

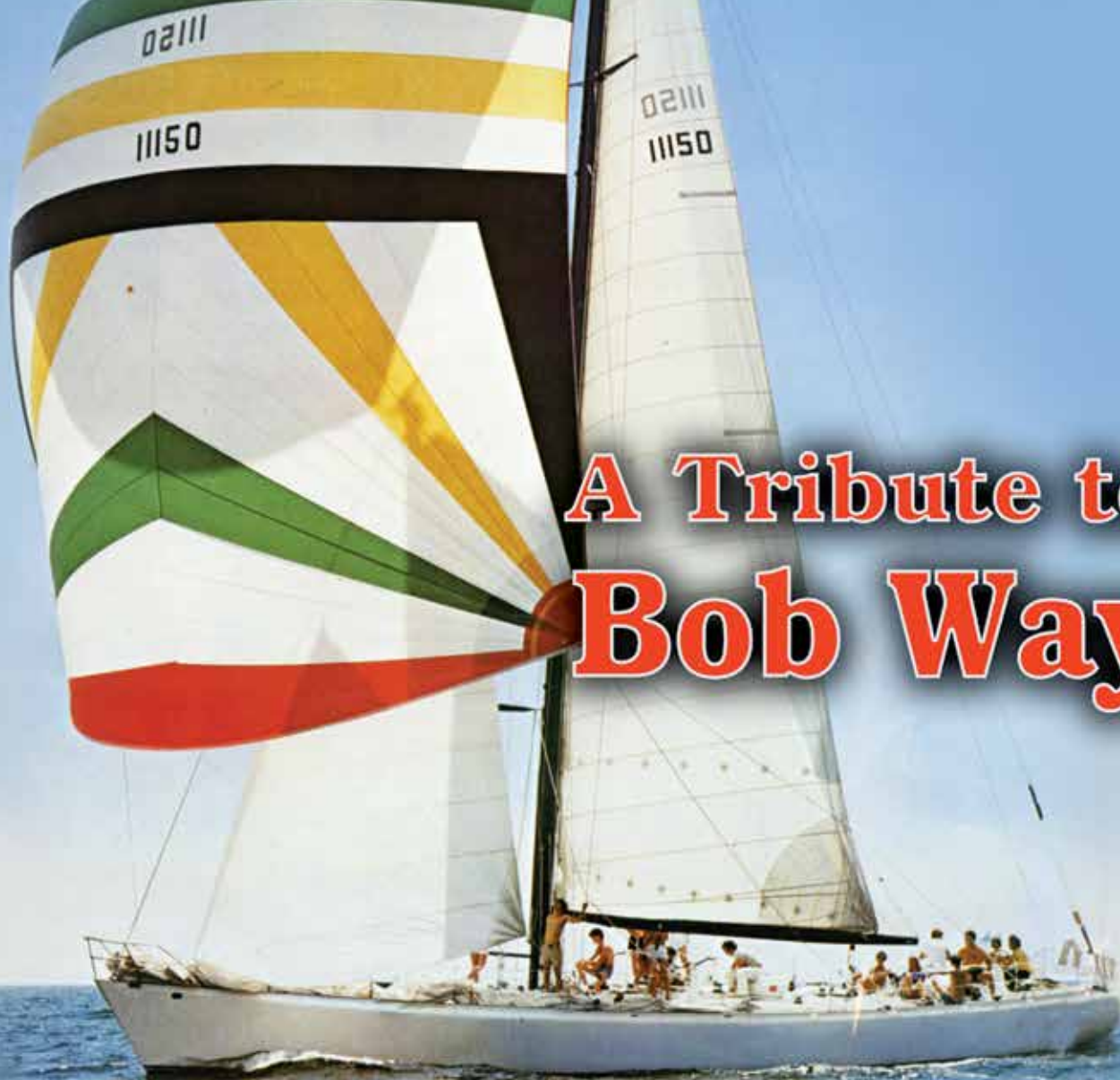
VOLUME XIII / ISSUE VI

November / December 2015



SPECIAL CLUB ELECTION ISSUE

A Tribute to Bob Way



Making EYC History!

A new Erie Yacht Club History Committee has been established to continue the preservation of our ongoing history and to continue documenting, collecting and archiving any and all items of interest from the past.

Hopefully by the time you are reading this history; items will have started to appear on one of the TV's in the Grill Room (South Wall near the Waitress Station). To start with, there will be pictures and pages from the 100 year history book published in 1995.

One of our next immediate goals is to record Oral Histories from each of the living Past Commodores. This is a big undertaking. To accomplish the mission we are soliciting volunteers. Basically each P/C will be given a list of items that may be covered and a copy of the minutes from the year he served as Commodore. The interviewer will be given the same information and a recorder along with some guidelines to follow. When the volunteers are established, a meeting will be held to review the project and answer questions.

Additionally we will be collecting historical items that members would like to see in our archives. Anyone with archiving experience who would like to work on this project please let us know.

As the committee moves along if you have any ideas or thoughts we would be interested in hearing them.

Gib Loesel - Mary Gensheimer - Sandy Will

Interviewer Needed:

We need talkers and listeners to help capture the history of the EYC through interviewing our Past Commodores.

Please help the Erie Yacht Club History Committee preserve our esteemed heritage by contacting: Gib Loesel at :814.440.2394 or MC Gensheimer at 814.455.0497



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From the Bridge

by Commodore Bradly Enterline

Many members have approached me and asked whether I was looking forward to completing my term as Commodore. As I reflect over the last four years on the Bridge and my prior years on the Board, a mixture of memories come flooding back. It almost reminds me of the experiences I've had sailing on Lake Erie. Undoubtedly, there are beautiful days with fair winds and sunshine along with gorgeous sunsets and sunrises. There can also be perfectly clear nights with the moon and stars shining all around. On the other hand, there can be times of hardship with gale force winds, squalls, lightning and steep large waves.

Thankfully, my time as Commodore has been smooth sailing. As I am sure any Captain can attest, a successful voyage is not necessarily defined by the weather that Mother Nature throws out at you. Rather, the successful voyage is intimate-

ly tied to the skill, hard work, dedication and diligence of the crew.

My voyage has been pure joy! I have been so impressed with the efforts of the staff and management, my Bridge and Board, and you, the members of this Club. You have all stepped forward and volunteered your time selflessly when it was requested, and even when it was not. So leaving now is bittersweet. I will miss my time at the helm, but I am also happy to return as a crew member! I have been so honored to serve this wonderful Club and its members. Thank you for this opportunity.



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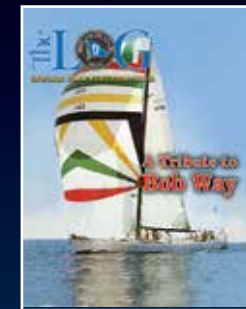
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On the Cover...

Bob Way's beautiful Masker III, returning from Dover to Erie circa 1976. Many of the innovative design elements of the boat were created by Bob Way himself.



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Scan to learn about the Erie Yacht Club

A Tribute to Bob Way



by Ken Claunch

It was July in 1974 when Bob Way motored out of the Chicago Yacht Club for the start of the race to Mackinac Island. First time, Erie crew, unproven boat amongst about 100 racing yachts in this premier USA race. With a northern, very light breeze: the boats split, half towards the Wisconsin shore, Bob and the rest towards Michigan. Soon a moonless night found the boats blindly trying to get near land hoping for the usual off-shore night wind. Voices and winch sounds could rarely be heard. Generally it was a hazy, silent night. With no GPS, your location was just a guess.

Bob had a recording of train sounds - rolling wheels and horns. With permanent speakers way up on the mast, he played it at very low volume, then louder and louder. Obviously to many it seemed that land must be near. There were immediately loud voices and the rattling of winches all around us. It was later reported after the finish that dozens of yachts came about to avoid going aground.

What did Bob do? Perhaps he sailed on to catch the off-shore breeze!

This story and dozens of other crazy, fun sailing stories about Bob are well known across the Great Lakes. What is less known is that he was a vigorous sailor, a wonderful contributor to the EYC and a near genius, self taught engineer. His story follows...

Part 1: Bob Way The Sailor

Masker I and the Escapade Adventure

Bob Way came to Erie in 1951 to "start an industry" and brought with him his love of sailing. He and Durk Braggins, a spirited winning sailor, crewed with Jim Rider on his winning boat, *Carina*, in Erie and Annapolis. This "Team" sailed and placed well in several Southern Ocean Racing Circuits - a major annual Atlantic Ocean/Caribbean regatta.

As Bob's company succeeded, he finally could afford 'a hull' in 1961 (not the expense of a whole boat); so he had Erie's famous boat builder Harold Passch weld a steel Rhodes 32 hull. Bob spent his spare time finishing every detail at his company. He

went on to race extensively, winning many cups in the mid 1960's: The international, Dell Memorial, Masker, Annette, Falcon and others. He was awarded the Thompson Trophy in 1968 and was the EYC Commodore in 1964.

After such successes and recalling the excitement of Atlantic/Caribbean sailing, Bob wanted to taste a major sailing regatta as a Captain - so he chartered the *Escapade* for the winter 1966 Southern Ocean Racing Circuit (SORC), an international regatta of five races from Tampa, Florida to Nassau, Bahamas, a 28 year old racing circuit.

Escapade was a 1937 yawl, with a 73 ft. water line (85 ft. overall), a 15 ft. beam and drew 8 1/2 ft.. He wanted to show those "professionals" "what a freshwater crew could do" in the most famous of all USA races.. and he did! *Escapade*, with Bob Way at the helm, Peg Way in the galley and EYC sailors on deck was the only boat **ever** to finish **first** in all five races as well as breaking the elapsed time record set by Big Ticonderoga in 1940 in the Miami to Nassau run.

THE NEW YORK TIMES, WEDNESDAY, MARCH 9, 1966.

Escapade Shatters Record for Miami-Nassau Yacht Race

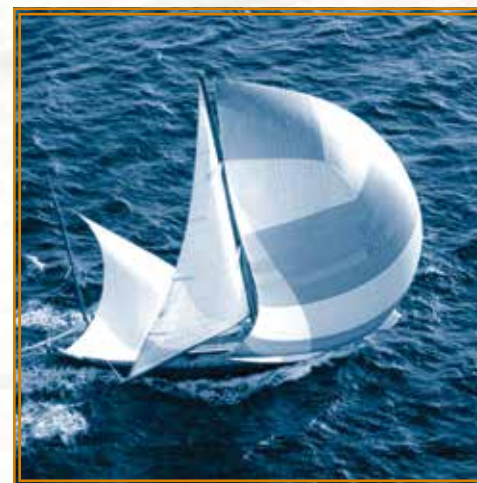
GEECHEE LEADING
OVER-ALL FLEET

UNDEFEATED COLT
WINS THIRD RACE

Yonkers Wins as Count Shows
32 More Places for Trotters

Miami to Nassau

With 15 EYC sailors onboard, the race started off Miami Beach on March 7th 1966 in the mid-afternoon. The first leg was 60 miles across the deep blue Gulf Stream on an ENE course to the Great Issac Light; navigation was critical since the current was about 5 knots to the North (on the way to Ireland!). Then 70 miles ESE to Great Stirrup Light: and finally the 60 miles run south to the finish line at the entrance to Nassau Channel. The 25 Knot wind at the start was coming from the north and moved throughout the night clockwise, shifting almost with the boats; a rare situation and ideal for a fast run. It allowed the fleet of 170 boats to stay on a single tack the whole way with the wind always just forward and finally aft of the beam.



Escapade roaring towards Nassau at Hull Speed.

