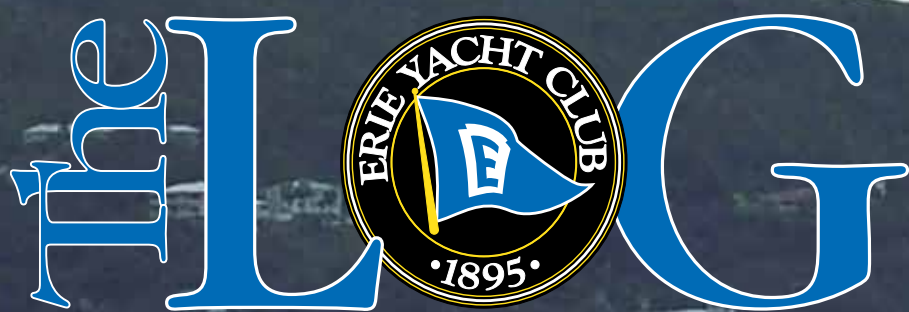


VOLUME XII / ISSUE V

September/October 2014



A Whale of a Day!

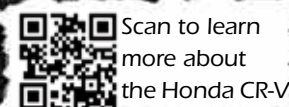


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From the Bridge

by Vice Commodore Brad Enterline

It's really not over yet! Most of us think that summer ends on Labor Day, but the calendar puts the official last day on the 21st of September. Sure, kids are back in school, the sun sets a little earlier. However, some of my best sailing days have happened during this time. There are plenty of days to enjoy excellent weather on the Club's outdoor decks and take in Lake Erie sunsets from our beautiful vantage point. Our Thursday Sunset Happy Hour deck parties continue through the September 18th!

On those days where boating and outdoor activities are not possible, come down and enjoy the comfort and hospitality of the Clubhouse. Meet with friends and retell those summer adventures over a drink and have a delicious meal in the Grill Room.

As we welcome autumn and the days get shorter, there will be plenty of indoor en-

tertainment options. As an EYC member, a benefit you won't want to miss is the Commodores' Ball on October 4th. Make reservations early for Oktoberfest, commiserate with us at the Haul Out Blues Bawl and get your scare on for the adult and children's Halloween parties. Check the Club calendar online for all the details.

Finally, if you are a boater, do not forget to call the office to schedule your haul out before the snow flies, and to ensure you get your preference of dates and times. I look forward to seeing you at the Club!



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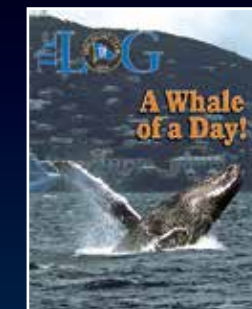
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On the Cover...

A wonderfully timed photo taken by Tom Madura on his Caribbean adventure of a mother whale showing her young calf how it's done.



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Scan to learn
about the Erie
Yacht Club

A Whale of a Good Time!

by Tom Madura

Is there a limit to how much fun you can have in one day in the Caribbean? I don't know for sure, but four of us certainly tried to find out in March!

Actually, Cindy and I, along with fellow EYC members Dan and Kathy Dundon, spent 10 fantastic days cruising the Caribbean aboard Emerald Princess, which was a welcome break from the polar winter we had been experiencing. But we had so much fun during our one-day port call in St. Thomas that we felt it deserved an article all to itself!

Our day in St. Thomas began with the announcement that a malfunction of the ship's bow thruster meant that Emerald Princess would have to anchor out and tender passengers ashore rather than dock at the normal cruise ship terminal. This actually worked in our favor, since our planned activity for the day was a sailing and snorkeling adventure to nearby Buck Island, and our crewed catamaran was able to meet us at the tender pier, saving us a bus ride from the cruise terminal.

Upon boarding the catamaran and setting sail for Buck Island, we learned that the 65-foot "Castaway Girl" normally carries as many as 70 passengers, but there were only 16 booked for this trip, including the four of us! Sixteen people on a 65-foot catamaran allows a lot of space for everyone! We wasted no time claiming our own favorite piece of the deck, slathering on sunscreen, and settling in for a fun-filled day.



The young whale calf coming out to play

Dan and I are all smiles after snorkeling - or maybe it's the Rum Punch

Jen hoists the mainsail as we leave Buck Island

Jen holds a conch shell for me to photograph before returning it safely to the bottom

"Castaway Girl" ready for boarding

Here's Mom Showing Off



A pair of blue tang fish swimming amongst the coral

A green turtle grazing for sea grass on the sandy bottom

Does it get much better than this?

The weather was perfect – mid 80's and sunny - but the wind was light and almost on the nose, so we motor-sailed the 3 miles to Buck Island National Wildlife Refuge to begin our snorkeling adventure, and anchored in a cove near the reef. After donning our snorkel gear we swam to an area known to attract sea turtles, and we weren't disappointed. Almost immediately we encountered several of these graceful creatures swimming below us or grazing on the sea grass on the bottom. Since they are amphibians, they must surface periodically to breathe, and several times I had to swim out of the way to avoid being run into by a 3-foot long turtle heading for air!

Josh and Jen, our extremely helpful and friendly catamaran crew, were in the water with us and answered all of our questions about turtles and other marine life in the area. At one point Josh dove down and returned to the surface with a live conch! After showing it around and letting us take some pictures of it, Jen then returned it safely to the sea floor.

Next up was the reef! We left the turtles behind and swam over to the reef, which offered a spectacular array of underwater life, including many colorful corals, sea urchins, and a huge variety of fish.

After exploring the reef for all too short a time, we were back on board Castaway Girl and sailing to our next stop, Water Island, located just a short distance from St. Thomas, in Charlotte Amalie Harbor.

The wind was still light, but the ride was downwind, with a following sea, and we were making an easy six knots in the brilliant Caribbean sunshine. Time for some rum punch!

(continued on page 18)

THE RICKLOFF COMMUNITY BOATHOUSE DEDICATION

BY KAREN IMIG



July 25 and 26, 2014 marked two memorable days for the Erie Yacht Club, the EYC Foundation and the Erie maritime community at large. These were the dates that the new Rickloff Community Boathouse was officially opened to the public.

The weekend began with a delightful Patrons' Reception to acknowledge and thank those who had donated either funds, products or services to complete the Rickloff Boathouse. From 5:30 till 7:30 p.m. approximately 150 guests got a first glimpse of the stunning new timber-frame building. A nautically themed Patrons' Plaque listing the names of donors on stylized sails and waves was unveiled by EYC Foundation Chairman Jim McBrier who thanked all present for their generous support of the breathtaking building. Also represented at the Reception was the new Gannon University Sailing Team known as GUST, along with their faculty sponsor and Erie Yacht Club member AJ Miceli and Gannon Assistant Vice President of Recreation and Wellness, Constance Kercher who had recently joined the Gannon staff and will oversee GUST.

It was a very festive evening with beautiful weather, soft breezes wafting through the new Boathouse and the doors of the Boathouse wide-open to the fabulous view of the western end of Presque Isle Bay and of the Reyburn Sailing School basin to the south. The ipe wood floors (Brazilian walnut) gleamed thanks to a cleanup team of Erie Yacht Club Foundation Trustees the previous weekend. Patrons were treated to a lavish spread of shrimp, smoked salmon, a sumptuous cheese platter assortment, a wine and beer bar and the signature cocktail, the "Salty Dog" which was enjoyed by many on the beautiful wrap around decks.

The next day, Saturday July 26, approximately 200 people enjoyed the celebratory atmosphere of the public dedication of the new Community Boathouse. Despite the forecast of rain, the day dawned sunny and bright with light breeze perfect for sailing and for the dedication of the new sailing school venue. That morning just prior to the ceremony, the Boy Scouts, using a grant from the EYC Foundation, were the first organization to officially use the new building while taking sailing lessons towards earning a sailing badge.

The ceremony kicked off with an impressive bagpipe procession courtesy of the Nagel Family Bagpipers who proceeded along the north side of the building through the open doors on the west end and into the center of the Rickloff Boathouse where they formed a circle and performed several bagpipe numbers to the delight of all present. Commodore Edward Schuler then had the proud honor of welcoming all present to this very historic day for the Erie Yacht Club family. He touted the work done by the EYC Foundation, saying, "in 3 short years, the Foundation, thru Jim McBrier's leadership and with the help of many dedicated volunteers, has created what you see before you... a state of the art building that will enhance the maritime and aquatic activities of the Erie region for generations to come. Our EYC is and has always been a leader in setting the standard for promoting the enjoyment of our beautiful Bay and lakefront to enhance quality of life in Erie...

What continues is our commitment to maritime education in our community. This new resource is just one more major landmark in that effort." Following the Commodore's remarks, Eagle Scout and sailing school instructor, Nick Pardini lead the group in the pledge of allegiance.

EYCF Chair Jim McBrier then took the microphone to thank all involved and to give an overview of the Foundation and the community need for such a structure and for a scholarship fund. He especially acknowledged architect Ross Rectenwald who had designed the building, Fleet Captain David Haller who had served as general contractor and project supervisor and Capital Campaign Committee Chair John Bloomstine and Marvin Gold our fund raising consultant. Jim reflected on the contributions of Nat and Myra Reyburn 57 years ago and their three instructors: Louise Loesel, Jane Colclessler and Janet MacDougal who all initiated the Reyburn Sailing School. In addition, he appealed to those present for an additional \$50,000 to complete the dream of creating an endowment and scholarship fund for community needs-based sailing tuitions. Jim summed up the purpose of the project by saying, "Friends near and far have been touched by this wonderful Erie Yacht Club and especially the Reyburn Sailing School. Everyone who supported this project believed that we needed to leave a boating education legacy for future generations. Today we have created that opportunity. The Rickloff Community Boathouse will serve a future generation of students, competitors and community members with a state of the art educational Boathouse we can all call home on Presque Isle Bay. I am hopeful that it paves the way to fulfilling many future maritime dreams."

Trustee John Bloomstine was up next and when he took the microphone he made a surprise presentation to Capt. Jim McBrier in appreciation of Jim's enthusiasm and leadership in making the Rickloff Community Boathouse a reality. He presented Jim with a commemorative plaque and brass ship's bell which was permanently mounted on the northwest corner of the new Boathouse. John said that "Jim had the vision and determination and the passion to see the potential, and then carry the ball . . . to make a dream a reality. We can now all see what Jim saw; luckily for all of us he is a man of action. The Plaque read: Bringing The Fleet Home - In honor of Captain James P. McBrier whose vision and leadership carried the Rickloff Community Boathouse to reality. In gratitude, the Erie boating community recognizes Captain Jim for his untiring determination in making the Rickloff Community Boathouse the center for boating education for generations to come." When the bell chimed three times, Capt. Jim was noticeably moved.

