

The LOG

Venetian Night

Everyone of Us
Is All We Need



Tell Your Tale...



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

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

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

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

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

So c'mon and share your tall tail!



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From the Bridge

By Vice Commodore David Sanner



It is the beginning of August as I write this which means that we are inching towards the dreaded end of our boating season but there are plenty of great boating days still ahead well into October. So far this summer the weather has been testy, but we still enjoyed a lot of great events at the Club.

The Thursday night happy hours continue to be a big draw and this years' Venetian Night was another sell out party with great food and music followed by an impressive boat parade. The ingenuity of some of our members never ceases to amaze me. Looking ahead we have Frolic on the Bay, Yacht Rock and the annual Charity Regatta to enjoy.

This fall the haul out end date is Sunday, October 17, due to the installation of the new floating gas dock and tanks. This will be a major undertaking that will benefit the Club for many years to come.

There are many Club events scheduled for this fall so be sure to check your club calendar and plan on attending. Lastly, I would like to extend my thanks and congratulations to our General Manager, Mike Lynch who is retiring after 31 years of service and dedication to our Club.

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On the Cover...

The EYC Cruisers once again have put together the "Best Party of the Year" with Venetian Night. Shown on the cover is this years overall winner "Northern Lights" with its Yellow Submarine theme. Photo By Tom Madura



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EYC Cruising Fleet Presents...

Venetian Night

"The Best Party of the Year"

by Dianne Cunningham

The Fourth Annual Venetian Night, with its "America is Open" theme, had yet another sell-out crowd. "This is the best Club party of the year," was heard over and over throughout the night.

And what's not to love? A fabulous bay setting, delicious food prepared and served by dedicated staff, perfect weather, and dancing under the stars by the popular, talented gentlemen who make up the band, "Smokin' Section". These guys come all the way from Pittsburgh to give us a great show. According to one band member, "We were hoping to be asked back this year (and next) as this is our favorite crowd and venue to play"

The piece de resistance is the many decorated boats around the marina and the highlighted boat parade. At least a dozen captains/skippers and crews decorated (many with the American theme), while five entertained and wowed the growing and massive sunset crowd with their costumes, antics, and music. It was quite a thrill to witness!

With commentary from "Masters of Ceremony" hosts, Dianne Cunningham and David Wagner (Club Secretary/Treasurer), the cruisers and sailors made their way past the Lighthouse and to the Ferncliff area and back, much to the delight of the crowd. This year's Parade Marshal was EYC member, Skipper Jeff Eastman, wife Neala and crew, aboard his vessel, "Northern Lights."

Prior to the parade, representing the Women of the Bridge, Madam Commodore, Mary Lee Cifelli, Julie Sanner and Louise Downey enjoyed their tour of the decorated boats while the vessels were still perched in their slips. These Venetian Night "judges" were driven in a golf cart by event photographer and "tour guide" Tom Madura. Judging only those boats that were in the parade, these ladies continued to debate the "winners" throughout the actual parade presentation.

The Ladies of the Bridge decision was announced later in the evening with an invitation for all parade captains, skippers, and crews to find their place in the front of the crowd. Winners were photographed with the Cruising Fleet Venetian Night plaque, held by Co-chair of the event, Bob Cunningham. The plaque is adorned with their boat name and can be found in the trophy case at the Club.

Drum roll, please! The winner for best Power Boat, "Knot So Fast", Power Boat Captained by Jason Grinnam, with a 'Ghostbusters' theme - a ghostly crew plucked right from the cast of the movie; Best Sailboat, "Get 'N Close", Sailboat Skippered by Edward Myers, with a '1979' theme - circa 1970s costumes and decorations which made us miss the 'good old days'; and Best Overall (Parade), "Northern Lights", Sailboat Skippered by Jeff Eastman (and Skipper for the evening, Christian Ferralli) with a 'Yellow Submarine' theme! Bunch of Beatles mop tops they were, with the Blue Meanie to boot!

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Venetian Night

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All of the crew costumes, music and boat decorations were inspirational, creative, and entertaining for all guests!

Other notables: Thanks to these fine Captains/Skippers and Crews who also spent countless hours decorating their boat to enhance our evening enjoyment:

“Awesome”, P/C Kerry Schwab and family and crew for “Party like a Patriot”; “Nipperkin”, Denny and Joanne Libra and grandchildren for “Red, White and Vader”; “Our Quarters”, Michael and Barbara Wathan, “American Flags, Red, White and Blue theme”; “Bird’s Nest”, Neil and Pam Baker, Tribute to America; “Andiamo”, Dave and Julie Sanner, with an American theme; “Trebor”, Dave and Kathy Wagner, with an American theme featuring “bunting galore”; “Arcondo”, Rick and Leann Filip, signal flags with red and white lights; “Escape Plan” Frank and Paula Fernandi, (Disney’s) Nightmare Before Christmas; “Lucky Star”, Brad and Karen Carns, USA! USA! USA! Olympic Theme; and “No Excuses” Don and Marilyn Russell and crew, Stars and Stripes Forever, A salute to the American Flag.

All boat owners who decorated were entered into a drawing for a free one-year membership to EYC, courtesy of the EYC Cruising Fleet! Special congratulations to Neal and Pam Baker who won this coveted prize!

Venetian Night is proudly brought to you by the EYC Cruising Fleet. Special thanks to Dianne and Bob Cunningham, co-chairs; Marilyn and Don Russell, David and Kathy Wagner Peter and Kate Wagner, Barbara Wathan, Kerry and Peggy Schwab, and Karen Carns.