The first leg was mainly marked by visitors from the deep. Flying fish fled before our plunging bow. As many as 20 would shoot out of the water just above the tops of the waves, some landing on board. Then at dusk, a school of 12 dolphins "played" with the boat for half an hour. Trios of the eight foot dolphins surfed the boat's wake just under the surface, leaping

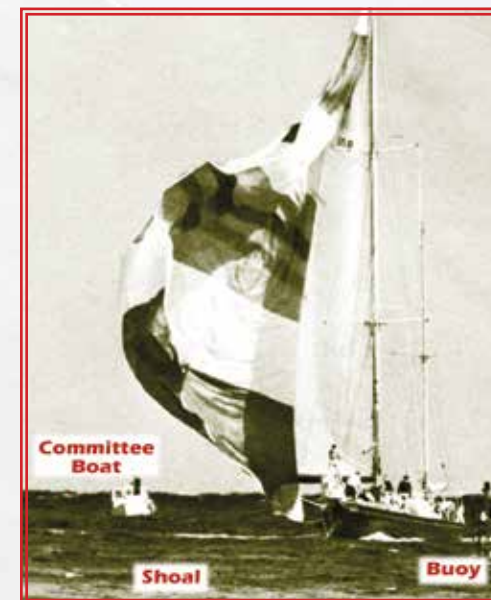
out of the water and plunging back in just in front of the bow in a obvious attempt to see how close they could come without being hit. Bob was at the helm; the other 14 crew were taking pictures and whistling, a sound that apparently entices the dolphins to perform.

At about midnight, as we rounded the cliffs at Great Issac Cay, a Coast Guard boat with a huge spotlight moved in toward the yacht to read our sail number. We were convinced that we were well ahead of everyone; but noticed, with a degree of panic, a large dark yawl was passing between us and the cliffs. Bob considered putting up another sail, or even registering a protest because the boat had no running lights. To our embarrassment we soon deduced that the "mysterious yawl" to starboard was our own shadow on the cliffs created by the Coast Guard light.

Once around Great Stirrup Cay, the *Escapade* headed south towards Nassau. With the wind now well aft, the huge spinnaker was hoisted. It was raised as a tube, zipped in itself. Once aloft and the lines pulled, it unzipped and the 60 ft. base by 90 ft. high sail filled with air with an explosive crack and the boat lurched forward. Small wind shifts occasionally collapsed the cloud-like sail several times with a noise like a thunderclap, then would refill with the same explosive crack. The crystal clear, cloudless night sky was filled with hundreds of thousands of stars - never seen up north.

As we approached the finish line on Tuesday morning, Bob realized we could beat the 26 year old time record. The finish line was exactly at the entrance to Nassau Channel, 100 yards narrow and very shallow on both sides. All the other boats later took down their spinnakers before

the finish line, a time consuming and sensible move! Bob decided to save several minutes on a daring move to carry the sail over the line and take it down "all at once". He yelled the emphatic instructions! We are moving fast, the wind is 20 knots and the sail is as big as a house. He headed the boat to starboard, necessary to backwind the sail, BUT directly towards shallow water! One line released, the other line pulled as 13 crew smothered themselves on the deck with the sail as it lowered. With it 90% down and only yards from shallow water, Bob headed to port. The last sail dragged across the water missing the nearby marker buoy by inches - yes inches!



The picture taken by the ministry of Bahamas Tourism just after the finish in Nassau Harbor. Showing this daring move with the sail going down, the boat turned to starboard and aiming directly at the shoal water, marked by the buoy.

With this daring move Bob Way and *Escapade*, in 19 hours, 33 minutes and 37 seconds broke the elapsed time record by 2 minutes and 53 seconds. The feat was featured in the "New York Times" the next morning.

(continued on next page)

A Tribute to Bob Way
(continued from previous page)

The Nassau Cup



Nassau Cup, Sailing by-the-Lee and rocking in 10 foot seas.

Bob and *Escapade* were first again in this final, extremely intense race, just off Nassau. It was a 30 mile windward/leeward race with 35 knot winds and 10 foot seas. On the nearly dead downwind leg to the finish, the boat was surfing at over 16 knots and for the last few miles, we were rocking back and forth and sailing *by-the-lee*. Bob decided to continue to sail by-the-lee because a jibe would be way too time consuming. Sailing by-the-lee in these (or in many conditions) can be dangerous, and at this wind speed a flying jibe would probably be damaging to both the boat and the crew.

If it jibed, the eight part main sheet, totaling about 250 feet of 1 inch line



Nassau Cup, surging downwind at 16 knots.

The Lonz Winery and Bob Way

On Middle Bass Island near Put-In-Bay in the 1800’s the Lonz winery was built in traditional German design. Bob often visited during his younger racing years and became friends with George Lonz. Such good friends that Bob later had his own dedicated slip at the winery for his many Maskers. In 1967, Lonz being without heirs and ill had wanted to give the winery to Bob, who declined his offer. Lonz passed the following year. The winery was subsequently purchased by the state of Ohio after a deadly collapse in the year 2000. It will become a state park in 2016.

would fall randomly over the deck and could be a trap (i.e. a hook) to a crew member... It would never occur; Bob anticipated the danger, amongst others and issued very clear loud empathic instructions at every critical moment.

Masker II: A Two year Interlude

In the late 1960’s, a new lightweight design, the Cal 40, was hot and winning races just about everywhere. For example, It won on corrected time in the 1966 SORC race (The previously described *Escapade* race). So in 1969 Bob bought a Cal 40 (named *Masker II*. Although Bob insisted his boats be called *Masker*, everyone else added the number). Modifications were added in a rush (like adding a “head” instead of the bucket supplied) and trucked it to Miami for the race to Nassau in 1970. This race was brutal with a northeast wind over 20 knots “on the nose”. This wind opposing the north running Gulf Stream caused deep square-like waves. The boat leaked - especially the deck fittings!

Rich Loesel tells that Bob spent the whole time, (about 30 hours) down below fighting leaks to avoid sinking! Finally in Nassau, the boat was a mess below. The crew decided to hose everything down which included Peg’s box of detergent. Suds from “stem to stern” which took hours to clean up! Hereinafter, Bob frequently described some boats as “plastic throw-aways” and declared that “his next boat will never leak”.

But Masker II was fast, and Bob sailed it well, winning or placing well in almost every EYC race and Lake Erie race that he entered over the next 2 years, including the Dover Series, Falcon Cup and the Put-In-Bay Series. Dozens of races, trophies, and good times many long-lasting friendships were created.



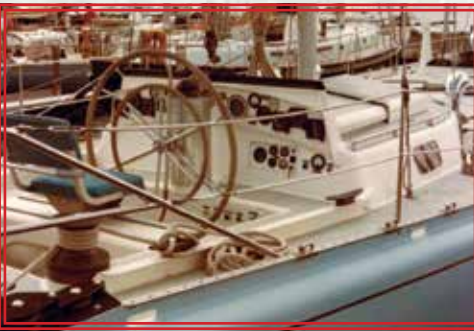
Masker III, aka The Big Blue Canoe with keel up, on the beach.

The Masker III Years:

Like many Erie sailors Bob Way went aground several times in the bay or cutting it too close rounding Long Point where the water goes from deep to 2 feet “all at once”. All these were simply minor situations, and the boat was usually freed in minutes. However Bob’s worst grounding was in the late 1960’s on *Masker I* off Longpoint. A nearby sailor Frank Zurn

thought that Masker was lost. It took 7 hours of tough, unique actions to free the boat... a story in itself.

Bob clearly had 2 nemeses, leaking boats and shallow water. In 1971 Bob had an imaginative idea for a yacht that could fend off both these villains. This Yacht would be able to handle strenuous ocean conditions and the shallow waters in Erie Bay and Long Point all without leaking or grounding!



The beautiful cockpit of Masker III.

He knew of the yacht *Equation*, designed by the well known Britton Chance. It had a retractable keel (sort of like a center board), 72” in length, drawing 5’ with the keel up (which looked like a canoe) and 11’ with the keel down. Perfect, he felt, for the shallows of Erie Bay, tying up to a tree in the “New Lake” at Presque Isle or for the deep Atlantic Gulf Stream with winds up to “way too much”. Visiting Chance in Long island, he brought the drawings of *Equation* and again asked Harold Passch to use his very special skills to form and weld this highly unique aluminum hull. The hull was moved with some difficulty from Passch’s lower state street plant in the new “Annex” on the north side of Bob’s company.



The beauty is in the details. Built by Bob along with the custom cabinets, retractable keel, and other unseen finishing touches.

Amazing Bob Way

In 1974 I was fortunate to sail on Masker III’s inaugural outing at the Southern Ocean Racing circuit; the preeminent gathering for offshore racing. This was the big leagues; present were Ted Hood, Dennis Conner, Lowell North and Ted Turner. The second race is from Tampa Bay to Fort Lauderdale going south, around Key West and north with the Gulf Stream to the finish - 400 nautical miles. As darkness fell, the wind built to about 18 knots and the boat was powered up going “hard on the wind” in 4 feet of chop.

I was sitting on the windward rail with Dick Carey, legs dangling over the side, on a vain attempt to keep the monster “flat”, when we heard what sounded like a rifle shot. We looked around for the noise when we saw Bob on the bow pulpit; he had scrambled the length of the boat, called for the helmsman to drive off the boat so as not to lose the mast and was ordering specific tools and parts to repair a broken forestay. He had done all of that in the time it took for us to realize what had happened.

He made the repair himself and in less than 10 minutes we were powered up again hard on the wind, Key West ahead. The repair held through the series and on to Jamaica. Masker carried essentially a veritable machine shop. He knew the boat like the back of his hand and had the knowledge to repair anything that might go awry.

- By Bill Lillis

The “Annex” is 100’ X 30” with a huge motorized door at one end: quite amazing and just right for this yacht! Next time you drive by FTI on Greengarden Rd. take a glance. In typical Bob Way fashion he worked for 2 years, 7 days a week, with 2 to 8 part time workers building walnut cabinets down below, keel, deck weld-

ments, melting lead for additional ballast, running life lines and installing the engine, instruments, the steering wheel, lockers and the mast (detailed later on in this article) along with a hundred other details.

(continued on next page)



Masker III initially sailed as a Ketch in the Lake Erie Race.

A Tribute to Bob Way
(continued from previous page)

Finally, at 0100 with the yacht on a special 32 wheel trailer which could be adjusted vertically on each of its corners (critical for such a unique move) the finished boat moved from Greengarden Road to the EYC. It was a messy night with a police escort (who probably didn't know the complexities of the move). Twelve people were involved in the move, Many branches were cut which was very noisy work, waking many of the neighbors. Finally it was under the bridge on the EYC road with only six inches of clearance to spare. This one and a half mile trip



Bob and Peg Way sailing maskers III in 1974.

took about 5 hours. That's about 0.2 knots: but of course sailboats always move slow!

Sailing Masker III

From it's completion in 1973, Bob sailed this new Masker III as vigorous-

Masker III, A Wonderful Abberation!

To Bob Way's delight he found that under power that it could go just as fast in reverse as forward. On multiple occasions sailors watched Bob power in from a race on the lake in reverse, passing them along the way. Always guaranteed to turn heads!

The massive keel/centerboard was about 11,000 pounds. Off the wind or near shallow water, it was necessary to raise this "centerboard" which was accomplished by a "coffee grinder winch" located below. It was the bane of the young turks on the crew. A call to "raise the centerboard" meant two crew members, standing toe to toe and cheek to cheek, hunched over the winch grinding furiously for several minutes before their lungs gave out; then "spelled" by two fresh crew members. Repeat for ten minutes until the lead "board" was up. (Electric power was used when NOT racing).

Those of us lucky enough to live not far from the EYC recall hearing the fire engine sirens Bob liked to install on his Maskers. More often than not this occurred after dark, either to celebrate the successful finish of a race or just to celebrate! As a kid, it sure made this sailing business seem adventuresome.

- By Bill Lillis

The Amazing (to some) EYC Flagpole

In 1969, Bob Way built and installed the flagpole in front of the clubhouse. It is 62 feet tall, unstayed and tapered. It still stands in front of the clubhouse which clearly was not predicted at the time. Here's the story...

The Club was packed on New Years Day for the Tom and Jerry Egg Nog Party. A gale was coming through Erie that had winds up to 60 knots for 30 minutes and the top of the pole was waving back and forth about three feet. Everyone, well dressed and drinks in hand, moved to and lined all the Windows to watch the flagpole bend or break - a sure thing, it was thought! Bob was, no doubt, saying in his emphatic way, "no chance; it will be fine".

Now 46 years later, the pole still stands and it has "seen" 105 knots since that time. Why; extra heavy duty pipe, buried deep or what? Only Bob Way knows.