John then introduced Mark Rickloff and his family who had gathered to celebrate this very important day. The Rickloff family was very well represented with numerous family members in attendance, including Mark Rickloff and Patty Rickloff, Mark's mother Mary Rickloff, his brother Brian Rickloff, along with brother Jim Rickloff and wife Heidi, sisters and their husbands Kar-

en Sadler and Jim, Nancy Wilson and Todd, Jane Mascharka and Eddie, nieces Meghann Seifert and husband Shaun, Heather Martorolla and Ryan, Emily Wilson, Jennifer Crowsers and Katie Eggleston, nephews Ed Mascharka and wife Irene, Todd Wilson and many great nieces and great nephews too numerous to name! Mark Rickloff made some very heartfelt comments about the reasons that he had chosen to support this project. He noted the joys he had experienced as a child learning to sail at the Erie Yacht Club. He said "The Rickloff family is here today only because my father Al was high school friends with Lew Klahr and Rich Loesel, whose families were both long time members.

My dad and Lew sailed Star boat #1900 together for many years and they then signed on to the Enigma when Rich was named captain." He explained that "at 40 or so years of age one of the last courses I was required to take at then Gannon College was an integrating seminar that had a course description of only 'Community.' He said from this course, "he remembered the definition of community: A unified body of individuals sharing a common interest. How lucky for all of us our common interest is boating in such a fantastic locale. So this building is dedicated not only for the benefit of those

(continued on page 22)



Ceremony Photos
Courtesy of Judy Emling

Structure Photos
Care of Dave Heitzenrater

20th Annual Oktoberfest

Saturday, October 18th

by Dan Dundon

Back in 1993, your Erie Yacht Club Entertainment Committee designed what became our most ambitious occasion for the 1995 Centennial commemoration. Eighteen months of planning, countless visits to others' "Oktoberfest events" and authentic menu development all contributed to the huge success of the Centennial Oktoberfest celebration in 1995. Since it was an immediate sell-out, and was the talk of the club for months, it just made good sense to hold it again in '96 and then in '97, and in '98 and actually, every year after that! A few very experienced "Oktoberfestors" (from outside EYC) warned us however, that such events often die-off after a few good years. Maybe so in other places, but apparently not at Erie Yacht Club!

Ten years ago, here in the Log, I wrote "On 22 October 2004, the Erie Yacht Club will be the site of our Tenth Annual Oktoberfest party! There will be many veterans of all ten Oktoberfests, and we are sure to see a continual stream of new faces, many of who will become repeat Oktoberfestors".

Nobody is more surprised than me, as I write now, on 18 October the Erie Yacht Club will host our 20th annual Oktoberfest Party as we continue to enjoy one of the most successful and long-lived Oktoberfest parties around. Twenty years and we are still going strong!

This whole time, the Mad Bavarian (Bob Hamilton) has entertained at our Oktoberfest. After the first few years, Bob asked me, "I'm not sure how you do it, Dan. Most Oktoberfest parties kinda die-off after a few years? Your EYC Oktoberfest gets stronger year-after-year."

Each year we are also entertained by the Siebenbuerger Singers and more recently by the Augsburg German Band. Ten years ago, another Oktoberfest entertainer maybe answered Bob's question: "You've got a REAL Oktoberfest party here, Dan. You serve great beer and lots of it. You offer authentic German food. You present quality German entertainment with minimum downtime between acts. EYC Oktoberfest does a better job than 90% of the clubs and organizations that think they could host an Oktoberfest. People love Oktoberfest and they will come out if it's the real thing."

There you have it! Of course, a big part of this success is the ongoing encouragement and support of many dedicated EYC members who return year-after-year. With the help of our dedicated entertainment committee of fellow EYC members, we have been able to deliver continually enhanced parties built around two tried-n-true Oktoberfest features... terrific German entertainment and an authentic German buffet.

Back in 1993, when my Polish friend PC Gerry Urbaniak suggested he and an Irishman like me should co-chair the EYC Centennial German party it sure seemed a good idea!

In case you have yet to attend Oktoberfest, here's some details!

The Scrumptious Buffet! Wiener schnitzel, Sauerbraten, Roasted chicken, Bratwurst, Knockwurst, pretzels, pumpernickel bread, potato pancakes, German potato salad, sauerkraut, and red cabbage with black forest cake and apple strudel for dessert!

Non-stop Entertainment! Erie's own Siebenbuerger Singers start with favorite German ballads. Then, the Augsburg German Band takes over with traditional German oompah music and a variety of German beer-hall favorites. Alternating hourly throughout the evening with Augsburg is The Mad Bavarian. Augsburg gets us started and The Mad Bavarian takes us straight to the Munich beer-hall with his crazy German one-man show! During all this, roving magician, Jim Bush visits the tables and mystifies with his magical tricks and gags.

Ja das ist eine Schnitzelbank! Professor Schultz will lead us in the Schnitzelbank Song as we sing of the Langer Mann, Hin and Her, Dicke Frau, Kurz and Lang, and (still my favorite) Gefährliches Ding.

The Alp Horn! At the Oktoberfest you can join the elite group of Erie Yacht Club Oktoberfestors who can play the ten-foot-long Alp Horn (like on those European cough-medicine TV commercials).

Shoogling! When you lock arms with one another at your long beer-garden tables and rock to-and-fro or side-to-side, that's shoogling!

Bavarians vs Tyroleans! – Some say Bavaria is the most beautiful region. Others say Tyrolea can't be beat! Come to Oktoberfest, and decide for yourself!

Oh, yes... there is some beer, too!

Just about every EYC Oktoberfest has been sold-out, so begin planning now to attend what has become one of the greatest parties of the year. We hope to see you all there!

Let me repeat my 2011 invitation! Come to Oktoberfest! Introduce your friends to the Goddess of Beer and hug the Dicke Frau!



The Rickloff Boat House Shines for ERIEGATTA

by Aimee Nicolia

Our new Rickloff Community Boat House had a chance to shine on Saturday, August 9th, when the EYC hosted the Eriegatta Junior Sailing Regatta. Over 90 youths took part in this regatta, coming as far as Sandusky, Port Clinton, North Cape, Mentor Harbor, Buckeye Lake, and Hoover Sailing Club to participate.

Bill Lasher served as the overall club PRO, and ran an excellent series of races on the course east of the club, which included Lasers, 420's and a Thistle.

To the west of the club, Cutter Niemic and Phil Mashyna served as the Opti PRO's, where they oversaw

the Opti Gold Fleet for experienced Opti sailors, and the Opti Green Fleet for introductory Opti racing.

Guests from visiting clubs were not only impressed with our spectacular new Boat House, but were also able to enjoy a beautiful setting to watch the races from ashore.

The Eriegatta was the final regatta in the Travelers Series, which tallies the results of individual sailors in a series of races as part of Inter-Lake Yachting Association (I-LYA).

I-LYA Chair, Jane O'Brien had this to say about the event, "Your club, venue, and new boathouse are beautiful, but more important-

ly everyone at Erie Yacht Club is so welcoming and friendly. I wish we knew the secret of that so we could bottle it and share it. Somehow, no one is ever made to feel like a trespasser, even when they are hot and sweaty coming off a race course and sharing space with a bridal party." O'Brien went on to add, "Your work on behalf of all our children is appreciated. Your success at Erie Yacht Club and Reyburn Sailing School is applauded."

After the races were completed, a grill out and awards ceremony were held at the Rickloff Boat House. Results of the races were as follows:

Division: 420

Skipper

1. Ian Moran
2. Anna Bloomstine
3. Samantha Moran

Crew

- Jack Harris
Emily Grychowski
Audrey Rieman

Club

- Edgewater Yacht Club
Erie Yacht Club
Edgewater Yacht Club

Division: Laser Radial

Skipper

1. Scott Trask
2. Christopher Ruppen
3. Cameron Douglas

Club

- Hoover Sailing Club
Berlin Yacht Club
ECSC

Division: Opti Gold

Skipper

1. Iain McSweeney
2. Lars Kristensen
3. Niels Kristensen

Club

- Edgewater Yacht Club
Edgewater Yacht Club
Edgewater Yacht Club

Division: Opti Green

Skipper

1. Anthony Farrar
2. Luca Hokaj
3. Will McBrier

Club

- Erie Yacht Club
Erie Yacht Club
Erie Yacht Club



EYC's team of Anna Bloomstine and Emily Grychowski placed 2nd at the Eriegatta. They were also awarded with a trophy for being the top 420 sailors for this year's Travelers Series as well as a trophy for the top female team.



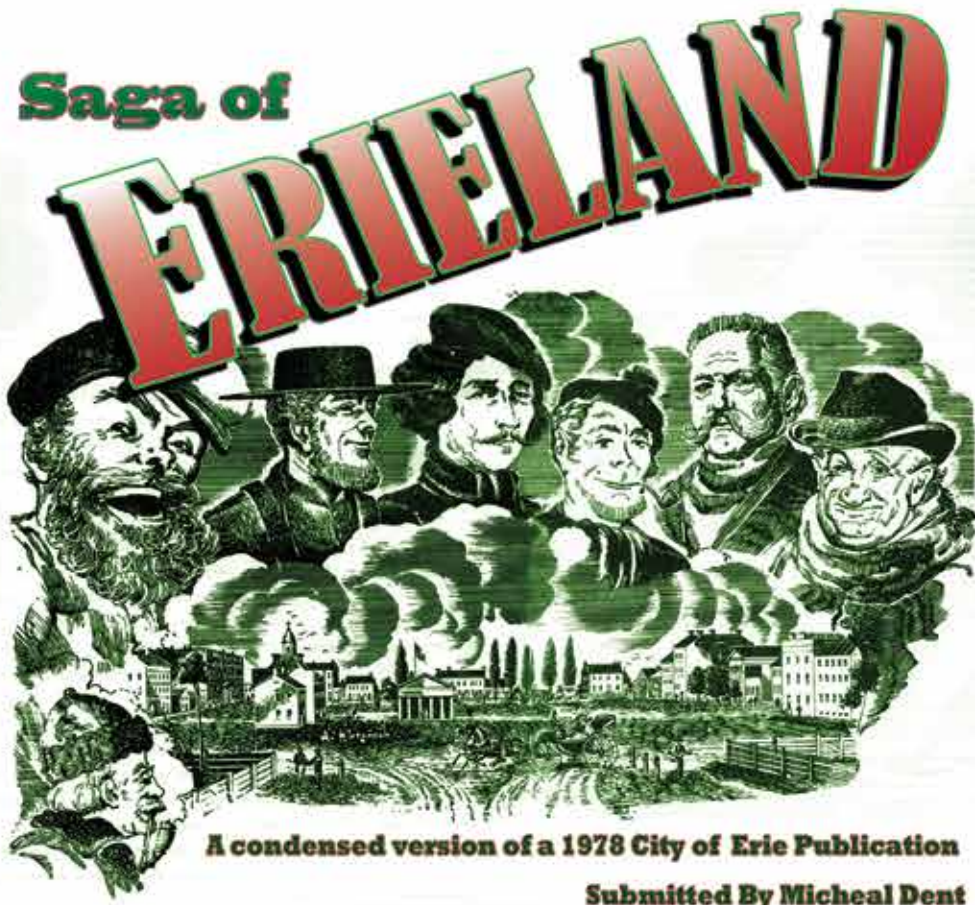
Photos courtesy of Rob Orlando



After the Eriegatta Awards were presented, Jane O'Brien and Kathy Trask of I-LYA presented the Travelers Series awards for the Season. In a special surprise, the TOP 420 Boat for the Summer 2014 season was presented to EYC's own team of Anna Bloomstine and Emily Grychowski. In addition, the girls were presented with a trophy for the best female team overall. Congratulations Anna and Emily on a huge achievement!

