Erie and Presque Isle Bay. We will enjoy shore-side activities as well... such as Venetian Night, Opening Day and Thursday Happy Hours on the Deck. Mixed with all the "active times" will be times of relaxation and maybe reflection?

Here are some thoughts to ponder during these quiet times.

Faith is to believe what we do not see, and the reward of faith is to see what we believe.

- Augustine

One of the most lasting pleasures you can experience is the feeling that comes over you when you genuinely forgive an enemy - whether he knows it or not.

- A. Battista

The art of being wise is the art of knowing what to overlook.

- William James

You can make more friends in a month by being interested in them than you can in ten years by trying to get them interested in you.

- Charles L. Allen

No act of kindness, no matter how small, is ever wasted.

- Aesop

Nothing gives one person so much of an advantage over another as to remain always cool and unruffled under all circumstances.

- Thomas Jefferson

Out of clutter, find Simplicity. From discord, find Harmony. In the middle of difficulty lies opportunity.

- Albert Einstein

A material omission: leaving out something of crucial importance - is as much of a lie as any actual misstatement.

- Phillip McGraw

Those who cannot forgive others break the bridge over which they themselves must pass.

- Confucius

In the event of a death, the work place will replace a person within a few days. Your family will miss you for the rest of their lives. Keep life in perspective

- Fred Fried

Give a little love to a child, and you get a great deal back.

- John Ruskin

Peace is a daily, a weekly, and monthly process.

- John F. Kennedy

Happiness is not a destination. It is a method of life.

- Burton Hills

So, I hope you enjoyed these Good Words! Don't forget to send me your favorite quotes and words-of-wisdom (dandundon@gmail.com) for us to include in future EYC log articles!

Here is another thought to ponder:

Have patience with all things, but, first with yourself. Never confuse your mistakes with your value as a human being. You're a perfectly valuable, creative worthwhile person, simply because you exist. And no amount of triumphs or tribulations can ever change that. Unconditional self-acceptance is the core of a peaceful mind.

- St. Francis de Sales

In closing, hoping y'all can tolerate a quote by me:

Never holster an empty gun.



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Bright Spot Ahead for EYC Cruisers

by Karen Carns



Ahoy EYC Cruisers! Hope everyone is doing well while weathering our current coronavirus storm. While there still may be bumpy water ahead, hopefully the winds of the corona storm will simmer down and allow us to get out on the water this summer to enjoy our boats and time with fellow Cruisers.

Since we don't know what the situation will be with "social distancing" when this issue of the Log is delivered, we just want to be sure that everyone knows that the Cruising Fleet will do everything possible to have a season. Hopefully we will be able to take a trip together and have a party or two.

We look forward to an updated event schedule and to seeing our fellow Cruisers once we have a timeline for the Club to be reopened. Watch Facebook and email for updates. And, hey... it's time to start buffing those boats! This storm will pass and I see a bright spot ahead!



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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.

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 Hemingway 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!



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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 10, 2020

6:30 – 10 P.M.

\$100 PER PERSON

Open Bar • Auction • Gourmet Hors d'oeuvres

Event tickets are available for \$100 per person at
www.eventbrite.com — "Boathouse Party" in Erie —
or at the Erie Yacht Club office. Limited tickets available.

Sponsorships available.

For more information, visit erieycfoundation.org.



Don't miss it!



May Calendar of Club Events

10th Mother's Day
Take Out Service Only!

30th Free Vessel Check (Pending)
Schedule your inspection using the
sign-up sheet at EYC Clubhouse
Fleet bulletin Board
As of the printing of this issue this
event is still available as it does
not qualify as social gathering per
the governors guidelines

All other May events have been
postponed Please watch your
e-mail and visit the Club website
for reschedule dates or cancellation
announcements.

• REMEMBER •

The Erie Yacht Club's
Opening Day Ceremony has been
Postponed Until July 4th, 2020



with the call to colors now at 6pm

**Please Confirm that
your event is still on
schedule!**

Due to the Corvid-19
pandemic many Club
events will need to be
postponed or canceled

Hope Floats



Why I'm lighting window candles...
I have turned my Christmas
window candles back on.
It's the smallest gesture imaginable,
and it isn't on a par with sending
a \$1,000 check or volunteering to
test a vaccine. It isn't as important
as supplying ventilators or intensive
care unit beds.

But at a time when I can't go out
and hug my neighbors, it sends
the message that, as real and scary
as the virus situation is, we will get
through it.

We will learn lessons that will help
us to be better and do better in
our shared future. Dark as this time
might be, history and our own
hearts tell us that light always
overcomes darkness.

If you drive past my home, don't
think that I'm stuck in December.
I'm only sending a message that
says the light is stronger than the
dark; both the light of human
wisdom and goodness and the
light of life and creation itself.

- Carol Henn



June Calendar of Club Events

4th Thursday Sunset Happy Hour
Bay Breeze Drink Specials
Complimentary Pizza Rolls
Music by "Vegas"

6th EYC Open Regatta
2 Day event at the Rickloff Boathouse
with multiple boat classes
see the EYC website for details

7th A la carte Breakfast • 10am - 2pm
EYC Open Regatta Continues

11th Thursday Sunset Happy Hour
Southern Peach Tea Drink Specials
Complimentary Pretzels
Music by "Salmon Frank"

13th Jr. Sailing's Eriegatta
Rickloff Community Boathouse

14th A la carte Breakfast • 10am - 2pm

18th Thursday Sunset Happy Hour
Party Punch Drink Specials
Complimentary Fried Ravioli
Music by "Acoustic Ear Candy"

19th 125 Yacht Rock Party • 6pm
At the Lighthouse
Yacht Rock Buffet & Cocktails
Reservations for Dinner online
or call 453-4931 Ext. 202

21st Fathers Day Brunch • 11am - 2pm
Traditional Champagne Sunday
Brunch
Entertainment by House of Rhythm

25th Thursday Sunset Happy Hour
Green Tea Drink Specials
Complimentary Fried Chicken Bites
Music by "American Pie"

26th Inter-Club Regatta Night
Entertainment by Key West Express
Details at: www.erieinterclub.com

28th A la carte Breakfast • 10am - 2pm

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