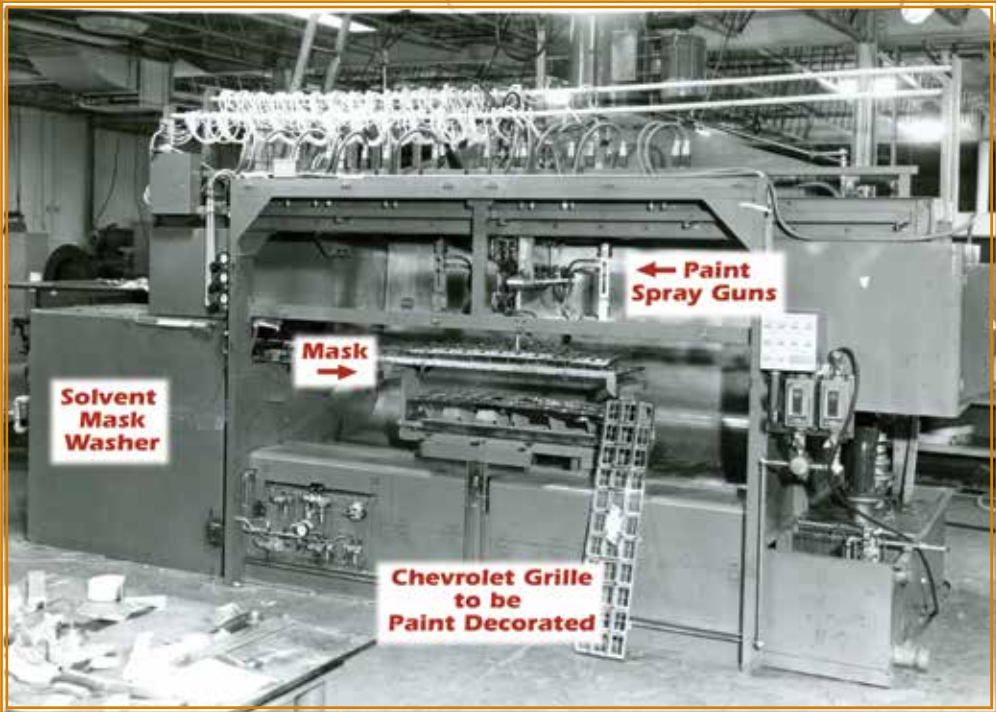
- By Rich Loesel

Bob was a vigorous EYC contributor, many such contributions are unknown. The flagpole story is just one that we know about. One of his biggest contributions was having his engineering department oversee the complete construction of the clubhouse. A full time project that took six months! In addition: the trophy case in the lobby, the very expensive gun that fires every night at sunset, the original mast hoist and many other pieces around the EYC that were a product of Bob's generosity, known only to himself and a select few - a rare guy!

ly as in past years, entering as many races as possible. In 1974, he took it by water to Florida for the Southern Ocean Racing Circuit. The boat didn't win but they had the "adventures of a lifetime". After the Nassau races Masker III was sailed in the inaugural Nassau to Kingston, Jamaica race. They were slowed for a while in this race because as they rounded the eastern end of Cuba, a nearby race boat was

stopped and boarded by two Cuban gunboats. Respectfully Bob stopped! It was just Cuban curiosity, and the sailing continued on to the Dominican Republic, Saint Martians, Saba and the Virgin Islands.

Time to return home and Bob, as you might expect sailed directly for New York. This route is about 500 miles off the American coast. A hurricane hit well off Diamond Shoal Light protecting Cape Hatteras, and created 40 foot swells. The knotmeter went to 23 knots surfing down some of these waves (Hard to believe, but there exists photographic proof of the meter reading.) Later on, the wind started gusting at up to 80 knots for a few hours. Without being able to sail they decided to "hove to" (all sails down, wheel tied and closed up). At one moment. Gary Hanlin reported that the boat was beam-to (sideways) on top of a huge nearly vertical wave; the boat slid or fell sideways some 30 feet into the trough, coming very close to flipping the boat completely over. A huge "bang" and a relieved crew. The boat was fine, additional proof that Bob's engineering/boat work was ready for anything. (Also the reason that many would cross Lake Erie on



Typical car grille painting machine as used by Ford, GM, Toyota and Nissan throughout the 1970s.

his annual Halloween Port Dover trip, often facing early winter gales as long as it was aboard Masker in this 20 year tradition!) So this was Bob Way's 2 decades of vigorous boat building, sailing and fun. Concurrent with all this was his management of an innovative company sought by many major companies around the world. This part of his story follows:

**Part 2:
Bob Way - The
Engineering Genius
(and Craps expert)**



Bob Way President Finish Engineering (1957).

Bob Way's corporate life "up the hill" from the EYC had shown him as a unique and enthusiastic guy as well as a self-trained, mechanical engineering genius. Yes a genius!

In the late 1940's, as a young man, Bob was working for a Toledo company that decorated consumer parts by selectively spraying paint. The part to be painted would be placed in position with a formed metal mask used to cover everything except the area to be painted, then spray painted by hand. This method was used to decorate thousands of items, one at a time. This method was slow and therefore very costly. Bob had ideas that he could automate this selective painting.

During this time, young Bob loved sailing, mostly in small boats with centerboards. Lake Erie in the western Ohio area is very shallow due to the huge watershed of the Maumee River wherein Ohio and Indiana farm silt run through Toledo into the lake, causing lots of shallow water. Bob would have to paddle his small sailboat way out to deeper water before the centerboard could be lowered - a major pain! So in 1950 when he wanted to start his own business, he searched for a location with deep water and found the wonderful Erie harbor which fit the bill. This is where he started Finish Engineering at the corner of 11th Street and Cherry Street. The company has since evolved into Finish Thompson Inc and finally FTI on Greengarden Road.

Bob developed equipment wherein the part was hand loaded, then automatically inserted into a metal mask and paint spray guns would move (reciprocate, rotate or oscillate) automatically while the paint sprayed at the proper intervals and at the correct angle onto the masked part. All automatic; fast and saving labor costs. (also the inspiration for his boats named Masker)

Bob obtained 22 patents on these techniques and was recognized as the clear leading expert in high speed decorative painting. In essence, he had founded an industry - such had never been done before. General Motors and Ford were frequent customers and soon Toyota and Nissan came knocking at the door. The company expanded to 44,000 sq. ft. at the Greengarden facility with 50 employees.

Since that time, computers and robots have allowed the basic principles that Bob started to be executed with extreme precision and with minimal labor. Robots can now be programmed to move the spray gun with the range and motion of a human hand nearly cost free. Time and progress move on, but Bob Way started the painting automation principal when he came to Erie to start an industry and go sailing!

Automobile Industry

Starting in the 1960's, cars had many parts paint decorated, for example, grilles, wheel covers (hubcaps) chrome script and trim, instrument clusters (dashboards) etc. Those were the days when the industry tried to change the car drastically each year so lots of decorated "stuff" was added to give the car a different look. The motivation was marketing, "buy a new car every year". Good news for Bob Way's industry.

The largest and most complex automotive application was car grilles. Grilles were injection molded and silver plated, resulting in surface that produced too much glare and was

(continued on page 14)

Boating Season Starts with a Splash



by CDR Leslie A. Kindling

Memorial Day Weekend is traditionally when members of my extended family head to Lake Huron to open up the summer cabin. This involves several boat rides across a distance of more than a mile to haul the necessary gear, using two 14-foot aluminum boats with outboard motors.

This year the work party consisted of my older sister, her two, preteen kids (my niece and nephew), my father, one of my cousins, and his mother (my aunt). The six of them spent a productive, fun weekend getting the camp ready for the summer visitors. That Monday, in a light rain, they headed across the lake for the final time to pack up the cars and head home for a final week of school. While the weather conditions weren't optimal, they didn't garner much concern. The rain broke as they were gathering and loading luggage onto the boats at the dock. Wind and waves were coming from the east, which would be moving in the direction they were heading. The conditions, while not ideal, seemed perfectly acceptable.

My sister, cousin, and niece were in the first boat, with my cousin managing to cast off slightly quicker than my dad. My dad gave the first boat a wave as they pulled away, with the first boat gaining a quarter-mile head start. After unloading the boat, my sister and cousin realized too much time

had passed for the second boat not to have arrived yet. My cousin wondered if the engine had stalled, and when they looked back for the boat, they saw something bobbing oddly in the water.

When my cousin decided to double back to check it out, my sister – an aquatics director for the YMCA, teaching water safety and lifeguarding – insisted that she went as well. After a few cuss words, they quickly got the boat going back from whence it came.

My niece was given strict directives to stay well back of the shore and dock until they returned. As is the case in most stressful situations, the recollections vary a little. Here is what they pieced together: a wave came over the bow, filling the boat with 6-8 inches of water; this allowed a second wave to swamp the boat completely. The crew was either swept out or abandoned what appeared to be a sinking boat. My nephew was wearing a lifejacket, and my aunt was able to cling to one, despite being unable to secure it to her body. My dad was able to get everyone holding on to the boat. Then, another wave came and flipped the boat over, separating my dad from the others, without a life preserver of his own.

After having found a second life jacket, my nephew offered to swim toward shore; but my aunt refused, voicing concern that the currents and waves could disorient him and they should remain together. He shouted for help several times, but found that they were too far out to be heard. They tried to remain calm, hoping the other three would head back to look for them.

When my sister and cousin approached the bobbing object to investigate, they found it to be the overturned boat. Luggage surrounded it in the water, and they initially couldn't see any people. They went around the wreckage and found my nephew and aunt clinging to the side of the boat. The rescue boat's engine was turned off and they hauled my nephew aboard. He was very cold, and was frantically asking about the whereabouts of his grandfather (my dad).

They next helped my aunt onto the boat. She was more difficult to retrieve, as she was heavier and lower in the water due to her waterlogged sweats and unworn lifejacket. My cousin and sister worked well together to pull her on board, and then they began looking for my dad. Unable to locate him, my cousin used his cell phone to call 911. He explained the location as best he could, that there was an overturned boat with three

people in the water, and that they were in a different boat rescuing them, but could not find the third person. Still surveying the water while on the phone, my cousin spotted something he thought could be my dad.

He restarted the motor, and drove toward it, confirming it was my dad. He was barely above the water – just his finger tips and the very top of his face – leaning back, so that just his nose, mouth, and maybe his eyes were out of the water. He was not moving at all. They got closer, and my sister kicked off her shoes and coat, and jumped in.

My dad had struggled to stay afloat and had shed his yellow rain jacket, thinking it was hindering him. At some point, he gave up struggling and laid back. Resigned, he later thought it was the giving up that saved him, allowing him to stop struggling and relax. Though the waves were breaking over his face causing him to aspirate water, he was no longer over exerting himself. He was resting.

Emerging from the 46-degree water after 15 minutes, he was hypothermic, likely had a mild heart attack, and had aspirated water. Although conscious, he was unable to aid in his rescue. My sister was able to position him by the boat so she could push while my cousin grabbed my dad's belt and pulled him from the water. My sister needed a moment to catch her breath after her efforts, sans life jacket, and gathered enough energy to climb back on board with my cousin's help.

Despite breathing shallowly and wheezing periodically, my dad asked at least once, softly, if the other two were safe. They told him they were fine, that he was safe, and encouraged him keep breathing and trying to talk. The boat traveled back toward the dock, with luggage bobbing around it and momentary thoughts about car keys, clothes, electronics, and even the boat they left bobbing behind them. They had everyone and were heading back to land; that was the only thing that mattered.

Once at the dock, they found a few towels and a sleeping bag that were part of the luggage from the first boat, using these to dry and warm my dad. Shortly after, the early respond-

ers arrived and provided aid. At this point, they felt like we were all safe. The emergency medical technicians worked on my dad, and my aunt and nephew warmed up in one responder's van.

The emergency medical response was excellent, as was the care my dad received at the hospital. After a few days in the intensive care unit, I am please to report that my dad is home and well. Lessons we learned will not be difficult to put into action moving forward. Here is our new list of what to do throughout our trips across and around the water:

1. Be aware of where everyone on the water is and their expected departure/return times. They knew my dad's boat should have been at the dock sooner.
2. Have a buddy. My cousin or my sister alone could not have made this successful rescue. Also, my aunt encouraging my nephew and keeping him at the boat was important to his safety and gave her something to focus on and a reason to hang on.
3. Wear a life jacket. It does not limit you while boating and could have helped my aunt, my dad, and my sister conserve their energy.
4. Wear bright colors. My dad's black fleece was like camouflage in the water.