And finally, we would like to thank the MANY volunteers who helped to make this event a huge success... It couldn't have happened without each of you!





In 1978 the City of Erie Published the following piece, condensed here, in an effort to bring Erie's rich heritage closer to its visitors and residents.

Forward:

Our on-going effort to bring Erie's rich heritage closer to present day residents, includes a history of Erie which was published by the City and distributed to thousands of our citizens and to visitors.

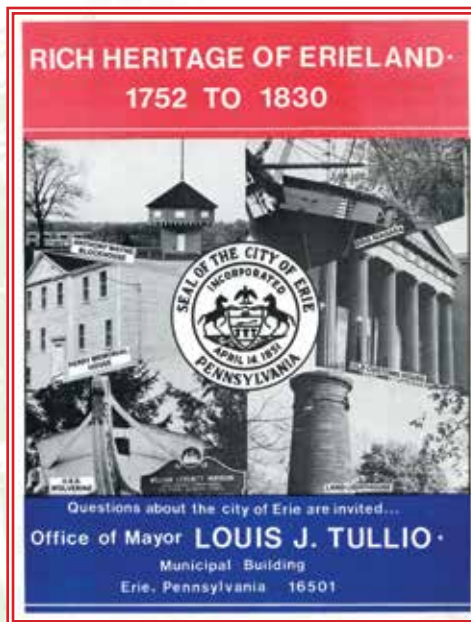
A pictorial display depicting major events in our history from the founding of Fort Presqu'ile to recent times was erected in the lobby of the Municipal Building for the nation's Bicentennial and is frequently exhibited where residents and visitors congregate.

A motion picture on the early history of Erie was produced by our public television station WQLN. A Freedom Shrine, containing historic documents has been constructed in front of the Municipal Building. The City is in the process of restoring local landmarks such as the first lighthouse in the Great Lakes, which is now being considered for inclusion on the National Register of Historic Places.

The concepts of freedom are well understood in Erie, as you see from this publication.

Programs such as "WE LOVE ERIE DAY" help keep the value of our Erie heritage constantly in mind.

Louis J. Tullio
MAYOR

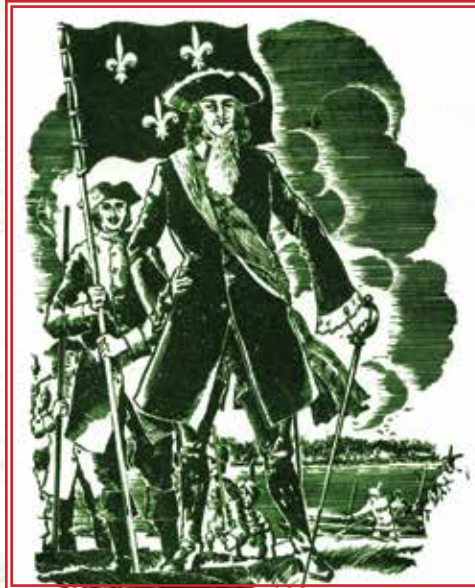


Saga of Erieland - 1752 to 1812

Birth

Like a placid lagoon reflecting the tall, silent forest primeval, lay the waters of Presque Isle Bay that early Spring morning in the year 1753. Governor, the Marquis Duquesne's Ohio Expedition commanded by Chevalier Pierre Paul Marin paddled their bateaux through the heavily shaded entrance, gently rippling the mirrored picture of peaceful, undisturbed natural beauty.

There lay before the voyagers a protected bay later called "the finest harbor in nature" by the French Governor. And so it proved to be. It was thus that the gateway was opened for the commerce which has come from Lake Erie now for more than 200 years. The peaceful scene soon changed to one of hardship and struggle for the pioneers. Less hardy souls might have been discouraged by the constant threats from the redskins whose happy hunting grounds had been invaded.



In the Early Spring of the year 1753, the main body of Governor Duquesne's Expedition, under the command of Sieur Marin, paddled their batteaux through the treacherous entrance to the "finest harbor in nature," Presque Isle Bay.

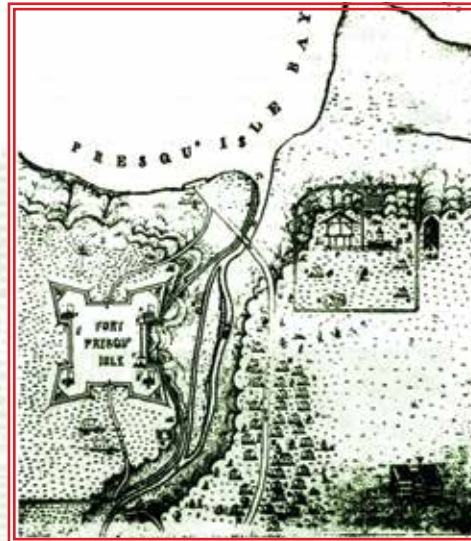
The Weaning

Immediately French Engineer Chevalier Le Mercier and his men began to clear the forest from a spot now at the foot of Parade Street on which they built Forte Presque Isle using the cleared timber. Squared 15 foot chestnut logs planted upright formed a palisade 120 feet square. At the four corners were bastions of solid timber with observation shutters and firing slits. Harassment by the Indians offered the pioneers only surprise attacks with flaming arrows, impeding the progress of the work but little else of consequence.

Inside the stockade four large timber houses were erected for the officers, men and storage of supplies and ammunition for the survival of these rugged Frenchmen. The weaning was not easy.

The Growing Infant

Within two years after the completion of Fort Presque Isle, some of the 365 families had arrived to settle them-



selves in rough-hewn log cabins within easy running distance of the forte. By 1757 the new village boasted some 480 families. Where did they come from and how did they make a living?

French pioneers to the "New World" were a scattering of adventurous Irishmen, Scots, Englishmen and soon the hardy and talented artisans and craftsmen from Central Europe settled in this dangerous but beautiful country by the Great Lake Erie and its "finest harbor in nature." Here were bred and born the solid traditions which are our foundation stones in today's Erieland. The steady influx of valiant folks from the East and across the sea added strength to make the Infant take his place as a sturdy, rugged stripling.

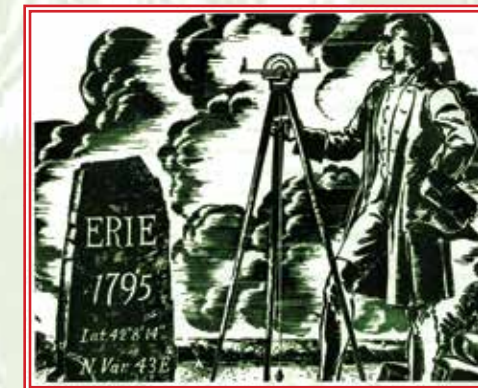


The Stripling and the Disputed Triangle

Along with growth to a muscle conscious youth, came the usual tests of strength. All was not sweetness and peace in this newly founded community. The honorable Robert Dinwiddle, British Governor of Virginia, delegated young Major George Washington to march his men and a small band of

friendly Indians on Fort Le Boeuf with the demand that the French abandon and leave this whole area. Immediately Virginia claimed the Triangle. Then Connecticut, Massachusetts, Maryland and New York made similar claims.

The force of arms persuaded the French to evacuate Fort Presque Isle in 1759. They left it burned to ashes. A year passed before the British rebuilt and garrisoned the only formidable protection the villagers had against marauding Indians. From 1760 through 1785 Fort Presque Isle was a strongly defended British Outpost in spite of the outcome of the American Revolution. In that year John Adams protested to the Crown in London that the British Garrison continued to occupy the fort. Of course the King withdrew his Redcoats thus leaving the Disputed Triangle a "No Man's Land" to be seized by the new United States of America. The new state of Pennsylvania sent General William Irvine to look over the Triangle with intent to survey. He reported "The finest Harbor on the Great Lakes must be bought for the State."



In June 1795 General William Irvine and Major Ellicott, State Commissioners, with a corps of surveyors and protective military escort, began to lay out Erie. From the shoreline outcroppings of the rock stratum that underlies this city, they selected a stone 3 inches thick, 48 inches long and 16 inches wide. Then they set it in the ground on the spot of Old French Fort Presque Isle, now Southwest corner of Parade and Front Streets. From this landmark, were computed for measurements the streets, in-lots, out-lots and squares.

In consequence, the United States Government Instructed Surveyor General Andrew Ellicott to proceed. He set up his tripod at 60 degrees North Latitude on the Delaware River and pushed his party West 259 miles and 88 perches to a point six miles East of Connecticut's Western reserve. Then came the Indians... Cornplanter, Half King, Big Tree, Half Town with other chiefs of the Six Nations claiming ownership of the lands. Settlement crowned

the succeeding pow-wows on the 3rd of February 1792. The agreed payment to the indians was between \$2,000 and \$4,000. Pennsylvania then paid the United States in Continental Certificates \$151,642.25 for 202,187 acres, title clear. The patent signed by President Washington and Secretary of State Thomas Jefferson set materially today's boundaries of Erieland. Thus was the famed Disputed Triange made officially the only land in Pennsylvania whose northern shores are washed by Lake Erie.

The Stripling Comes of Age - "The Erie Stone"

Skills in metal working, the weaving of textiles, brewing, wood-working to be sure had come as far away as from central Europe to contribute valuable trade to the growing village. Sailing vessels anchored in the harbor unloaded cargoes of necessary supplies and re-loaded with the products of the settlers. Soon Erieland's commerce was firmly rooted in a valiant fleet of "wind-jammers" for the salt trade. The channel, entered 39 years before by Sieur Marin, had to be deepened to admit vessels drawing as much as 7 1/2 feet of water.

June 1795 saw the official laying out of the village by State Commissioners, General Irvine and Andrew Ellicott with their corps of surveyors and protective military escort. From outcroppings of rock stratum underlying the land hereabouts, they took a stone three inches thick, 48 inches high, 16 inches wide. On its smooth surface they inscribed, Erie... Lat. 48°, 8' 14'..N. Var. 43°E. They set the "Erie Stone" on the site of the old Fort Presque Isle now the southeast corner of Parade and Front Streets. From this point were computed the measurements for all the streets, alleys, lanes, in-lots, out-lots and squares. Sixteen hundred acres for in-lots, 3,400 adjoining acres for out-lots. Streets of no less width than 60 feet and no wider than 100 feet were laid out to run North and South, East and West. The forest cleared, the first main thoroughfare not completed until 1811 was laid out. Today it's marked by the junction of Parade and Second Streets. Here Colonel Seth Reed, one of the first settlers, built a tavern-the first structure within this newly-planned city. There followed much building. Sawmills, a brickyard, a tannery and other buildings necessary to the community. In-lots as well as out-lots began to sell to those who could raise as little as \$10 or as much as \$260.