5. Call 911 early. Having the EMTs on their way to the dock at the same time my cousin was heading to the dock was critical to my dad's treatment and eventual recovery.

6. Take water safety and boating safety courses. While we all know STOP, DROP, and ROLL when we are on fire, many people (including my dad, prior to this mishap) don't know FLIP, FLOAT, and FOLLOW when we are drowning.

Despite their collective experience and training, they were susceptible to mishap. The years of mishap-free boat rides led to complacency. Please be safe out on the water.

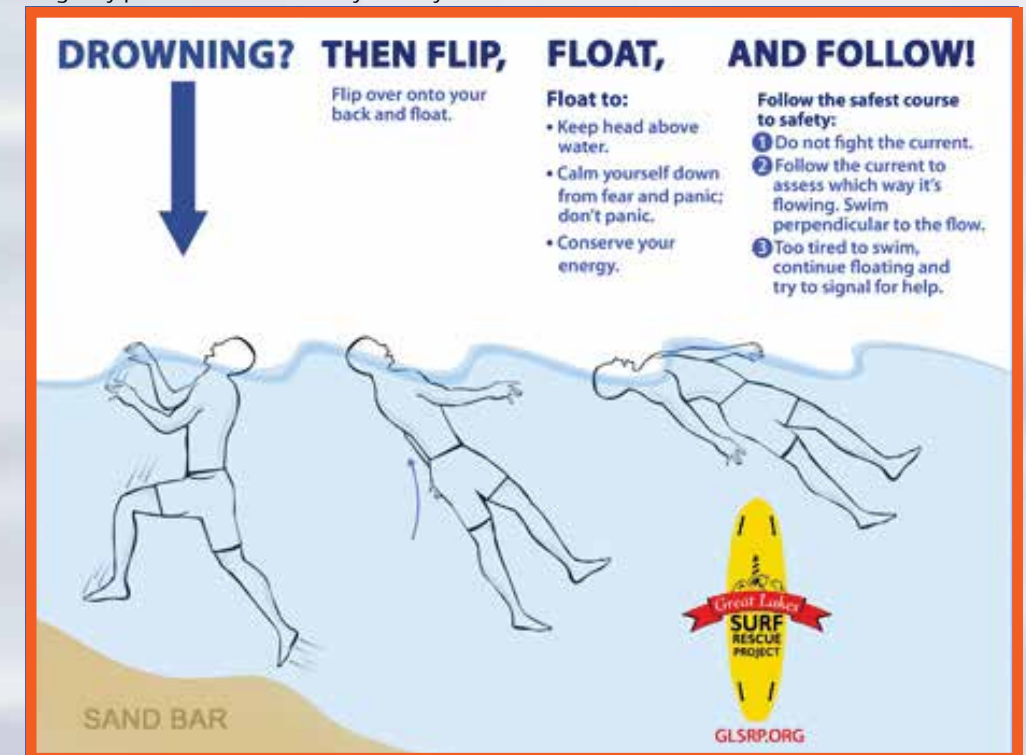


CDR Kindling is a prior Navy Lifeguard, daughter of EYC member Joe Kindling and Assistant Naval Aviation Water Survival Instructor.

She currently serves as the Aeromedical Safety Officer for CMC(SD) and is the proud owner (and wearer) of a new, bright yellow lifejacket equipped with space blanket and signal whistle.

Resources:
Health and Safety Institute Boating Safety Tip and Emergency Care Great Lakes Surf Rescue Project.

Originally published in the US Navy's "Safety Gram"



Once Again The Winter Solstice Party On the EYC Deck!

* December 19th 2015 *

by Dan Dundon



What a great time we all had at last December's Winter Solstice Party! The festive atmosphere at this gathering grows and grows annually as we have celebrated the End of the World, the Shortest Day of the Year, the Day After the End of the World, the Longest Night of the Year, among other real and imagined events.

We all have been stunned and pleased by surprise appearances by Quetrobertzonalcoatl, the Supreme Mayan High Priest of the Zapotecs direct from their mystical city of Teotihuacan as well as visits by Old Man Winter who has mystically appeared amid smoke and fire from his Frozen Kingdom of Ice and Snow.

Tom Madura took these photographs at last December's Winter Solstice Party. These photos show the great times had by those of us who attended. If you missed it, hopefully these photos inspire you to attend in 2015. As always there will be drink specials. Sure, there is no better way to celebrate long into the longest night of the year than with the tropical sounds of Erie's own Key West Express?

Special thanks go to the excellent "facilities crew" for their good work weather-enclosing the deck for us. Dockmaster Bill Vogel and PC Matt Niemic framed-in the south-deck-opening (including a swell door!) and battened and installed plastic sheeting. PC Ed Schuller used his propane heat gun to shrink the plastic, providing a blizzard-proof enclosure. Thanks to Tom Madura for helping me decorate the shrink-wrap, as well. In 2014, Mother Nature accommodated us, too with light winds for the evening. Thanks to the team-work among all these good folks, everyone enjoyed a super party while the winter weather was kept at-bay.

Old Man Winter's appearance was made especially awesome by a terrific pyrotechnic display by Vice Commodore John Orlando and Skip Grychowski.

Time sure does fly! As usual, I lost track. Let's say 2015 will be our seventh annual party! Who knows what "special surprises" might delight us at the 2015 Winter Solstice Party?

One thing you can count on... during the afternoon on December 19th, we will again fire-up the heaters to warm up the deck and prepare for another evening of super live music with Key West Express. Come help us double-celebrate the turn-of-the-seasons as well as soon-to-be-increasing daylight hours! Think of it as good practice for summer's Thursday Sunset Happy Hours on the EYC Deck!

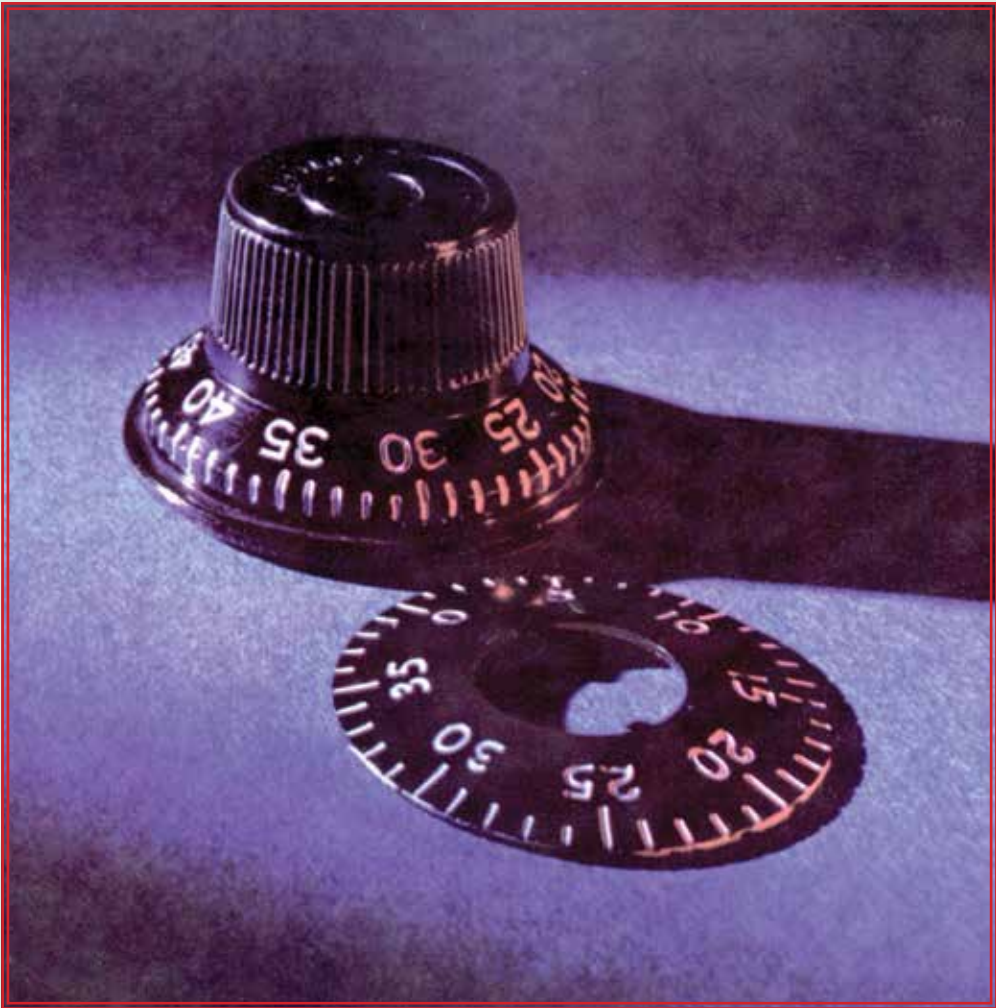
Don't miss the... let's see, was it sixth annual? I guess it is the sixth annual (counting The Day After the End of the World Party)... 2015 EYC Winter Solstice Party. See you there!



A Tribute to Bob Way
(continued from page 9)

considered a safety issue. Subsequently a duller silver paint was applied in selective recessed areas to reduce glare while keeping the leading edge an attractive silver. These grilles were large, often up to the full width of the car.

Automotive companies ALWAYS had two or more suppliers for every part in a car to ensure that there would be no interruption of parts due to strikes, fires etc. But they had essentially no choice except for Bob Way and his company for the decorative painting of the large grilles. In 1970 we were the sole supplier. One-of-a-kind grille painting machines were large (about the size of a tractor trailer). Fourteen such behemoths were shipped to Ford at Saline, Michigan. There was a two day delay due to mask complexities involved. Ford could not stop the production line, so the cars were



How would you apply the white paint to the recessed numbers at 800 parts per hour at minimal cost?

The Evolution of Bob Way's Company

It is interesting to note the history and evolution of Finish Engineering. Bob Way's company made equipment to paint decorative consumer parts from 1950 to about 1980. The business was very seasonal, slow from November until April. So we bought a tiny pump company in Erie (Thompson Manufacturing) in 1973 to fill the activity void of the off months. The plan didn't work as expected. Sales boomed and this tiny company got too big and we were soon producing pumps all year long.

Decorating involved the use of solvents "dirty" with paint. So with some chemical engineering skills, we patented and produced hazardous waste distillation stills in 1980 which were quite similar to a "moonshine" still. These were a huge success, avoiding millions of gallons of hazardous waste from finding there way to landfills across the country.

So what happened next? Technology eliminated many decorative paint needs. Government rules on waste disposal brought about new technologies that vastly reduced the hazardous wastes, but pumps are still used all over the world by nearly every industry. Combined with the new technologies of small high powered magnets it allowed the design of leak-free pumps. Bob Way's company (now FTL, Inc.) is one of the leading pump companies in the world - all this starting from spraying paint and going sailing combined with a slew of new technology at every step!

- By Ken Claunch

Ken Claunch had joined the company in 1969 and retired as CEO in 1990

made without grilles and later added in the parking lot which was an extremely costly step. Ford's CEO called Bob and you can just imagine the tone of that conversation. Bob wasn't intimidated and simply replied "I'm busy fixing the problem".

The bottom line was that all Ford grilles were decorated using this equipment for the next decade and was extremely successful. This technology eventually moved on to GM and Japanese companies.

Non Automotive Industries

The company actually did no paint spraying; we invented, manufactured, tested and started up the equipment in the customers plant for their use. The industries were very diverse: here are some of the unique examples of problems solved:

Toy company - Applied paint to plastic eye balls for dolls at hundreds per hour.

AT&T - Applied paint to the recessed 1/4" diameter numbered keys at thousands per hour

Other applications were to make tiny delicate metal masks for decorative painting used in Zippo lighters and the small elegant Cadillac emblems.

A Different Floor

When the Greengarden Road plant was being built in 1961, Bob insisted on having the concrete laid "dead flat" at a large dollar premium. Why? He knew we would get into large equipment someday (It took another 8 years; typical Bob Way forethought.) If our large precise equipment was not built on a level floor, it could easily malfunction on the customers NEVER level floor. What really amazed the concrete contractor is that Bob insisted that a bucket of powdered iron be mixed into each concrete truck delivery. He knew that this would disallow the floor to spall when heavy objects were occasionally dropped. To this day, pour a glass of water on the floor anywhere and it will not run off (it's level) and the next day you can see a circle of rust color (iron). The floor is pristine today; no big chips or spalls, 56 years later. How did he know that? (There was no Google). Just a locally obtained bucket of iron powder!

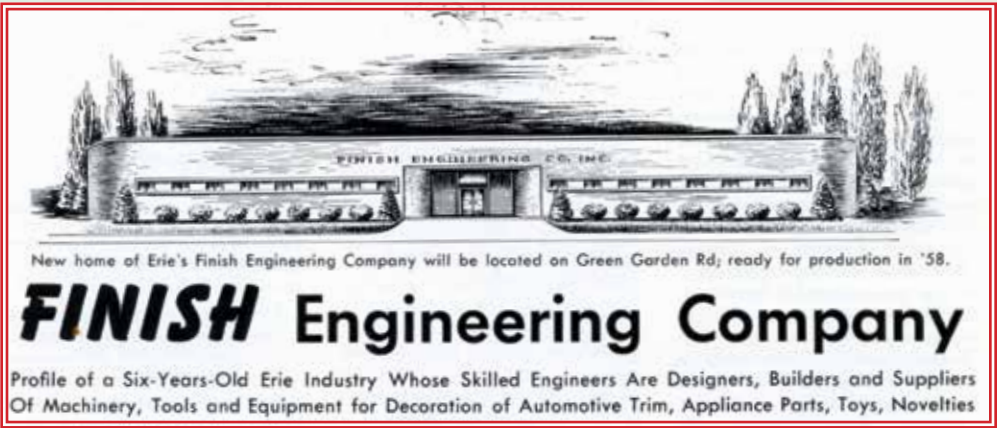
The Mast for Masker III

Bob rejected a high "five figure" quote for the 90 ft. mast, deciding to "build it myself" He purchased three 30 foot sections of 14" diameter, standard aluminum pipe. Masts are not round, but elliptical shaped for less windage. So all pieces had to be slowly and repeatedly compressed to the correct elliptical shape. One can't weld this pipe end to end - it would be too weak for the stresses involved in sailing. You must "sleeve" one inside

Bob Way's Style

A friend asked me for an ice boat ride. My boat was a DN 60, a one person boat. At the time, Bob Way owned a boat that could hold two. I asked and he was happy to let me borrow it. We were sailing just west of the Club and hit something we didn't see. The ice boat capsized and broke the mast. We pushed it back and I told Bob what happened and that I would pay for a new mast. He said, "no way" he would fix it at his shop. As he did... graciously. Bob was obviously a great guy, not only for what he did that day, but as I witnessed he showed that same kindness for others at the Club for years to come.

- By Lew Klahr



the other and plug weld the two together *and* masts are tapered sharply towards the top, so the middle and top piece had to be reformed by cutting out a long and narrow "pie shaped" pieces, closing the gap and re-welding. The final result was a beautiful elliptical, tapered piece of "art" and economy as well as master engineering. Cost was "four figures" ! But the real plus was that it was one of those challenges that Bob loved.

A Genius at "Craps"

Other than sailing as a young man, Bob was fascinated with the dice game of "craps". He apparently spent hours and hours reading about the game and listening to, and watching old-timers in an on-going game in Toledo. He ended up sort of a "Craps" genius because he clearly understood the complex odds of the various plays, which is critically important to the game. When he chartered Escapade for the Southern Ocean Racing Circuit, the boat arrived in Nassau

in the morning and the crew "heavily celebrated" all day long. With all feeling more normal the next day Bob said "I'll take you all to dinner at the Bahamian Club" - at the time a fancy restaurant and gambling club (now on Paradise Island). When all 16 of us sat down and picked up the huge menus with equally huge prices; in a few seconds, Bob had some strong comments about the prices and yelled "We need more money for this, I'll go get some!" and he headed for the door to the casino. We dutifully followed. At the Craps table, he had one person handle his cash, another to watch the payouts so he could think and make the betting decisions without distraction. In about 45 minutes, he yelled again, "Let's go eat!" He had won about \$1500. Did this really happen... We watched it!

So it's all true, that this Bob Way could act a bit unruly like when he played the train noises along the Michigan shore in the Chicago to Mackinac Island race. But, it is also true that this Bob Way was an engineering genius and a fine and compassionate gentleman all of which was most obvious "up the hill".

We were all lucky to have known Bob Way!

Bob retired in 1979 and moved to California for medical and "snow" reasons. He passed away at 76 in 1993

In an ironic twist of fate, his beloved Masker III hit a floating shipping container and sank off Portugal that same year.



An Allegheny River Adventure

by Paul Jenkins

For years I have been thinking about doing a summer river float in my kayak. It would have to be a good sized river so I could fish along the way but not be too far from home. Then one day my friend Dave Wayman, who is a veteran of such excursions asked me to join him and two friends to float the Allegheny River starting near Franklin Pennsylvania.

I was delighted but a little apprehensive because I only had a 10 foot kayak and had limited paddling experience in the Presque Isle lagoons and around the Erie Yacht Club basin. The basin floats were memorable because on one trip I capsized near the boat ramp in the cold May water. Luckily Fritz Curtze was there to assist me back to dry land. How I would do on a day long trip on a large unfamiliar waterway, with areas of swift moving water?



When my wife Kathy first heard of my upcoming adventure she was supportive but then said, "remember Paul, you ARE 73 years old!." That was it, there was no way I would back out now. The morning of the big trip dawned with a pure blue sky, cotton ball clouds and warm temperatures. When I arrived at Dave's Millcreek home we loaded his catamaran fishing kayak in the back of my truck and took off on our drive to Franklin where we would start our adventure. We met Dave's two friends, John Scherrer and Jim Simonelli who are avid fisherman and would go do the trip together in a canoe. Their plan was to go ahead of us and check out the best fishing spots. We would leave our cars at the launch area, and the boat rental people pick us up later at a boat ramp nine miles down river.

A low hanging fog gave a spooky look to the wide and quiet Allegheny. Dave's fishing kayak has a catamaran style hull which makes it very stable and it can be paddled while standing or sitting and a perfect river float boat. My little ten foot kayak doesn't have those features so it must be beached every few hours so you can stretch your legs.

The first few hours of our trip was peaceful and consisted of wide vistas of beautiful scenery. We took our time paddling slowly and fishing with the flowing current that was moving along at about two miles an hour... just right.

About then Dave said something that got my full attention, "watch for those rapids up by the bend". "RAPIDS! what rapids?" I said.



"Don't worry" he said, "we can usually steer around them." Down river about 200 yards I could make out an area of gurgling water on one side. As we got closer my little plastic boat started picking up speed. I practiced steering by dragging my paddle in the water the way I had seen kayak racers do it on TV. It worked and was kind of fun. My boat handled the mild rapids very well but I know not to let the boat get sideways in the strong current. Now I was a river pro... well at least I hadn't tipped over... Yet.

While doing some casting near shore, my reel started acting up and finally quit working all-together. It was disappointing but I was having so much paddling fun that I disregarded the problem. What did bother me was being cramped so long in the tiny cockpit, so I found a grassy shoreline and pulled in for a break as the weather remained perfect for river floating.

At noon all three boats were beached under a large railroad bridge so we could eat lunch and do some shore casting. Soon it was

time to board our boats and head downstream again. Dave had caught the most fish, including a ice sized Walleye. Then we spread out on the river with my boat leading the way.

A while later I spotted a large batch of rapids far ahead.. The bubbling water stretched from bank to bank, so there was no way to avoid them. I was so far ahead of the other boats that only Dave was visible well behind. If I went for a swim it would be a lonely one. In no time the white water was dead ahead and seemed to be the strongest rapids yet.

Things were going well for a while until I heard a loud thump against the bottom of my hull. I struck a rock that turned my boat sharply to the left exposing my boat sideways to the rushing water. I paddled hard to get free, but the strong current was flowing at about 3 to 4 miles an hour. I jammed my paddle into the shallow bottom to hold the boat upright and avoid capsizing, but then I couldn't move forward or aft. I took a deep breath and thought about how to best handle my dilemma.

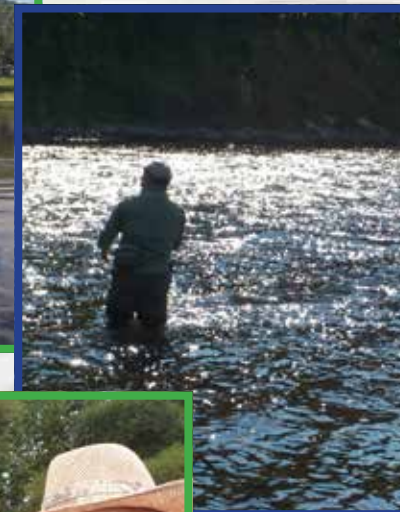
Wait a minute, I told myself I'm only in a few inches of water. All I had to do was hold the boat steady with the paddle and slowly get one leg over the side and then the other and stand up. It worked perfectly until the moment when a torrent of water flowed into my cockpit. I grabbed the boat by the cockpit combing and slowly pulled it to shore. I unloaded my water soaked gear and tipped the boat on end to drain the water through the stern deck plug.

Once things were ship shape again, I pushed the kayak slowly into deeper water with the bow headed downstream. Then very carefully eased into the cockpit and paddled with the current without any further groundings.

After that white-knuckle experience I again enjoyed a peaceful smooth paddle downstream to the pick up area where Dave, John and Jim would meet with us to load the boats on the trailer that was hitched to a small school bus, for transport back to the lunch area with the rest of the float boaters.

Looking back on my first great river float adventure it was an experience that I'll never forget... even if my 73 year old body was a little stiff and sore the next day.

On second thought, I wonder if that rental station has wave runners?



FIRST ANNUAL

CLASSIC WOODEN SAILBOAT REGATTA

BY EYC FOUNDATION PRESIDENT
JAMES MCBRIER



A Great Wet & Windy Success

A new Erie sailboat racing tradition began on Saturday, September 12, 2015 at 1400 hrs with the First Annual "Classic Wooden Sailboat Regatta" to be held on Presque Isle Bay. In support of the Erie Yacht Club Foundation, six classic wooden boats ranging in size from 28' to 55' participated in the Regatta, recreating sailboat racing as it was circa 1940s-50s in Presque Isle Bay, before the advent of fiberglass boats.

Wooden Boat sailors are diehard along with guests from the Raw Bar Party that helped support the regatta. With rain pelting down and 15 knot winds the fleet moved out to the starting line. With Gib Loesel (Race Chair) in contact with all boats by VHF, the fleet began to warm up. As the 1400hr approached for the staggered start the wind picked up to 23knots and the rain came pouring down. With gusts to 29 knots the fleet started out to the W mark with the Erie Boat first to start. It did not take long to realize that we had put these classic boats into jeopardy and we became very

concerned about safety and damage. Gib instructed the boats to shorten course and finish back at the light-house. Our winner, Dreamer, had her crack crew, hit the line right on time and came roaring back downwind to win the "Clean Sweep Broom Award" for first place followed by Westerly in second and Ponemah in third. Following the race, a trophy presentation and reception took place at the Rickloff Community Boathouse, home to the Reyburn Sailing School. Thanks to everyone who helped, the classic boat owners and our Foundation supporters who sailed. It was a great start to a new annual foundation event.

2015 Classic Wooden Boat Regatta Race Results

1. - Dreamer
2. - Westerly
3. - Ponemah
4. - Gjoa
5. - Altair
6. - Erie Boat

DETAILS ON THE PARTICIPATING VESSELS:

Dreamer is a 55 ft ketch designed by John Alden and built by Reed and Cooke in Boothbay Harbor, Maine in 1929. She is the third of eight ketches built to design #367 based on the Schooner Malibar VII which had won the 1926 Bermuda Race. Dreamer was purchased by a group of EYC members and rebuilt on the EYC grounds during the summer of 2006. Owned by David Berig, local Erie sailmaker and Rich and Doug Klaber of Pittsburgh.