(continued on next page)

Saga of Erieland

(continued from previous page)

Among the first purchasers were many whose descendants are well known in Erieland today... Col. Thomas Forster, Capt. John Grubb, Judah Colt, Thomas Rees, John Cochran, David McNair, and Burgess of the village John C. Wallace to name but a few. The turn of the century saw the beginning of a steadily growing trade center which promised abundant prosperity to Erieland. Early in the morning of April 3 1803 Judge Jesse Moore presided over the first county court session. Erie on that day became the official County Seat of the 5th Judicial District of Pennsylvania.

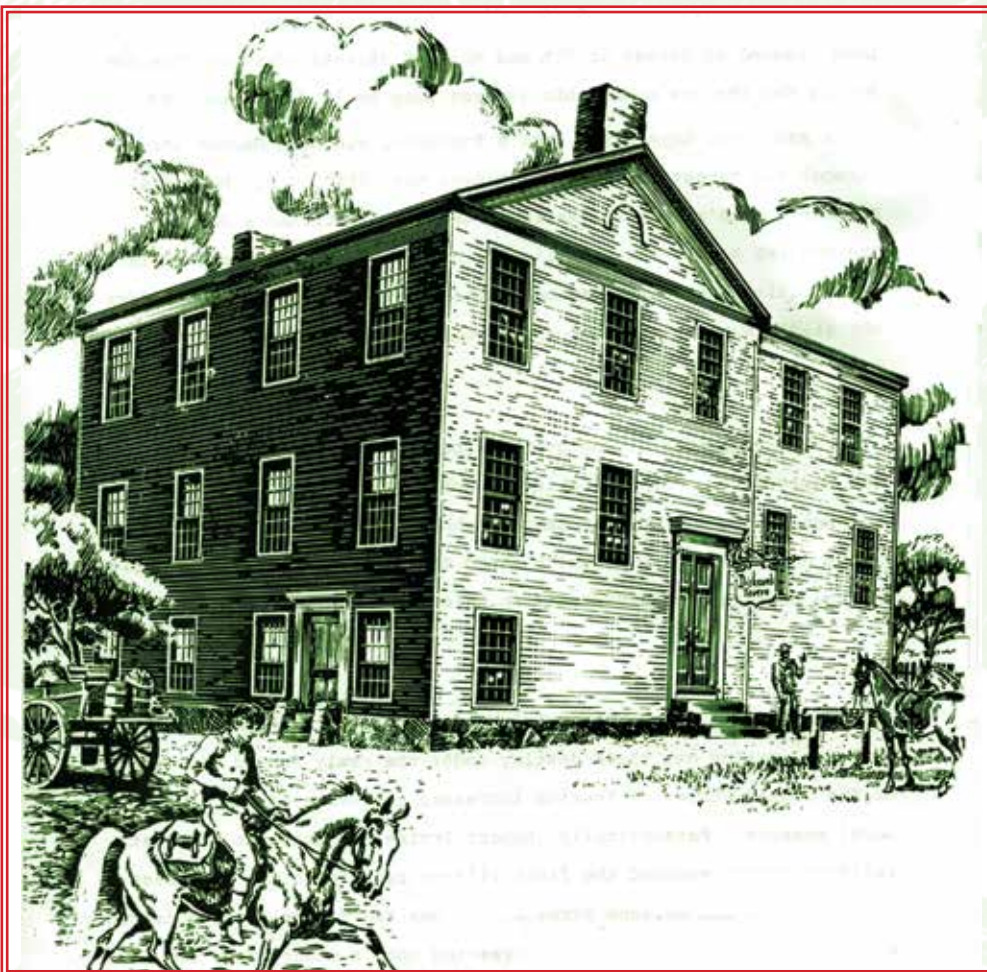
Distant Relatives Leave Us a Heritage

From the handful of New Englanders, Pennsylvania Dutch, Irish, Scotch and German Immigrants who followed pioneers to Erieland in the late 1700s, has come a priceless heritage of integrity and courageous enterprise... to wit, the building from rough hewn logs of the Middlebrook Church in 1801. By Thursday of that week the roof of slit clapboards marked the completion of Erieland's first "house unto the Lord."

Logically following the building of the church, Captain Daniel Dobbins, Sailing Master and Shipbuilder, collected \$30 from his friends and neighbors to pay for the labor on Erieland's "Little Log School."

Land cleared of forest at 7th and Holland Streets provided free materials for the one room cabin 30 feet long by 18 feet wide. Thirty girls and forty boys daily trod a footpath, cut from German Street through the forest to 4th to be taught the "3-Rs" by Dr. Nathaniel Eastman. Cobb's Speller, Parley's Geography, Kirkham's Grammar, The English Reader and Daboll's Arithmetic became the basis of intelligent citizenship which has been handed down to today's Erielanders who gladly support a school system costing millions of dollars.

More luxurious living quarters became the order of the day in the early 1800's. Basil Hoskinson, John Cochran, Colonel Reed and his son, Rufus S., Captain Daniel Dobbins, Judah Colt among others built new homes, many of which stand today as monuments to the courage of the Ancestors of Prosperity in Erieland.



The old Dickson Tavern at 2nd and French Road in 1809 offered lavish table, comfortable quarters and adequate stabling to man and beast traveling to and from the Great Lake, Erie. Commerce began to dot the area with buildings.

As the population within Erie and out in the farmlands increased, Free Men working out their destiny under the newly formed Constitution of the United States of America increased the value of the land in equal measure. Paradoxically, Robert Irvine, an Irishman of great building talent erected the first village bastille on the southeast corner of 2nd and Holland Streets. It was two floors high, constructed of logs hewn to one foot square, resting upon a stone floor two feet thick. Barred windows, of course, on the first floor and that day's "picture window" for the jailer and his family on the top floor. Irvine was the jailer. The record does not report the number of his "guests" on the first floor.

Again in 1809 history records the establishment at 2nd and French Streets as a tavern offering "lavish table, comfortable quarters and adequate stabling to man and beast traveling to and from the Great Lake, Erie." John Dickson is recorded as "mine host" and as commerce increased dotting the area with its necessary buildings, John wisely housed Erieland's first newspaper in

this tavern, mailing the news from the Government Post Office next door. Further up the street the General Store of Peter S.V. Hamot housed the first bank of Erieland. By 1811 Robert Knox the newly appointed Postmaster of the Borough of Erie, built the first official Post office building of rough hewn logs. It housed the Knox General Store, a sitting room and bedrooms for the Postmaster's family. A native of County Down in Ireland, Knox "of ready wit and tongue" gathered about him of an evening, the brilliance of the village. Captain Dobbins, Col. Forster, Drs. Christie and Wallace, Captains Richardson, Connor, Budd and Lt. Tewksbury of the Naval Station made banter thick and fast.

Finally, Knox placed a huge wooden block in front of the Post office. Soon it was dubbed "The Lying Block" by the customers, so great were the tales told, until one night some practical jokers stole the block. There is no record of the effect of the theft on the tall stories enjoyed thereafter by the citizens.

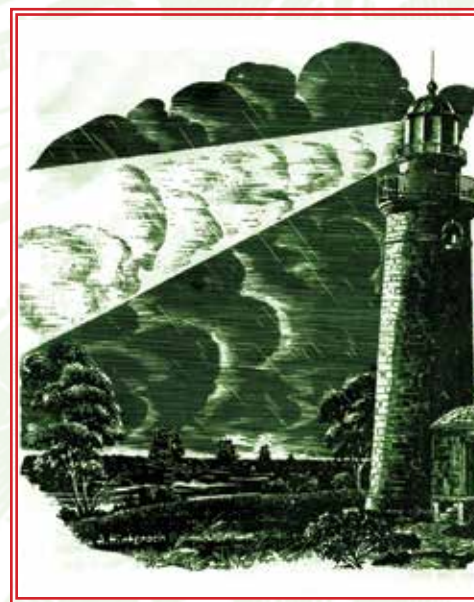
The Building of Perry's Fleet - Foot of Cascade Street

Sailing ships for Great Lakes traffic were many and stout. Many wind-jammers were built in the harbor village of Erie under the watchful eyes of Sailing Master Dobbins and Master of the Port of Erie Shipyard, John Dickson, the tavern owner. In the Spring of 1813, Dobbins returned from a conference in the Washington Navy Department with instructions to "build ships of the line for the country's defense of the Great Lakes against the Men O' War of the British." Commodore Perry's victorious Fleet was built and launched on the north shore of "the Finest Harbor in Nature" in early Summer of 1813. "The Wilderness... Shall Blossom as the rose." *Isaiah 35-1.*

The Land Lighthouse

After the Reed House and old Customs House, Perhaps the most enduring of Erie's landmarks is the Land Lighthouse Tower. A Lighthouse was built near the present site in 1818, at a cost of \$3,000. It was replaced in 1858 by a new tower of Milwaukee brick, the foundation of which was defective, probably owing to quicksand. The structure commenced to settle and was taken down in a few years.

The shaft now standing was erected with Bera stone in 1866 at a cost of \$33,000, and singular to say, it is built on a wooden foundation. An excavation of 20 feet deep was made for this foundation. Eight courses of oak timber 12 inches square and 20 feet long were placed in the bottom, 6 feet of broken stone and Portland cement was placed over the timbers; on this, courses of



In the spacious living room of a log house which stood on 4th Street between French and Holland, a group of Erie women, in 1813 designed and made Commodore Perry's Battle Flag flown on the "Flagship "Lawrence" in the battle of Lake Erie. On the navy blue standard they embroidered in white, Lawrence's famous dying orders to his men on the Chesapeake, "Don't Give Up The Ship"

stone 8 feet thick were laid in cement and mortar.

The tower is 67 feet in height from the water table to the focal plane of the lens, and 127 feet above the water in the lake. The lantern used was made in Paris, and cost \$7,000. Its light was visible for 17 miles.

The light was discontinued in 1880 and sold with two acres of ground for \$1,800. It was re-purchased and re-established a few years later to be again discontinued in a few more years. It stands today, like the "Pillar Towers of Ireland", a monument to the past.