Momentum is an authentic 42' Friendship sloop built by Lash Bros. in Friendship, Maine as the State of Maine's exhibit at the 1964 World's Fair. She has served as a floating Classroom at the Bayfront Maritime Center (BMC) since 2000 and has been partly rebuilt by BMC using local talent. Owned by the Bayfront Maritime Center, Richard Eisenberg, Executive Director. (Boat did not race)

The **Erie Boat** was built by 100's of local students at BMC over a several year period. She first sailed in 2000. She is based on Historian Howard Chapelle's drawing of a local type 28' fishing boat found in Erie during the period from 1880 through 1910. Owned by the Bayfront Maritime Center, Richard Eisenberg, Executive Director.

Gjoa is a 29' auxiliary ketch, built to L. Frances Herreshoff's design #96 and is unique in that she is the only boat ever built to that design. Her slightly smaller Sister design #98 called Rozinante has been very popular with scores of boats built. Gjoa was built in 1971 by Ted Paasch and has always been owned by an Erie Yacht Club (EYC) member. Owned by Richard Nagle.

Ponemah is built to L. Frances Herreshoff's design #89 ketch 33' and the first boat of the class was Araminta which was built for day sailing in Maine. Many boats have been built to this design. Ponemah was built for Doug Nagle III in Erie, PA in 1979 by Ted Paasch and has sailed out of EYC ever since. Owned by Joe Nagle

Westerly is a 36 ft. sloop designed by the firm of Eldridge & McInnes and was the last yacht built by Herman Lund in Erie, PA in 1964. She sailed out of EYC for many years and then spent a number of years in NY. When the building where she was winter stored collapsed on her, she was purchased and brought home to Erie to be restored by Arlet Boat Works. Owned by Bob Arlet

Altair is a 42 ft. sloop designed by Philip Rhodes and built by Abeking and Rasmussen in Germany in 1956. She was the prototype of a class of 29 ft. waterline sloops and yawls and also the prototype design for the first large production fiberglass Boat, the Bounty II. She has sailed out of EYC for three seasons and has been extensively rebuilt during this period. Owned by Jeff Nagle.



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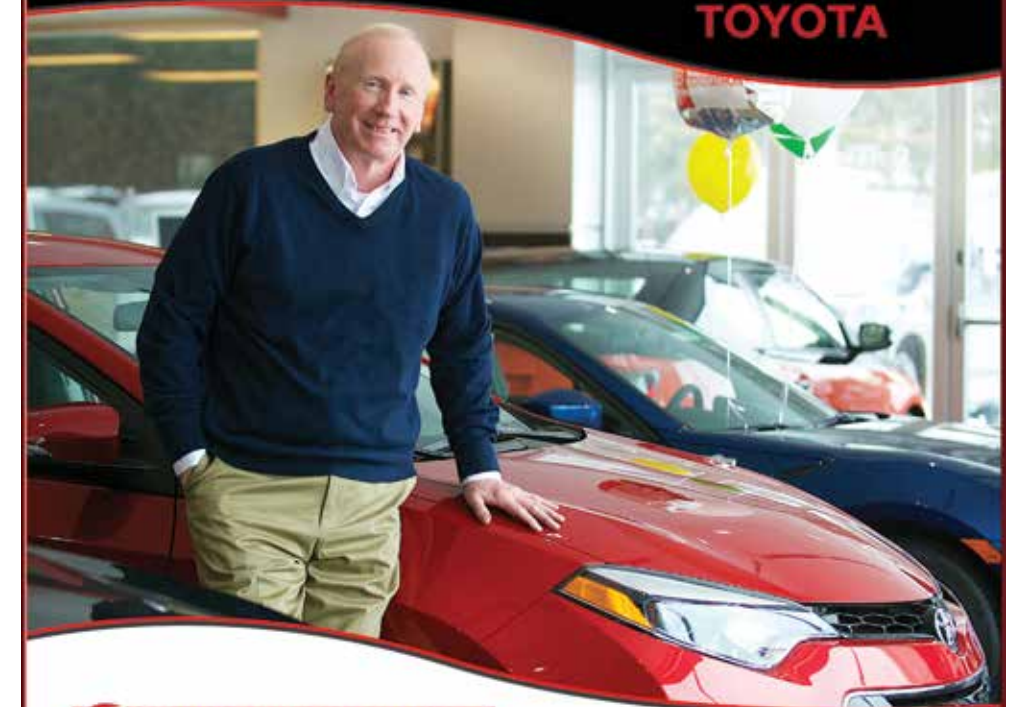
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WHAT'S THE GOOD WORD?

BY DAN DUNDON



Way back in 2013, we offered quotations from some famous women. Here are some more such words to ponder:

The best way to win an argument is to begin by being right.
- Ursula LeGuin

The only thing that makes life possible is the permanent, intolerable uncertainty: not knowing what comes next.
- Jane Pauley

When someone shows you he is a galloping jackhole, believe him.
- Maya Angelou

Being tall people always want to know if you play basketball. No one ever asks a fat girl if she is in the opera.
- Doris Mortman

Until you make peace with who you are, you will never be content with what you have.
- Susan Howatch

Never practice two vices at once.
- Tallulah Bankhead

If you are brave too often, people will come to expect it of you.
- Mignon McLaughlin

One wonders what would happen in a society where there were no rules to break. Doubtless everyone would quickly die of boredom.
- Ursula LeGuin

The greater part of our happiness or misery depends on our dispositions and not on our circumstances.
- Martha Washington

When we do the best we can, we never know what miracle is wrought in our life or in the life of another.
- Helen Keller

I hope among these quotations you heard a few new ones? How about you? Don't you have some favorite quotes or such words-of-wisdom? Why not send them to me (dandundon@gmail.com) for us to maybe include in future EYC log articles?

In closing, a quote from our friend CPYC P/C Dave Runser:

It is better to walk alone than with a crowd going in the wrong direction.
- Diane Grant



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If These Docks Could Talk

by P/C Gib Loesel



If you want to have a little fun with the Commodore (in writing) it is always best to wait until he is almost out of office... I am not quite sure how I "came by" the pictures that appear in this story but I have been looking at them kicking around on my desk or on my bulletin board for about 25 years wondering in my devilish mind how to best use them... When Commodore Enterline started on the Bridge I knew that my time would come.

Earlier this year I gave the photos to Dave, the LOG editor, but I think he "chickened" out when I suggested using them to promote the no parking areas around the club... so I had to start writing again; when lo and behold Brad helped me out by confessing his "secret" at the Past Commodore's dinner a few weeks ago...

With a sheepish grin he started by saying (more or less) "I never told too many people about this because I didn't want to get booted up the hill for parking on top of a boat (in the water)"... "It was about 1986, and at last got my first new car. It was a 1987 Chrysler LeBaron GTS. I was a brand new member coming down for a sail. I forgot something and pulled up in front of the club house to use the phone (no cell phones). Did I set the parking brake? Apparently not. Some day take a look at the parking lot there. It actually is a little down grade north to south. When I came out from making my call, my shiny new red car was gone. Crooks at the yacht club?

I had better call the police. I started looking around and could not believe my eyes for there it was sitting, the bow on a cat walk, the stern on the front deck of Bill Baker's sailboat which was docked in front of the "old club house". The car rolled down the very tiny down grade and made the turn on to the header dock before it "launched".

A few important things flashed through my mind like; Am I going to get kicked out, how am I going to get out of this mess and if any one sees this I will never be Commodore. Fortunately it was early and there were not too many witnesses. Being the great club it is help was close by and a call to Rogs Crane Service and \$400 later the problem went away.

Bill was gracious, there was only a small nick on his boat. That was the bad news... the good news is we finally went sailing later that day!!!"

If these docks could talk they would say "Park anywhere you like Commodore you're the boss" at least for another few days...



"Gus" The Real Rest Of The Story

"If These Docks Could Talk" brings out some interesting comments. The day after the last LOG hit the "homes" I received a call from my friend and old partner Ed Althof who said: "I liked your story, would you like to know more?" My reporter instincts kicked in (I didn't know I had any). Here was more history for EYC. So here is more on or should I say the "real rest of the story" by Ed:

"Bob & Charlotte were taken to Dover not Rowan - my Dad, George who had taken me and some of my college buddies to Dover for the weekend in our 32' Chris Craft AAAA (four Althofs). It was early morning when we heard a knock on the cabin house, it was Captain Bob who told us about their disaster and asked if we could take them back to the wreck, Bob had to make a few calls but when he was ready we headed for Long Point, it was really sad and they were both shook up. I had heard about salvage pirates but had no idea it actually went on, as we approached the wreck there were about a half dozen commercial fishing tugs around the wreck and their crews were grabbing and taking anything they could from the "Gus". When they saw us approaching they abandoned the wreck and scattered. The water had calmed down and we could clearly see that there was not much left. It was a terrible site to see, the boat he had worked so hard on sitting on the bottom looking like a skeleton, something I will never forget. Bob managed to get the few items mentioned in your story and gave up there was nothing left... They said goodbye to the "Gus" and we headed for Erie."

"If These Docks Could Talk" they would say "thanks for the rest of the story Ed!"

Back to The Original...

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Yes, is the answer. Thursday Night Trivia

by P/C Dave Heitzenrater



Yes, the entertainment will continue in 2016 with our 6th season of crafty questions and some weird answers correct or not regarding the trivialities of life, about tiny items of little importance, about common everyday occurrences that puzzle the mind and lure it to challenges of no real consequence upon the chance of failure. It's fun, it's Trivia!

Our informal competition brings everyone together for a wonderful evening by filling the room with fun people enjoying themselves. So no... it won't help to cram the facts of History, Science, Geology or the stars like a university junior until the sun comes up, your eyes gloss over and your chin strikes the desk. It's just general knowledge items of everyday facts that draw the answers. Often the questions are grouped in categories, such as the color green, it that case all of the answers would relate to the color green giving you a bit of a hint. You don't have to be a Sherlock Homes since the questions are general in nature but it never hurts to have both male, female, youthful and more experienced members of your team seeking your own 7% solution. It's kind of cool if your team happens to do well however the enjoyment is there regardless of your team score.



Last season's Thursday night trivia ended before a capacity crowd with one happy team emerging above the others to be crowned champs to take possession of the infamous Trivial Trivia Trophy. One very determined team had been slowly closing in on the two leading teams in the latter half of the season. Team Grand Cru finished strong to take third position just behind the Smarty Pints group in second. Taking it all was the Dover Stairmasters squad amassing 693 points. The math is six rounds of 10 questions each night spread over 11 weeks. That is 660 chances to know a correct answer!

So it's best to make your reservations soon because last session, we averaged 20 teams participating per night. You can join the fun by simply gathering a few friends for your own team or simply come on down the hill and join an existing group. Be prepared for an entertaining evening of exciting questions while enjoying some great food specials and beverages



The quizmaster starts quizzing promptly at 7:00 pm each Thursday beginning on January 7th.

The real Question is: Where could you have more fun for FREE?

See you there.



Special thanks to our 2015 sponsors: American Cruising Sails, A La Carte, Erie County Historical Society, Gerry & Dinah's 8th Street Deli, Paris Cleaners, Plymouth Tavern, Bob Kline's Car Wash, P/C Matt Niemic, Erie Beer Company, Joe Root's Grill, JET 24, FOX 66, YourErie.com and the Erie Yacht Club.

Special gratitude goes to the Erie Community Foundation who donated \$1,000 to the charity of choice of the winning trivia team.



2016 Dates;

January:
7th, 14th, 21st, 28th

February:
4th, 11th, 18th, 25th

March:
10th, 17th, 24th



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ATTENTION:

"Wanna Be Cruisers"



It has been expressed for years that EYC should have a "Cruising Fleet" to travel on fun trips together.

If you have an interest in being a part of this group contact Bob Cunningham at: richieseaa@aol.com.

ALL boaters are welcome; it will be a great way to meet new friends!

More info to follow in future Log issues.



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in your
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www.erieycfoundation.org



The following regular members of the Erie Yacht Club have been nominated for the indicated office. The following Slate of Candidates is for consideration by the regular members at the Annual Meeting on November 20th, 2015.

CANDIDATES

COMMODORE - ELECT ONE:
John Orlando

VICE COMMODORE - ELECT ONE:
David Haller

REAR COMMODORE - ELECT ONE:
Greg Gorny

FLEET CAPTAIN - ELECT ONE:
Bill Gloekler

BOARD OF DIRECTORS - ELECT TWO:
Brian Lasher
Chris Grychowski
Harvey Downey
Peter Lund (Withdrawn)

NOMINATING COMMITTEE - ELECT THREE:
Alex Miller
Deac Manross
P/C Gerry Urbaniak
Jeffery Benson
Mike Koehler

To assist you in your evaluation of these candidates, each of the nominees was asked to prepare a statement for your consideration. These statements follow. Please plan to attend the Annual Meeting on Friday, November 20th at 7:30pm to vote for the candidates of your choice.