The Battle of Lake Erie

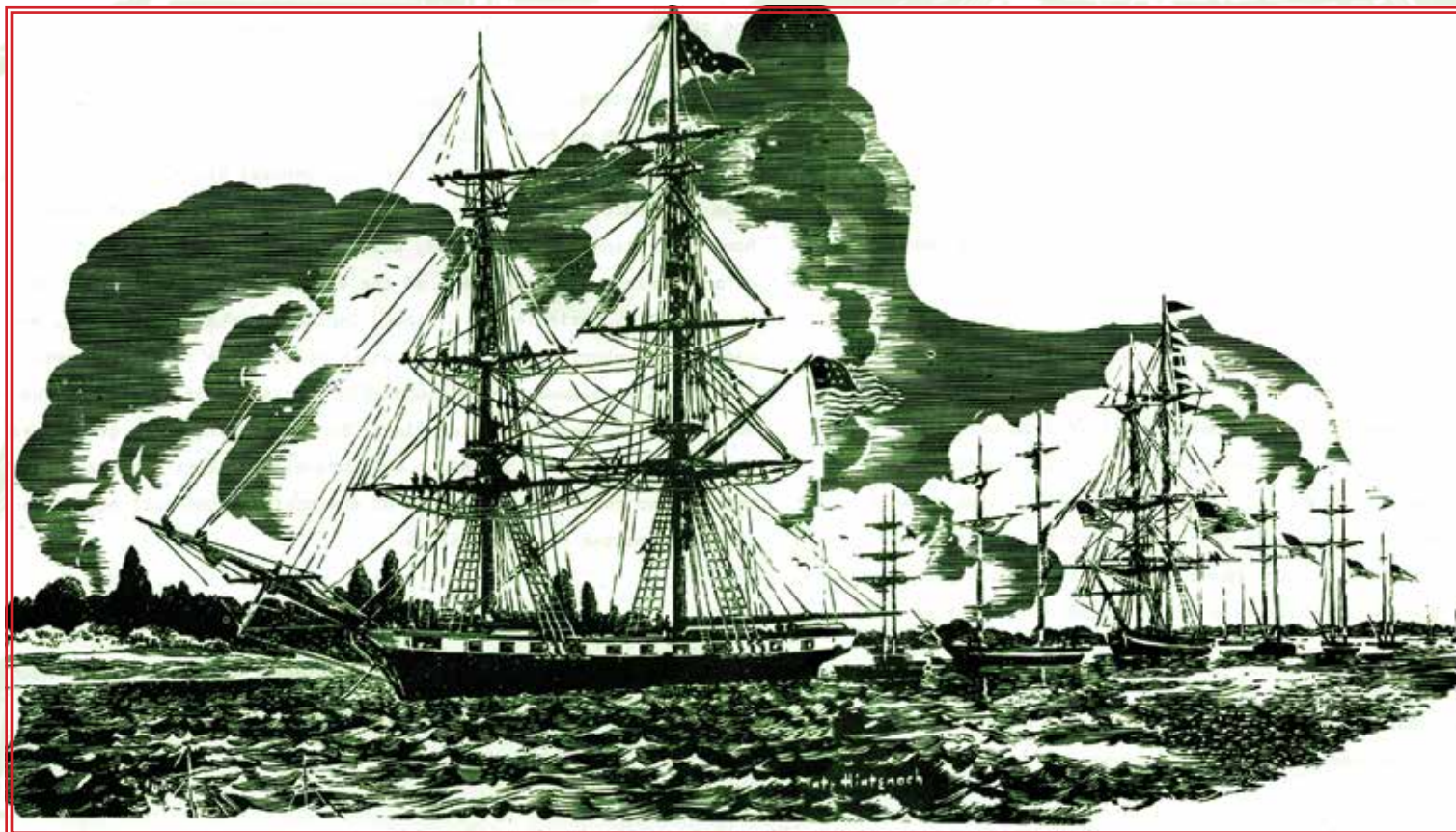
A little after five o'clock on the morning of September 10, 1813, the look-out on the mast head of the LAWRENCE gave a long-awaited and welcome signal. The British fleet had been sighted. Apparently, it had left the protection of Malden, the British base, and sailed out of the Detroit River into Lake Erie and was heading in the direction of Put-in-

Bay. By seven o'clock, all six ships of the enemy could be plainly seen from the LAWRENCE and any doubt that the British fleet was not seeking a battle had disappeared.

Perry had been hoping for a battle with the enemy ever since the morning of August 6th when he had ordered the fleet to sail from Erie for Long Point, twenty miles across the lake. He also looked forward to the possible meeting with Barclay's fleet on the way to Sandusky from August 12th to 16th. Later he had twice sailed into the Detroit River with battle colors streaming out a challenge to his foe. Twice Barclay had refused to challenge, waiting until the DETROIT, the largest and most powerful ship in either fleet, was completed, equipped and manned.

The strategy by which Perry hoped to battle the British fleet had been carefully planned. He realized that the

(continued on next page)



In the Spring of 1813 Sailing Master Daniel Dobbins built "ships of the line" for Commodore Oliver Hazard Perry's united States fleet in the harbor village of Erie.

Saga of Erieland

(continued from previous page)

enemy had many more long-range guns than he possessed and if the battle were fought at long range these guns of the British would give them a decided advantage. However, at close range the American fleet would have the advantage. In close conflict their heavy thirty-two pounder cannonades could throw almost twice the amount of metal possible to the enemy. Each American vessel was given its own antagonist on the British side. Perry on his flagship the LAWRENCE, reserved for himself the privilege of fighting the DETROIT, Captain Barclay's flagship. Commodore Elliot on the Niagara was to battle the QUEEN CHARLOTTE.

The battle began about a quarter to twelve when a shell from the DETROIT aimed at the LAWRENCE fell short. This first shot at a distance of a mile and a half clearly indicated Barclay's plan of action. He intended to fight Perry's fleet at long range.

A second shot from DETROIT five minutes later went crashing through the side of the LAWRENCE. At the moment the fortunes of battle did not favor Perry. The wind had died away leaving the LAWRENCE drifting towards the DE-

TROIT, but still too far away for its guns to be effective. Four of the American ships had fallen back over a mile and their guns could be of no value for a long time. Despite this fact, Perry continued his course toward the DETROIT which was now able to concentrate all its heavy guns on the LAWRENCE. For over 15 minutes the guns of Perry's flagship could not reach the DETROIT. Shot after shot from the DETROIT took terrible effect.

The deck of the LAWRENCE began to fill with wounded. The wind which began to come up was of little use since the rigging was in shreds and the sails could no longer be worked.

The LAWRENCE'S first broadsided to hit the DETROIT did little damage as its ship's walls were so thick. The two flagships drifted closer and closer to each other until they were only some three hundred yards apart. The LAWRENCE was now able to pour a continuous broadside into DETROIT and the Kentucky riflemen were also able to inflict great damage.

Despite Perry's orders for all his ships to come in for close action, The NIAGARA had kept so far away that the QUEEN CHARLOTTE, Elliott's designated adversary, could not reach her with any of its guns. Accordingly, Captain Finnis of the QUEEN CHARLOTTE, wishing to be in

the battle put on all sails possible and ran down the line to aid the DETROIT. Elliott's inability or unwillingness to bring the NIAGARA into close conflict now forced the LAWRENCE to receive the terrific broadsides of both the DETROIT and the QUEEN CHARLOTTE. Although at intervals the NIAGARA fired a long gun, for all practical purposes it was not in the battle.

By some miracle the small boat astern of the LAWRENCE was uninjured. Perry now determined to transfer his battle flag to the NIAGARA and attempt to change defeat into victory. Despite heavy fire from the big guns and rifles of the British, the rowboat with Perry and four oarsmen reached the NIAGARA unharmed.

Perry at once hoisted his pennant signal and the motto containing Lawrence's dying words, "Don't give up the ship." His next orders altered the course of the NIAGARA and turned it to sail directly through the British line of battle. Fortune now smiled once more on Perry. The QUEEN CHARLOTTE which was a little behind the DETROIT attempted to pass the DETROIT at leeward so that it might meet the NIAGARA with a broadside. Her sailing master misjudged the distance and in getting in the lee of the British flagship became becalmed. While in this predicament the first shot

from the NIAGARA carried away one of the QUEEN CHARLOTTE'S topsail stays causing the canvas to fall back against the mast. The ship, becoming unmanageable, ran into the DETROIT.

At a distance of a hundred feet, the guns of the NIAGARA poured repeated broadsides into the entangled vessels. Its short range guns mowed down the sailors and marines crowded on their decks. The NIAGARA swept on to rake the LADY PREVOST and the brig HUNTER again and again and then came back to pour additional broadsides into the DETROIT and QUEEN CHARLOTTE.

By three o'clock, or fifteen minutes after Perry climbed aboard the NIAGARA, Perry had his victory. The QUEEN CHARLOTTE, the DETROIT, the brig HUNTER and the schooner LADY PREVOST surrendered.

The CHIPPEWAY and the LITTLE BELT tried to flee but were quickly overtaken by the SCORPIAN and the TRIPPE and also forced to surrender.

The final act in the day's drama was played out on the deck of the LAWRENCE when Perry awaited the British officers who came to surrender their swords. With true magnanimity Perry permitted them to keep their side arms and expressed his regret that he was unable to spare the services of Doctor Parsons, the only medical officer still available for duty with the American fleet. One final duty of the day was sending a message to General Harrison, the Secretary of war, and his immediate superior, Commodore Chauncey at Sackett's Harbor. All told of the day's victory. The first portion of his letter to Harrison (on the back of an old envelope) has become one of the most famous statements of our American heritage, "We have met the enemy and they are ours".

Erieland Evolution

In 1813, Commodore Perry's home base was a small community of 400 persons. Sailing ships and horses and wagons and the 50 mile hike were the primary means of transportation. There were no traffic and parking problems, no water shortages, no storm sewers to worry about, no air conditioning, or television, automatic washers and dryers to go on the fritz. The homes were simple with a central fireplace for heating and cooking and a few oil lamps for light in the evening.

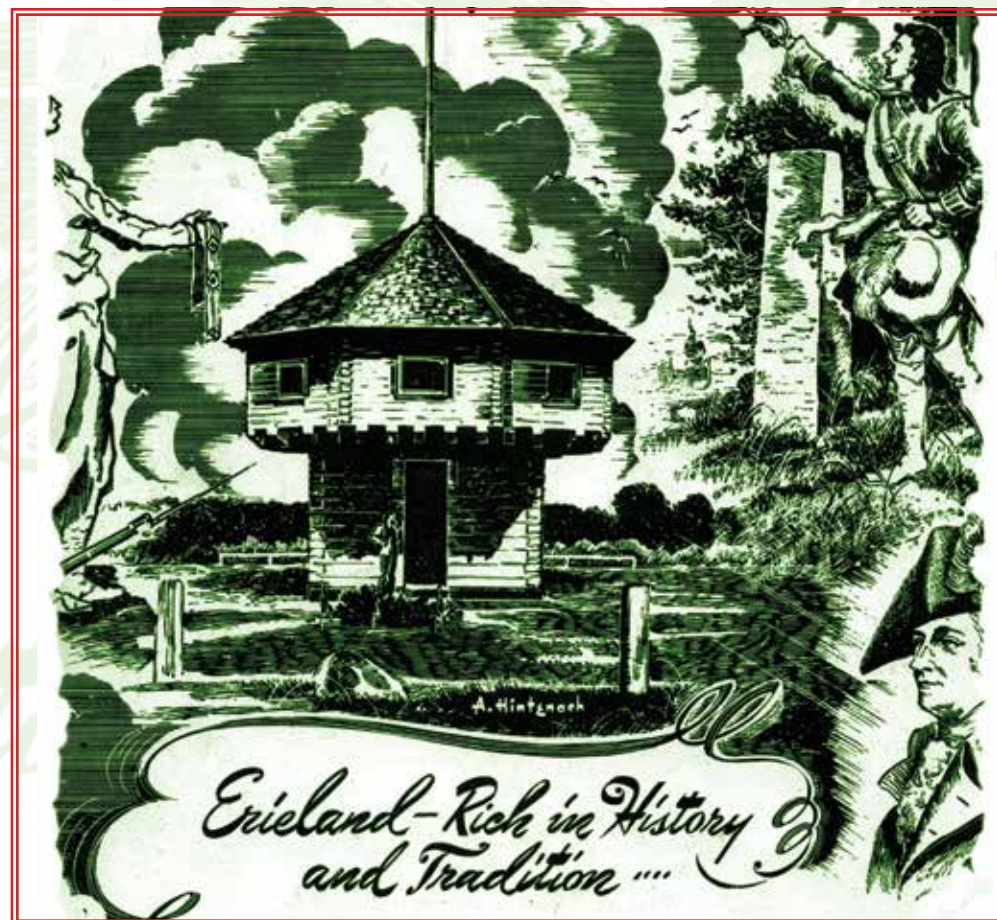
One hundred and fifty years later, Erie had grown - almost 200,000 people in the City of Erie and its immediate surrounding area. Airplanes brought the



entire world within one day's travel. Automobiles put everyone on wheels, and the 50 mile hike became a means of recreation. Living was complicated. A burgeoning population required great quantities of purified water, tremendous sewer systems to drain away waste and storm water, complex networks of pipes and wires to supply heating fuel, power and instant communication to the populace. Home life was comfortable with air conditioning in the summer and central heating in the winter. It was convenient with automatic electric ranges, automatic ovens, automatic toasters, automatic washers

and dryers; and it was leisurely with television, radios, newspapers, magazines, theaters, drive-ins, and night clubs providing a continuous and full array of entertainment.

However, outside of his home, the life of the Erieite was filled with peril. In 150 years he had traded the unpredictable behavior of the savage Indians for the equally unpredictable city driver. The major comforts and conveniences achieved in the home only emphasized the minor success of man's efforts to control his environment against the ravages of nature.





A Whale of a Good Time!

(continued from page 5)

Josh and Jen were more than accommodating as they served up this wonderful fruity concoction, as well as other ice cold drinks, in between stowing the snorkeling gear and trimming the sails. All we had to do was sit back and drink and soak up the sun. We wondered what the temperature back home was, but only briefly. "Hey Josh - more punch please!"

As we approached Water Island, one of the other passengers on board pointed out something in the distance - a whale spout! Captain Chris immediately started the engine and began motor-sailing in the direction of the whale sighting. Chris, Josh, and Jen were as excited as we were - they had been crewing charters in this area for several years and this was their first whale sighting!

As we approached the area, it became obvious that we were seeing a mother humpback whale and her calf. The calf seemed quite playful and something of a show-off - breaching and splashing multiple times as we got closer. The mother also breached numerous times, putting on a real display as she hurled her 50 ft. body almost completely out of the water! They put on a spectacular show, and we just happened to be in the right place at the right time to see it!

We could hardly believe our luck - turtles, a reef full of fish, downwind sailing on a big catamaran, ice-cold rum punch - and whales! And it wasn't even lunchtime yet!

Did somebody say lunch? As the whales swam away we resumed our course and shortly thereafter pulled Castaway Girl up to the sand on Water Island's Honeymoon Beach. There we enjoyed a lunch buffet of barbecued ribs, jerk chicken, and local vegetable dishes washed down with ice cold Carib beer.

After lunch, and what passed for a strenuous morning in St. Thomas, it was time to just chill. A walk on the beach, a dip in the water, another glass of rum punch - does it get better than this? Who cares?

Finally, it was time to go. Castaway Girl motored across the harbor and dropped us off back at the pier in downtown Charlotte Amalie. We enjoyed one last drink at one of our favorite St. Thomas watering holes - Bobby's Bar in Drake's Passage - and boarded the tender back to Emerald Princess. We still had 2 more days at sea, and another three days in Fort Lauderdale, before we had to return home to snow and reality, but we all agreed that it would be hard to beat the whale of a good time we had this day!



EYC Special Niagara Sail Sale

Educational Day Sail for Erie Yacht Club Members

by Jamie Badams



Like the Erie Yacht Club, the U.S. Brig Niagara is a long-standing fixture of the Erie community, tracing its roots back to the nineteenth century. Although much has changed for these two organizations in the preceding decades, timbers replaced, clubhouses erected, members come and gone, the goals and the ideals have held fast.

From the persistence of George Bliss in the 1890s and the determination of the USS Niagara Association in the 1910s, to the generous support in recent decades, it has been the community and especially the membership of these organizations which have preserved them for generations to come.

With this in mind, the Flagship Niagara League and U.S. Brig Niagara would like to honor its long-standing relationship with the Erie Yacht Club by offering a private day-sail at a reduced rate for members of the club. Members will enjoy a five hour sail on Presque Isle Bay and Lake Erie, a rare chance to experience Erie's waters the way the founding members of the club would have in 1895. During the sail, a meal prepared on an authentic woodstove will be served and members will be offered the opportunity to help sail the ship.

Saturday September 27th · 1-7pm

EYC Members Discounted Price \$65! (Regular Price \$85)

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The Flagship Niagara League is a 501 (C) 3, non-profit educational associate organization of the Pennsylvania Historical and Museum Commission (PHMC), chartered to facilitate citizen participation and operation of the U.S. Brig Niagara and its homeport, Erie Maritime Museum.

If These Docks Could Talk

by P/C Gib Loesel

Once upon a time (1948 to be exact) a massive project was undertaken by the Club's Entertainment Committee; the film production of JACK TAR SAILS AGAIN which was a documentary of the Club's activities for the entire boating season; Memorial Day to Labor Day. I am not sure if the project's original intention was to preserve Club history but as it turned out, it was.

Here are a few "ramblings" (in no particular order) about the film: As stated above the year was 1948; Commodore Durker W. Braggins, Vice Commodore Robert N. Yates, Rear Commodore, Norman J. Grode, Fleet Captain Robert Y. Burns, Secretary/Treasurer George O. Loesel; run time approximately 39 minutes; originally shot on 16 mm with sound that told the story unfortunately over the years the sound strip was destroyed; film was returned to Kodak for restoration which did not work; many major Club parties were planned around the "showing" including a red carpet type premier and a duplication of that party where the party goers wore more or less formal clothes...

Club members who were responsible; Produced By Erie Yacht Club Entertainment Committee; Photographed by Harley H. Bixler, Directed by P/C Morrill A. Baumann; there are no less than 25 past Commodores in the film including 1904 Commodore "Cap" William L. Morrison...

Some of our current members can also get a glimpse of their parents, grandparents and in some case great grandparents, to name a few: Bill Lillis, Jack & Suzie (Chambers) McAllister; Judy (Crowell) Minnicks, Bev (Klahr) Wells, Ted Padden, Pete & Patrick Traphagen; Louise (Kennedy) Loesel, Rickloff Family; Lane (Forster) Nelson; Walker Family and of course Gary and Bruce Raimy who's father was Jack Tar.

The cast of characters are; Jack Raimy as Jack Tar; Davey Jones by Mike Harrison; Charlotte Barons as "the Mermaid"; EYC Ladies who our star had "big eyes" for; Dee Dee Schlaudecker, Charlotte Barons, Arlene Allison, Mickey Burns, Mary Yates and Jackie Welsh.

The "plot" is simple (sort of). Jack Tar a 1812 sailor wants to "go back" and take a look around in Davey Jones' Locker. He pleads with Davey to send him back... Davey argues and reminds Jack he was a boozier and womanizer and that spells danger... Jack convinces Davey he is reformed and would behave himself... Davey caves in and allows Jack to return starting on New Year's Eve Day (coincidentally the EYC New Years Eve Party followed by the traditional New Year's Day reception). The movie opens with Jack climbing out of the Lake, over the ice dunes and slipping his way across the bay to "of course the Club" and then the fun begins to last until Labor Day when Jack must return.

It would be impossible for me to accurately describe what goes on over the course of events covered by the film; I will leave that for my brother Richard who with the aid of Doug Boldt managed to have the film reproduced on a DVD along with his narration of what is taking place. Rich tells the story as the movie "rolls" naming the people who appear, the boat owners and boat names and events being covered. The film with audio has been uploaded to the internet and with the help of our webmaster Holly (Wolford) O'Hare, and a link is now listed on the Club's website for your viewing pleasure. Or you can go direct by accessing: <http://youtu.be/4SUsPhE3J-Y>

A few of the interesting things you can see include: scenes inside the old Club House; the grounds as they appeared in 1948; the opening day ceremony; a major Lightning regatta, the Club picnic, a shot of Emma The Light House Keepers Daughter, the start of the Dover Race, how Port Dover appeared in 1948, Port Dover's boat parade and their Monster Calithumpian Parade and more. Enjoy!!!

If These Dock Could Talk, they would say: "An amazing feat by our 1948 Club members, thanks for the stroll down memory lane!!!!"



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RICKLOFF BOATHOUSE DEDICATION CEREMONY

(continued from page 7)

of us here today but also for the benefit of those who'll share our common interest in the future. I am quite pleased that the Reyburn Sailing School will be the primary tenant of this facility. The Reyburn Sailing School has grown over the years from a place where kids learn to sail now to a place where they learn honesty, responsibility, sportsmanship, confidence, judgment, leadership and along the way they also learn to sail. This evolution in the Reyburn program I believe can be tied to the efforts of the Junior Sailing Committee and especially through the efforts of its chair Brian Lasher and its Director Chris Grychowski. Finally, I have to thank all of you who saw the vision of this project and have joined us in bringing it to reality."

pose." Let us join together in prayer: Lord God, we ask your blessing on this new Boat-house and all who will use it in the years to come. Protect it, Lord from storm and damage, from fire and any harm. Heavenly Father, send your kindly blessing on those who will learn here the art of sailing and the skills of those who traverse these waters. Most of all, may all, especially the young men and women who come here, be blessed with your gifts of good judgement and fairness, of courage and clear thinking, of prudence and friendship and a welcoming and kindly spirit in their hearts for others. Bless those who contributed in so many ways to make this dream possible. Reward us all, Lord, with your blessing on our lives, and give to all who have gone before us a safe harbor and peaceful rest in your eternal dwelling. Hear us, Oh Lord and grant the prayers of our hearts as we say gratefully: Amen."

The day was best summed up by Vice Commodore Brad Enterline who said, "This was a great day for the EYC. The comments from all of the speakers placed in perspective the history of our Club and the united front to plan and erect this first class building for the expansion of water-related activities to the community. We have all benefited and know the value that this bay front has provided to us. Now we can do a small part to introduce others to the experiences that we have been blessed with for years." If you haven't yet, stop down and see the building and watch our Sailing School at work. As has been said in the past..." Commodore Bliss would be amazed" and you will be too!



Following Mark's comments Msgr. William Biebel, the Erie Yacht Club Chaplain, was asked to come to the mic to give a blessing on the new building. His moving prayer follows: "On this Day of Grateful Thanksgiving, we gather as one people under God and hear again the sacred words of Psalm 127: "Unless the Lord God watch over the dwelling, those who labor to build it do so in vain. Unless the Lord God watch over the city, those who guard it do so to no pur-

The program concluded with the ribbon-cutting. With Erie Yacht Club Foundation Trustees, Erie Yacht Club Bridge Officers and family members gathered around him, Mark Rickloff had the honor of cutting the blue ribbon and officially opening the building to the public. A large round of applause followed with everyone sporting huge smiles excited about the opening that day and the future generations who will be enjoying the Rickloff Community Boathouse for many years to come.