The Officers and Board of Directors thank the following Board members who have completed their terms on the Board for their dedicated service to the Club:

JAMIE TAYLOR, WILLIAM GLOEKLER AND P/C EDWARD SCHULER

Also Nominating Committee members:

P/C DAVID AMATANGELO, P/C TOM TROST, DAN DUNDON, DOUG LOESEL,
MIKE SQUEGLIA, P/C MATT NIEMIC AND COMMODORE BRAD ENTERLINE EX-OFFICIO

SPECIAL ANNOUNCEMENT

The minutes of the 2014 Annual Meeting and the 2015 complete Financial Statement will be made available for members to pick up on November 9th, 2015 in the Club's front office. In addition an abbreviated version of the financial report will be available on the Club's website in the "Members' Only" section and be emailed to those members with an email address on file.

The Bridge Officers

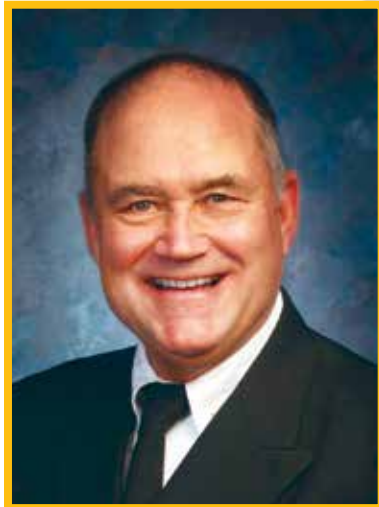


COMMODORE JOHN ORLANDO

It has truly been an honor to have been elected to serve you, the membership, on the Board of Directors and as a Bridge Officer. It has also been an honor to work with the very dedicated group of people that make up the Bridge and Board. Over the last six years we have successfully tackled numerous projects and challenges always looking for ways to improve the Club. Whether it be projects or improvements on the grounds, docks, or clubhouse, making the Club a better place for the membership is always our priority.

While we have accomplished much since I was elected to the Board, we always have more challenges ahead. I will work hard as your Commodore, along with my Bridge and Board, to continue the work laid down by those who served before me.

A Past Commodore once told me "the members' enjoyment of our facilities and activities is the sole measure of our success". I am of the opinion that we have a very successful Club. I am deeply grateful for your continued support and look forward to serving as your Commodore.



VICE COMMODORE DAVID HALLER

Thank you for your support during my term as Rear Commodore. It is an honor to be elected to serve on the Bridge and give service back to our Club. My duties this year included Dock Committee Chairman among many others. It was a pleasure to work with this Committee consisting of many members who have served on it for years. We had the welcome task of assigning slips to members in what turned out to be a sold out basin. We also spent a great deal of time trying to accommodate the many requests by the slip holders. The new docks continue to hold up well and weathered a tough winter with no issues to speak of.

Early in the summer I worked along with the Fleet Captain and Dockmaster on improvements to the dry sail area. We resurfaced the area across from the launch ramp with a limestone based material which eliminated low spots and provided a more stable ground for both the dry sail boats and the winter stored boats. This option was a more cost effective solution at this time and didn't require the installation of drainage as paving would have. The cranes in the dry sail area were also reconfigured to allow both to be used at the same time. This was done in house by our own capable Grounds Crew at a substantial savings to the Club.

I would like to thank the Dock Committee as well as the many members who I've worked with this year on other projects who are dedicated to improving our Club. I look forward to your continued support as Vice Commodore.

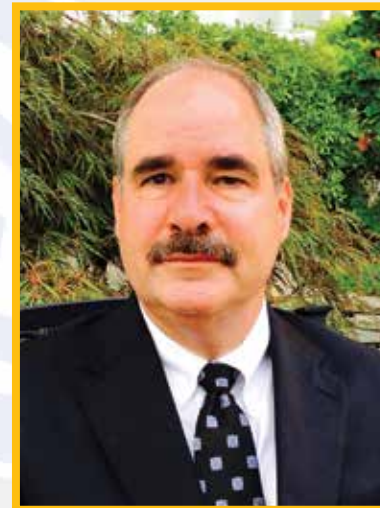
The Bridge Officers



REAR COMMODORE GREG GORNY

I want to thank the Grounds Committee and all the other volunteers who contributed to the Committee's accomplishments this past year. A good number of projects have been completed through the determined efforts of this group. The Rickloff Boathouse usage rules have been finalized and added to the By Laws. The lighthouse deck, handicap ramp, and adjacent area were demolished and rebuilt. A new van was purchased for use by the Grounds, Catering, and the Reyburn Sailing School. Additional paving was completed in the dry sail and winter storage area east of the clubhouse and other smaller areas, and the never ending arborist work, ground water management, sealing, and striping continued on Ravine Drive. In addition, a number of the Grounds Rules have been modified and accepted by the Board that should ease some of the congestion on the property during the busy haul out and launching seasons.

I look forward to passing the Grounds responsibilities to our new Fleet Captain and accepting the responsibilities of the Docks from our current Rear Commodore. His leadership of this year's Docks Committee has set up a smooth transition to the incoming 2016 members.



FLEET CAPTAIN BILL GLOEKLER

It is an honor to be nominated for the office of Fleet Captain of this fine Club! Thank you. My first memories of the Club date back to the mid 60's when my brother Jim and I would come down "devil's backbone" at the foot of Lincoln Ave. to go fishing off the rubble pile forming the new east wall of the expanded basin. Shortly thereafter I was invited to go sailing on our neighbor's C&C sailboat and from then on I was hooked on boating. Today you will likely see me sailing with my family on our Beneteau 36.7 "Valkyrie".

I have been a member of EYC for more than 24 years and have had the pleasure of serving on the EYC Board with my term in office completed this November. I also serve as Chairman of the EYC Finance Committee, participate in the EYC Bowling League and Racing Fleet.

My "day job" keeps me most active as President of SEPCO Corporation a regional sales/distribution firm with offices in Erie, Pittsburgh and Rochester. Prior to joining SEPCO, I served as Vice President at Copes-Vulcan and Zurn Industries.

Most people in the sailing and bowling communities have met my oldest son Geoff who has Down Syndrome. Thirty-five years ago we were "adopted" by the folks at the Gertrude Barber Center who offered our family much needed advice and support. Since then my wife and I have worked to repay this gift by serving in a number of volunteer roles at the Barber National Institute. Since 2012, I have had the honor to serve as Chairman of Board of this fine organization.

As your Fleet Captain, I will strive to uphold the traditions of this fine Club. I would like to help you, your family and guests enjoy the Club and build memories to last a lifetime. I promise to seek your input and work collaboratively with the Bridge and Board.

Thank-you for your vote.

**Don't Forget to Cast your Vote
On Friday, November 20th at 7:30 PM**

Candidates for Board of Directors



BRIAN LASHER

I am humbled to have been asked to run as a candidate for the Board of Directors. I joined the EYC as a junior member in 1977, having enjoyed the summers in sailing class, as both a student and an instructor. I especially loved racing on my father's boat, Caliente, my brother's boat, Gargoyle, and in several one design fleets. I have continued to sail in PHRF over the years, and currently crew aboard Taz.

From 2009-2014, I served as chair of the Reyburn Committee. During those five years the Committee oversaw considerable staffing changes, a modernization of the fleet, and a 50% increase in enrollment; additionally, we worked with the Dock and Safety Committees, as well as the EYC Foundation, to ensure a smooth transition from inside the basin to the school's current location at the Rickloff Center. I also volunteered at some of our regattas.

I believe I would bring a broad perspective to the Board. I have nine years operational experience as a Navy helicopter pilot, and as a reserve officer I was recalled to active duty three times, serving as a strategic planner and crisis action officer. I also worked in logistics in private industry, and since 1999 I have been a social studies teacher at Collegiate Academy.

My wife, Julie, and I have five children, all of whom attended the Reyburn School, and three grandchildren, the eldest of which has been enrolled in the Reyburn School the past two years. I would appreciate your consideration; it would be an honor to serve if elected.

Yours truly, Brian Lasher



HARVEY DOWNEY

I would like to first thank the Nominating Committee for asking me to run as a candidate for the Club's Board of Directors. It is an honor to have been asked, and it would be a true honor to have the opportunity to represent your interest in this great Club. Since I joined as a regular member in 1995, my family and I have enjoyed many of the Club's amenities and social functions. I grew up on powerboats and kept a 24 ft Sea Ray at the Club for several years. Back in 1996 I sailed my first Interclub race on Lake Shark, and absolutely fell in love with the thrill of sailboat racing. I continue to crew on LakeShark for the Interclub Regattas, and race the Wednesday night and Sunday series on my good friend Bill Gloekler's Valkyrie.

As a member of your Board of Directors, I will use the considerable amount of experience I have in managing a business, understanding financial statements, managing and working through issues, and facilitating continual improvement. I am the President & CEO of NaviTek Machining Corp. NaviTek was established in 1953 and provides precision machined components to all types of industries, which include aerospace, medical, and transportation to name a few. I have been on several Boards over the years, for both profit and non-profit businesses. I have held the position of Chairperson on one of those Boards. In 2013 I was appointed to the Fairview Township Planning Board and became Chairperson in 2015.

I feel based on my experience, and the fondness I have for our Club, I will serve you well as a member of the Erie Yacht Club Board of Directors. I respectfully ask for your vote.



CHRIS GRYCHOWSKI

I wish to thank the Nominating Committee for selecting me as a candidate for this year's ballot for the Board of Directors.

A little over 6 years ago I had a conversation with P/C Tom Trost telling him how much I enjoyed spending time at our Club. I expressed how warm and welcoming the membership is, and how it's been a home away from home for me. That night Tom challenged me to get more involved at the Club by volunteering my time. Since then, I've been very active. I currently serve as a member of the Grounds Committee (5th year), the House Committee (1st year), the Rickloff Community Boathouse Committee (2nd year), and as an advisor to the Reyburn Sailing School Committee (6th year). I am the current Director of the Reyburn Sailing School (6th year) and have been blessed to have all three of my children participate in the program. Last year, I even served as a member of the Docks Committee. I can't thank Tom enough for challenging me that night; these last 6 years have been amazing.

I would be honored to serve you as a member of the Board of Directors and I thank you for your consideration and support.



PETER LUND (Withdrawn)

Peter Lund, who had been nominated for the position of EYC Director has unfortunately had to withdraw his name as a candidate and will NOT be running. His name will NOT appear on the ballot. His statement, addressed to the Commodore and Secretary-Treasurer, follows:

"I apologize for this late notification, but for multiple reasons I need to withdraw my name for election to the Board. I realized that with some other obligations and commitments, I would not be able to devote adequate time and attention to our wonderful EYC. I want to also apologize to the Nominating Committee for bowing out and thank them for considering me. Hopefully, at some point, the Nominating Committee would reconsider me for a run. In the mean time, this will not stop me from giving unsolicited advice. Best to all of you on the Bridge. You have made the Erie Yacht Club one of the yachting jewels.

Sincerely,
Peter Lund"

Candidates for Nominating Committee



**ALEX
MILLER**

I am a recent convert to the sailing religion, having contracted the affliction in 2002. It didn't take long for me to get involved in racing, and shortly thereafter I began volunteering at EYC scoring the Family JAM Fleet in 2005. It was pretty easy to see back then what a great organization and facility EYC possessed and made the choice to join an easy one. Since joining in 2008 I have found myself involved as a volunteer for the EYC Race Fleet on the Marks Committee, Scoring Committee, as PRO, and most recently as Vice Chairman. I have also served as a race officer and scorer for several regattas including the Eriegatta, Erie Lightning Fleet, EYC Red Cross Regatta, and J/35 NA's. My involvement, I hope, demonstrates my earnest in ensuring this Club's success.

Organizations like EYC don't just exist on their own; they require the time and service of many score of volunteer. It is an honor to be asked to run for Nominating Committee, and I look forward to being involved in selecting candidates to steward this Club on its future projects.