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Thanks to all the Erie Yacht Club members who sent me quotations.

Denise Tarasovitch told me her son gifted her a Zen calendar which she found to be wonderful and full of meaningful quotes. She passes these favorites along to us:

"I have done my best." That is about all the philosophy of living one needs.

- Lin Yuntang

To fall into a habit is to cease to be.
- Miguel de Unamuno

Only the supremely wise and the abysmally ignorant do not change.

I never saw a wild thing sorry for itself.

- D. H. Lawrence

The heart that breaks open may contain the whole universe.

- Joan Macy

My trade and art is to live.

- Montaigne

Thanks to Denise for passing along these good words to us.

Before I retired, I had the calendar "The Wisdom of the East" on my desk at work. Here are a few words from that calendar which reminded me there were much better things to think about besides my soul-sucking job... I mean my delightful occupation in those days.



My dad used to tell me "The emptiest barrels make the most noise." Reviewing my calendar, I came across this Chinese Proverb:

Outside noisy, inside empty.

There are some others:

A mind all logic is like a knife all blade. It makes the hand bleed that uses it.

The angry man will defeat himself in battle as well as in life.

The person who confesses ignorance shows it but once. The person who conceals it shows it many times.

The biggest room in the world is the room for improvement.

Patience in one minute of anger can prevent one hundred days of sorrow.

A person who says "I'm enlightened" probably isn't.

Why not send me some favorite quotes and words-of-wisdom (dandundon@gmail.com) like Denise did for us to continue this series of EYC Log articles?

In closing, here is a quote which maybe I heard at a Thursday Happy Hour on the EYC Deck?

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Team Erie's Successful Season

by Mal Szelwach & Sean Bloomstine
EYC Race Team Coaches

With the summer winding down and numerous regattas sailed, the Erie Yacht Club Race Team would like to share with the Club the results we took at Semi Finals and at Bay Week.

Semis were held at the Detroit Yacht Club, Michigan from July 6 - 8th. Despite the extremely tough conditions, on the 420 course Team Erie was in a four way tie for 1st place but lost the tie breaker and got 4th out of 41 boats.

Overall, we had four boats place in the top 10:

Noah Nicolia & Michal Szelwach: 4th

Geoffrey Wells and JT Timon: 5th

Peter Bloomstine and John Schultz: 6th

Emma Francoeur and Nick Margay: 14th

Anna Bloomstine and Emily Grychowski: 22nd.

Claire Christensen placed 7th out of 22 boats on the laser course.



Bay Week was held at Put-In-Bay Yacht Club, Put-In-Bay from July 20 - 25th. The week got off to a good start with Team Erie winning the team skit for the third year in a row. The weather varied but with three days of sailing Nicolia and Szelwach placed 3rd, Bloomstine and Grychowski - 4th, Francoeur & Margay - 7th, Wells & Timon - 11th, Bloomstine & Schultz - 16th out of 39 boats.

On the laser course, Christensen placed 9th out of 42 boats. Claire also received the perpetual John H. Backus memorial trophy which is awarded to the best Female Laser Radial Sailor.

Overall, we are extremely proud of our team and their accomplishments at the Traveler Series Regattas, Semis, and at Bay Week. We are truly lucky to have such a great group of kids. GO TEAM ERIE!



Team Erie's Claire Christensen won the Backus Family Trophy for top female radial laser sailor. Way to go Claire!



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EYC's Monica Bloomstine (pictured here with ILYA chair Jane O'Brien) along with husband Mark Bloomstine chaired this year's Jr. Bay Week.

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Thirty-Seven Fascinating Facts About the Great Lakes

1. While Lake Superior is indeed a lake, it behaves more like an inland sea.

2. All of the four other Great Lakes, plus three more the size of Lake Erie, would fit inside of Lake Superior.

3. Isle Royale is a massive island surrounded by Lake Superior. Within this island are several smaller lakes. Yes, that's a lake on a lake.

4. Despite its massive size, Lake Superior is an extremely young formation by Earth's standards (only 10,000 years old).

5. There is enough water in Lake Superior to submerge all of North and South America in 1 foot of water.

6. Lake Superior contains 3 quadrillion gallons of water (3,000,000,000,000,000). All five of the Great Lakes combined contain 6 quadrillion gallons.



Split Rock lighthouse on the appropriately named Lake Superior.



Our own beautiful Lake Erie.

7. Contained within Lake Superior is a whopping 10% of the world's fresh surface water.

8. It's estimated there are about 100 million lake trout in Lake Superior. That's nearly one-fifth of the human population of North America!

9. There are small outlets through which water leaves Lake Superior. It takes two centuries for all the water in the lake to replace itself.

10. Lake Erie is the fourth-largest Great Lake in surface area, and the smallest in depth. It's the 11th largest lake on the planet.

11. There is alleged to be a 30- to 40-foot-long "monster" in Lake Erie named Bessie. The earliest recorded sighting goes back as early as 1793.

12. Water in Lake Erie replaces itself in only 2.6 years, which is notable considering the water in Lake Superior takes two centuries.

13. The original publication of Dr. Seuss's *The Lorax* contained the line, "I hear things are just as bad up in Lake Erie." Fourteen years later, the Ohio Sea Grant Program wrote to Seuss to make the case that conditions had improved. He removed the line.

14. Not only is lake Erie the smallest Great Lake when it comes to volume, but it's surrounded by the most industry. Seventeen metropolitan areas, each with populations of more than 50,000, border the Lake Erie basin.

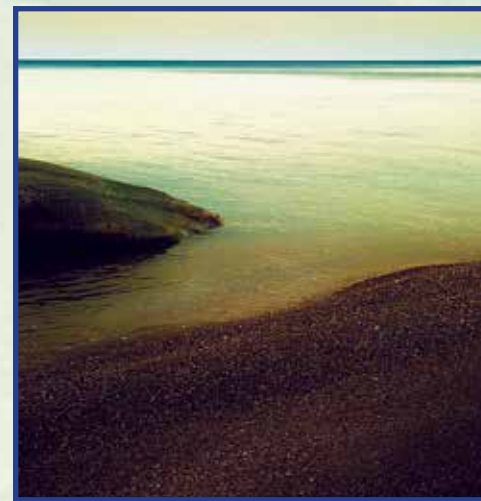
15. During the War of 1812, the U.S. beat the British in a naval battle called the Battle of Lake Erie, forcing them to abandon Detroit.

16. The shoreline of all the Great Lakes combined equals nearly 44% of the circumference of the planet.

17. If not for the the Straits of Mackinac, Lake Michigan and Lake Huron might be considered one lake. Hydrologically speaking, they have the same mean water level and are considered one lake.

18. The Keystone State was one of the largest and most luxurious wooden steamships running during the Civil War. In 1861, it disappeared. In 2013, it was found 30 miles north-east of Harrisville under 175 feet of water in Lake Huron.

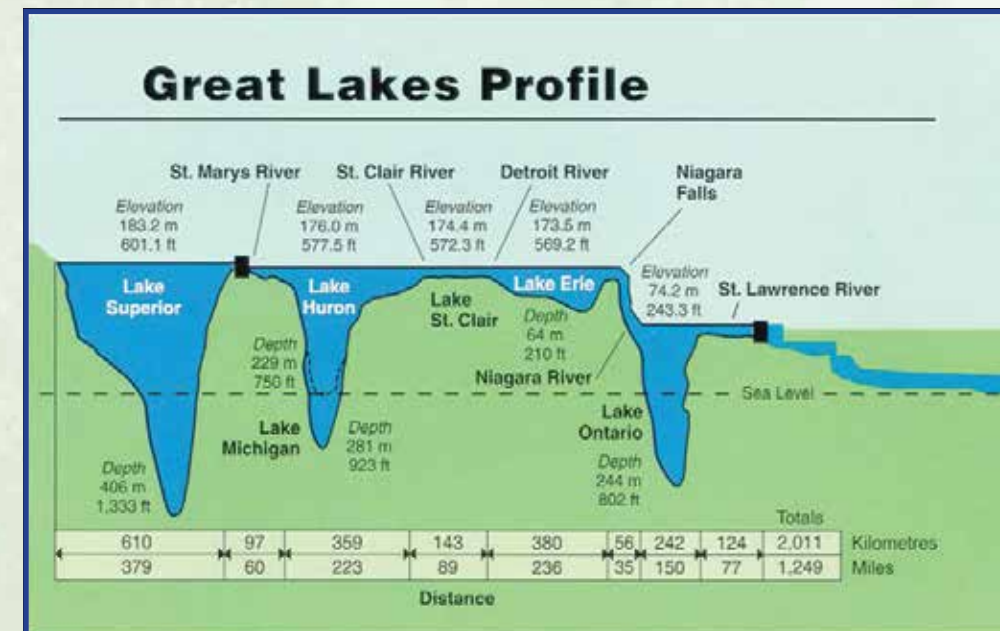
19. Goderich Mine is the largest salt mine in the world. Part of it runs underneath Lake Huron, more than 500 meters underground.



Lake Huron resembles prehistoric lakes in both appearance and ecosystems.

20. Below Lake Huron, there are 9,000-year-old animal-herding structures used by prehistoric people from when the water levels were significantly lower.

21. There are massive sinkholes in Lake Huron that have high amounts of sulfur and low amounts of oxygen, almost replicating the conditions of Earth's ancient oceans 3 million years ago. Unique ecosystems are contained within them.



22. Lake Huron is the second largest among the Great Lakes, and the fifth largest in the world.

23. In size, Lake Michigan ranks third among the Great Lakes, and sixth among all freshwater lakes in the world.

24. Lake Michigan is the only Great Lake that is entirely within the borders of the United States.

25. The largest fresh water sand dunes in the world line the shores of Lake Michigan.



Mysterious Ice balls appear on the shores of Lake Michigan when conditions are just right.

26. Because water enters and exits Lake Michigan through the same path, it takes 77 years longer for the water to replace itself than in Huron, despite their similarity in size and depth. (Lake Michigan: 99 years, Lake Huron: 22 years)

27. When the temperature of Lake Michigan is below freezing, so-called "ice boulders" wash up on the shores of Lake Michigan. Here's how scientists say they're created.

They came on the tides by the hundreds - big, spherical clods of ice whose dirty-brown exteriors made them look like a platoon of Tribbles. Presumably they're still around, entertaining people around Lake Michigan with their fun appearance and possible usage as nuclear-grade

snowballs. Locals call them "ice balls" or "ice boulders," and though they might seem an unnatural, ominous formation to much of the world they've made many appearances in the history of the Great Lakes. Last February, for instance, a flotilla of basketball-sized orbs washed up in the Sleeping Bear Dunes National Lakeshore, allowing Traverse City meteorologist Joe Charlevoix to explain how they're formed:

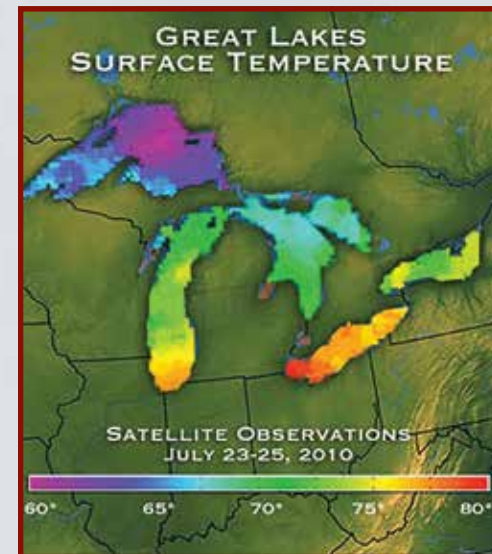
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Thirty Seven Fascinating Facts About the Great Lakes

(continued from previous page)

"The water temperature of Lake Michigan is just a little bit below freezing, so you get a small piece of ice that forms in the water and as waves move back and forth it adds additional water and freezes in layers. It gets bigger and bigger, and eventually you get big balls of ice, that are pushed to the shore by the wind."

28. Within Lake Michigan there is a "triangle" with a similar reputation to the Bermuda Triangle, where a large amount of "strange disappearances" have occurred. There have also been alleged UFO sightings.



29. Singapore, Mich., is a ghost town on the shores of Lake Michigan that was buried under sand in 1871. Because of severe weather conditions and a lack of resources due to the need to rebuild after the great Chicago fire, the town was lost completely.

30. In the mid-19th century, Lake Michigan had a pirate problem. Their booty: timber. In fact, the demise of Singapore is due in large part to the rapidly deforested area surrounding the town.



A scenic shoreline on Lake Ontario.

31. Jim Dreyer swam across Lake Michigan in 1998 (65 miles), and then in 2003, he swam the length of Lake Michigan (422 miles).

32. Lake Michigan was the location of the first recorded "Big Great Lakes disaster," in which a steamer carrying 600 people collided with a schooner delivering timber to Chicago. Four hundred and fifty people died.

33. Lake Ontario is the smallest of the Great Lakes in surface area, and second smallest in depth. It's the 14th largest lake on the planet.

34. The province Ontario was named after the lake, and not vice versa.

35. In 1804, a Canadian warship, His Majesty's Ship Speedy, sank in Lake Ontario. In 1990, wreck hunter Ed Burt manage to find it. Only, he isn't allowed to recover any artifacts until a government-approved site to exhibit them is found. He's still waiting.

36. Babe Ruth hit his first major league home run at Hanlan's Point Stadium in Toronto. It landed in Lake Ontario and is believed to still be there.

37. A lake on Saturn's moon Titan is named after Lake Ontario. It's called "Ontario Lacus."

More Great Lakes Trivia

How big are the Great Lakes? Well, when the French navigators who were the first Europeans to put the Great Lakes on world maps initially sailed into Lake Huron's Georgian Bay in 1615, they called the lakes "sweet seas." Keep in mind that these people had recently crossed the ocean in tiny wooden ships, so they knew a sea when they saw one.

So much for impressions. Let's get down to facts. The Great Lakes cover 94,000 square miles and hold 5,500 cubic miles of water within 10,210 miles of shoreline - almost 20 percent of the world's freshwater and more than 95 percent of surface freshwater in the lower 48 states. Only the polar ice caps contain more freshwater.

The greatest of the lakes is Superior. With a name like that, it has to be greatest, or face a lawsuit for false advertising. It holds 2,900 cubic miles of water. It has the largest surface area of any freshwater lake - 31,700 square miles - roughly the area of South Carolina. If Superior's 1,826 miles of shoreline were stretched into a straight line, it would start in Duluth, Minnesota, and end in Miami, Florida.

The bottom of Lake Superior is 700 feet below sea level, a whopping 418 feet lower than Death Valley, making the lake bottom the lowest land in North America.

Estimates for the number of shipwrecks on the Great Lakes range from 6,000 to 25,000.



The Great Lakes, have been sailed upon since at least the 17th century, and thousands of ships have been sunk while traversing them. Many of these ships were never found, so the exact number of shipwrecks in the Lakes is unknown; the Great Lakes Shipwreck Museum approximates 6,000 ships and 30,000 lives lost, while historian and mariner Mark Thompson has estimated that the total number of wrecks is likely more than 25,000. In the period between 1816, when the Invincible was lost, to the sinking of the Fitzgerald in 1975, the Whitefish Point area alone has claimed at least 240 ships.

But all these superlatives aside, the Great Lakes aren't as great as they used to be. Lake trout, once the primary Great Lakes commercial fish, now survive at levels capable of sustaining commercial fishing only in Lake Superior, and even there they are supplemented with hatchery fish. The blue pike, once the top predator in the open waters of Lake Erie, and the Atlantic salmon of Lake Ontario, were major components of the early fishing industry but are now extinct. Another downfall of the commercial fishing industry has been the introduction of many invasive species to all the lakes, so while your enjoying our beautiful Great Lakes for your favorite form of recreation be sure and treat them with the care and consideration they all deserve, and so that our future generations can enjoy them as well.



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Thurs. Sept. 11th
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Halloween at the EYC

For the Young & The Young at Heart

Kids Party Sunday Oct. 26th
11am - 1pm • Jungle Terry Show
Arts & Crafts • Treasure Hay Pile

Adult Party "Boo & Brew"
Friday Oct. 24th
8pm - Midnight
Costumes Encouraged • Prizes for the Best DJ to Provide the Howling Good Tunes
\$10 All You Can Drink Draft Beer



September Calendar of Club Events

- 3rd Thursday Sunset Happy Hour
Rain gutter Regatta Night • 6 - 9pm
Music with Uncharted Course
- 7th A la carte Breakfast • 10am - 2pm
Sunday NFL Football • 1pm
the EYC has the Sunday Ticket for
all your favorite games.
- 8th Monday Night Football at the Club
7pm • Beer Specials
- 11th Thursday Sunset Happy Hour
Don't Let the Flu Bug You Night!
6pm - 9pm • Get your Flu Shot
Complimentary Chicken Wings
Music with the Sam Hyman Band
- 14th A la carte Breakfast • 10am - 2pm
Sunday NFL Football • 1pm
the EYC has the Sunday Ticket for
all your favorite games.
- 15th Monday Night Football at the Club
7pm • Beer Specials
- 18th Thursday Sunset Happy Hour
1/2-way to St. Patts Day • 6 - 9pm
Complimentary Rueben Bites
Music with Dueble & Vogan
- 19th Ladies Night Out • Ladies Auxiliary
Beer Tasting and Food Pairing
6pm - 9pm • Chinese Auction
50/50 Raffle • Reservations 453-4931
Event Benefits the Auxiliary fund
- 21st A la carte Breakfast • 10am - 2pm
Sunday NFL Football • 1pm
the EYC has the Sunday Ticket for
all your favorite games.
- 22nd Monday Night Football at the Club
7pm • Beer Specials



Ladies Night Out

Craft Beer and Food Pairing Party

Friday Sept. 19th
6pm - 9pm

Presented by the
EYC Auxiliary

• Chinese Auction •

• 50/50 Raffle •

\$20.00

Includes Taxes & Gratuity

Reservations at: 453-4931
Benefits the Auxiliary Fund



October Calendar of Club Events

- 4th Commodores Ball • 7:30pm start
Music by Manhattan
- 5th A la carte Breakfast • 10am - 2pm
Sunday NFL Football • 1pm
the EYC has the Sunday Ticket for
all your favorite games.
- 6th Monday Night Football at the Club
7pm • Beer Specials
- 12th A la carte Breakfast • 10am - 2pm
Sunday NFL Football • 1pm
the EYC has the Sunday Ticket for
all your favorite games.
- 13th Monday Night Football at the Club
7pm • Beer Specials
- 16th Haul Out Blues Bowl • 5pm - 9pm
Dinner & Drink Specials & Music by
The Roger Montgomery Blues Band
- 18th Octoberfest at the EYC
German Dinner & Beer Specials
Festivities begin at 6pm
Entertainment with the Mad
Bavarian & the Augsburg
German Band • Reservations at:
453-4931
- 19th A la carte Breakfast • 10am - 2pm
Sunday NFL Football • 1pm
the EYC has the Sunday Ticket for
all your favorite games.
- 20th Monday Night Football at the Club
7pm • Beer Specials
- 24th Boo & Brew Adult Halloween Party
8pm - Midnight • Costume Contest
DJ • All you can drink drafts \$10
- 26th Breakfast Buffet • 10am - 2pm
EYC Kids Halloween Party
11am - 1pm • Jungle Terry Show
Arts & Crafts • Treasure Hay Pile
Sunday NFL Football • 1pm
- 27th Monday Night Football at the Club
7pm • Beer Specials

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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.

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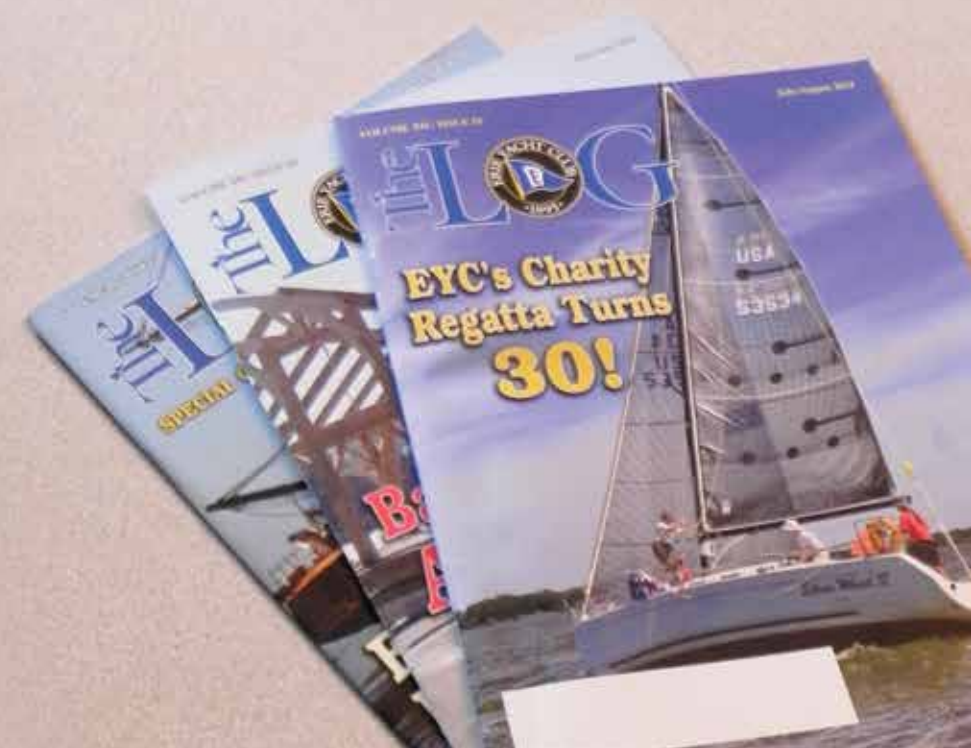
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