Thank you for your consideration.



**DEAC
MANROSS**

The job of the Nominating Committee is to identify individuals who could be valuable contributors to our Yacht Club. When I was running a six state sales territory for Apple Computer, I was well known within the company for consistently hiring great people for a rapidly growing company. I believe I can tap that same skill to identify great people to further the growth of this organization as well.

I have been a member of Erie Yacht Club for over ten years and there are two reasons I would like to give something back to an organization which has become such a big part of my life since returning to the Erie area after a 20 year absence: #1) EYC has become like a second 'family' to my wife and me since our kids are scattered all over the globe, and #2) It was through friends here at the Erie Yacht Club that I actually MET my wife, Jane. I will be repaying THAT particular debt to the Club for years to come... and gladly so. I hope that through this role on the Nominating Committee I can begin to give back to this organization all it has given to me.



**P/C GERRY
URBANIAK**

I am grateful for the chance to serve my Erie Yacht Club family as a member of the Nominating Committee, and honored to have been asked.

Having served on virtually every committee here at the Club, and as well, having gone through all of the officer's chairs, I have a unique perspective on evaluating the benefits that potential candidates have in Club administration and governance. As a member of the EYC Membership Interview team, I have had the privilege of meeting so many of you. Increasing economic pressures, dwindling population numbers in our community, and constant competition from surrounding boating clubs and marinas present challenges to us on a daily basis. How we respond to those challenges will greatly influence our success going forward. Finding Club members with the capabilities to successfully confront these issues will be my solemn duty.

If you select to entrust me with this position, I will work hard with the rest of this great committee to search out the best candidates for a strong future at our Club. I will look for candidates of personal strength, a firm commitment to our Club; forward thinkers with an ability to compromise, and most importantly, a heart for the well-being of all of our Erie Yacht Club family members.



**JEFFERY
BENSON**

It is an honor to be asked to run for a position on the Nominating Committee. This committee is critical in that it will choose the future leaders and ultimately the direction of our Club. I grew up on the docks at EYC, learned to sail at the Reyburn Sailing School and joined as a junior family member at 16. Through the years, the EYC has continued to be a large part of my own family. On most Wednesday evenings during the summer, you will still find me and my wife, Karen racing our sailboat "Scorpio" in the EYC Racing Fleet.

I have seen many positive changes in the Club through the years. This is a reflection on the past and present leadership, the excellent management and employees. For many years, I have benefited from the efforts of others and now welcome the opportunity to give back to this Club. I am on the Grounds Committee and as owner of a small successful orthodontic practice, understand the importance of strong leadership. I have experienced the past, am proud of the present and want to be a part of the future of the EYC. Thank You for your vote!



**MIKE
KOEHLER**

I am truly honored to be a candidate for a position on the Nominating Committee.

I grew up just blocks from the Erie Yacht Club. In the early seventies I attended the Junior Sailing Program along with my brother and three sisters. A few years later, I volunteered to help teach the evening sailing classes. I made many friends at this Club back then. I continue to add to that long list as a member some 40-plus years later.

I relocated away from Erie in 1979 to attend school and to pursue employment opportunities. Upon returning to Erie almost 20 years ago, I resumed my involvement with sailing. I was excited to see EYC was thriving and even better than what I remembered. The EYC Racing Fleet is one of the unique elements that showcase our Club in the community. I've been very fortunate to have crewed on several boats and now skippered my third.

A few years ago I was asked to help with the restoration of the Committee Boat. I have been searching for a way to become more involved with the Club. I feel like the Nominating Committee is my opportunity to give back to the Club that I truly love!

I ask you to please consider me for this important position.

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Club Offers Absentee Ballot

The 2015 Annual Meeting will take place on Friday November 20th. On September 22nd, absentee ballots for the election to office will be available. Please notify the Secretary-Treasurer that you would like an absentee ballot for the candidates for election by either emailing secretary@erieyachtclub.org or stopping by or calling the EYC office during business hours. The office hours are Monday through Friday from 8 AM-4:30 PM and Saturday 8 AM-3PM. The Club phone number is 453-4931.

Please advise the office of the address to which you like your ballot mailed. The office will keep a list of those members to whom we send a ballot. Once we mail you a ballot, you will not be eligible to receive another ballot. This is because to keep the ballots "anonymous" we would have no way to ascertain whether you had already returned your ballot.

If your plans change and you are able to attend the meeting, you will only be given a ballot for any resolutions to be voted on that night. It is one ballot per Regular member in good standing.

Once you receive your absentee ballot, please mark it and return it to the Club in the specially marked envelope as soon as possible. The returned ballots will be placed under lock and key in the office until the night of the meeting. The Secretary-Treasurer will then give all returned ballots to the Head Teller to be tallied with those cast at the meeting. You may return your sealed ballot to the Club as late as the start of the meeting on November 20th, 2015@ 7:30.

Any questions? Feel free to stop by or call the Club office.

Support Your EYC LOG!

The Erie Yacht Club is very fortunate to have a quality publication like the LOG bear its name. This exclusive magazine is one of the finest yacht club publications in the entire country. While the LOG is enjoyed by the entire EYC membership, it is the EYC members who support the LOG through their advertising and content contributions that make this publication possible.

LOG Content Contribution

We are very, very appreciative of our ongoing LOG contributors. I'm sure you will agree that they do a great job. However, I'm sure you will also agree that it should not be left up to the same Club members every issue to provide content. All of you have something to contribute! You do not need to be a writer. You do not need to use proper spelling or grammar. All you need is a story to tell, or a collection of photographs to share, or some words of wisdom to express and we can assist you in putting it together correctly for a future LOG.

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

LOG Advertising

The EYC LOG is the perfect place to get noticed. Not only is it mailed out directly to all EYC members and read by their family and friends but it is also available to guests at the Club, to LOG subscribers and on the EYC website to all web browsers.

So if you have a business or event to promote, or simply want to wish someone a special Happy Birthday or congratulate someone on a milestone, please consider an ad in your EYC LOG. There is no long term contract to sign so you can run once or be an ongoing advertiser. If you do not have an ad prepared, we can assist you with your artwork. It's that simple.

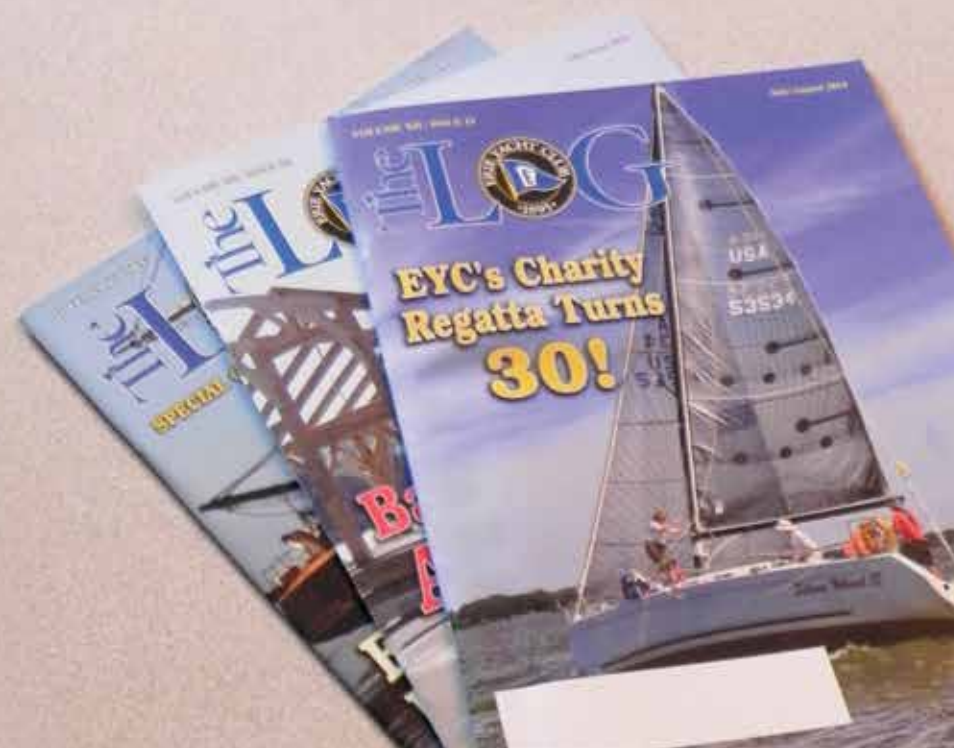
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If you are an advertiser or LOG contributor, the Club and its members are deeply grateful for your support and your input. If you are not a supporter yet, please consider becoming one. LOG advertisers truly make the EYC LOG magazine possible and its content contributors make it one of the finest magazines of its kind in the country.

Please contact Ashby Advertising at: 814.455.2757 or via e-mail at: info@ashby-adv.com and become a supporter of your LOG.

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



November Calendar of Club Events

- 1st A la carte Breakfast • 10am - 2pm
- 7th EYC Racing Fleet Banquet • 6pm
Dinner Buffet 6:45 • \$20 per person
Entertainment by Smokin' Section
Registration form on the EYC Website
- 8th A la carte Breakfast • 10am - 2pm
- 14th Wine Tasting Dinner
"Spanish Wine & Tapas"
6pm Cocktails
6:30 Wine & Dinner
Limited to the first 30 reservations
453-4931 for reservations and info
- 15th A la carte Breakfast • 10am - 2pm
- 20th EYC Annual Meeting • 7:30 pm
Only regular members permitted
at meeting • No guests or spouses
Dining Room opens at 5pm
- 22nd A la carte Breakfast • 10am - 2pm
- 25th EYC Turkey Bowl • 5pm - 9pm
Complimentary Hors d'oeuvres
Drink Specials • \$14 Dinner Specials
Entertainment with Encore
- 29th A la carte Breakfast • 10am - 2pm

Visit The EYC Website to stay up to date on all the Club's Activities

www.erieyachtclub.org

KEEP CALM
AND
LET THE EYC
HANDLE YOUR
CHRISTMAS
PARTY

Another Christmas party season is fast approaching! The Erie Yacht Club is the perfect location for your business or organizations Christmas party.

Not only will you enjoy beautiful panoramic views of Presque Isle Bay from our Bayside Ballroom, but the clubhouse is sure to be adorned in plenty of holiday spirit.

Red and Green embellishments throughout the clubhouse provide a joyful, sophisticated setting for your upcoming Christmas party. We take the worry out of decorating, and are certain to provide enough Christmas feast and yuletide to satisfy any occasion. Whether large or small, casual or formal, the Erie Yacht Club has all the options for your holiday festivities.

Although weekend dates are filling quickly, we are still accepting reservations for weekdays and Sunday afternoon or evenings. Please remember, these dates will fill quickly so be certain to call today and reserve a date!

Please contact our Catering Manager, Elizabeth Dougan, either at 453-4931 or catering@erieyachtclub.org.

Happy Holidays!



December Calendar of Club Events

- 5th EYC Christmas Party & Dinner Dance
6:30pm Cocktails & Hors D'oeuvres
Music by Manhattan at 8pm
- 6th A la carte Breakfast • 10am - 2pm
- 12th Breakfast with Santa • 10 am
Visit with Santa • Decorate an Ornament from Claytopia
Entertainment from the Collegiate Academy Vocal Jazz Ensemble
reservations required
- 13th A la carte Breakfast • 10am - 2pm
- 15th Dinner with Santa • 6pm
Santa Visit & Kids Decorate an ornament from Claytopia
Entertainment from the Collegiate Academy Vocal Jazz Ensemble
reservations required
- 19th Winter Solstice Party on the Deck
6pm - 10pm • EYC members
defying winter once again!
Drink Specials and Entertainment
by Key West Express
- 20th A la carte Breakfast • 10am - 2pm
- 27th A la carte Breakfast • 10am - 2pm
- 31st New Year's Eve Bash
Hors D'oeuvres 7:30pm
Party Favors • Champagne Toast
Music with Street Level 9pm -1am
reservations required

Get Your Business Noticed!

by the EYC Members!

Advertise in the LOG!
It's Good for Your Business
and Good for the Club

Sail Away With Your New Honda Today



*Bianchi
Honda*



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

Test-drive the 2015 Honda CR-V today at 8430 Peach St. Erie, PA 814-868-9678

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