We strongly encourage all EYC boat members, whether sail or power, to participate in next year’s event. You make this night a highlight of the year!

A heartfelt thanks to all who made this event a success!

Some interesting facts about the winners...

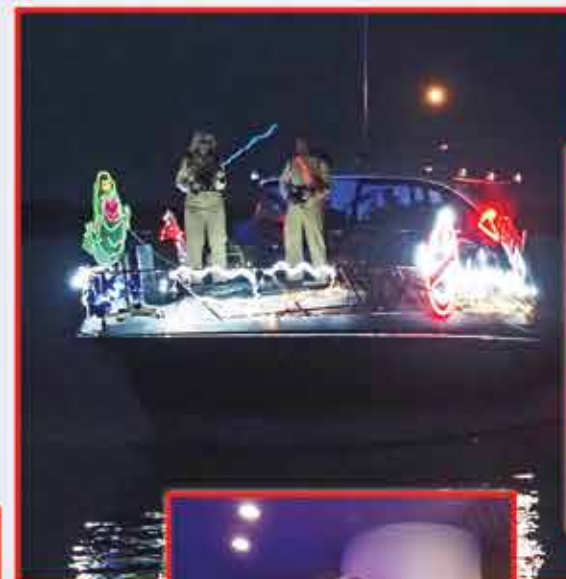
Knot So Fast: Crew - Jason Grinarm, Vickie Clements; Ron and Deb Gravatt; and Rob and Kathleen Proctor. Ghostbuster’s theme featuring 24 computerized channels, with over 3300 lights, 100 feet of luminescent wire and ¼ miles of extension cords. Costumes from Amazon. Special Note- Jason and crew have won Best in Parade, for the previous three consecutive years...

Get N Close: Crew - Heather, Nora, Owen, and Henry Myers; Alex Miller, Jess LaFlamme; Dianne Blanchard; and Jeff and Amy Sines. “Get N Close” was launched in 1979. From Michael Jackson’s first solo album and a snowstorm in the Sahara Desert in ’79, the fall of the Berlin wall and the rise of “Grunge” in the late ‘80s, the birth of the ‘world wide web’ and 9 seasons of Seinfeld in the ‘90s, the ipod and AIM messenger in the 2000s to current - she’s carried her crew through thick and thin. So, on Venetian Night, the crew celebrated ‘her’ and the year she splashed...1979.

Northern Lights: Crew - MC Gensheimer, Rich Speicher, Deac and Jane Manross, Mike and Krista Krugger, Terry and Dave Grab, Ann Hartley and Mike Squeglia; and Christian Ferralli as the “Invisible Driver.” According to Neala Eastman, “While sitting around with friends, we mentioned that we were planning to participate in Venetian Night this year. The group began brainstorming and somehow - no one can really remember exactly - decided to turn their sailboat into The Yellow Submarine. Jeff Eastman began the design and construction of the conning tower, the group decided on the Beatles attire, lighting, and signage.

There was a Beatle wig-making party where everyone sat around the dining room table and followed MC’s clever directions for making the wigs. There was some discussion as to whether to have the Blue Meanie, but when MC discovered blue fur she had from another project, she went ahead and designed the incredible Blue Meanie costume. Music courtesy of Dean Manross.”

The rest is history!



THE SHOW MUST GO ON

This past year Covid has effected many Erie Yacht Club events including the iconic Commodore's Ball. We are having a one night only showing of the "Tale Of Two Commodores". This year, both Broadway and the Commodores Ball are open for business.

The theme will have a maritime twist on the Great White Way and the Broadway musical tradition. Shows like On the Town, South Pacific, HMS Pinafore, Anything Goes, Titanic, Sail Away, and Dames at Sea are examples of this maritime musical theme.

So, Guys and Dolls Come to the Cabaret and may Luck be a Lady Tonight. We are sure the evening will become spirited, so if you get out of control you may be asked to sit down your rocking the boat, or be required to do Chicago's Cell Block Tango.

Remember:

"If You're Good to Mama, Mama will be Good to You. Be prepared to put on your dancing shoes for All That Jazz and live music.

All Aboard and Welcome Aboard
for the Commodores Ball on
October 2nd,
no Lifeboats needed.

We are excited to share this one
time event with you...

*Commodore Vincent Cifelli
& Mary Lee Cifelli*

*Immediate Past Commodore
Dr. Peter Lund*



TALE OF TWO COMMODORE'S

• Commodore's Ball •

One Night Only! - Saturday, October 2nd

**Starring: Commodore Vincent & Mary Lee Cifelli
with Past Commodore Peter Lund & the Late Amy Lund**

Featuring:

**Cocktails at 1930 Hours • Hors D'oeuvres • Dessert Bar
Special Musical Appearance by "The Chance"**

**Erie Yacht Club • Erie Pennsylvania • Black Tie Optional
Club Members & Their Dates Only • No Other Non-Members Permitted**

WORKING BOATS:



Freighters & Cargo Ships

Take a minute and try to imagine how differently your life might be without cargo ships and freighters. Things that we take for granted in our day to day lives that would either be in short supply or just not be there at all. From the special food and drink we enjoy to the cars we drive and the fuel that powers them all come to us courtesy of the Cargo ships.

Living in Erie, PA we don't get to see these ocean sized freighters & cargo ships in action, but rest assured there are thousands of these vessels navigating the globe to bring what otherwise might not be available to the people of that region. Of course it is not just what we receive but what can be delivered, where would Erie be if not for the ability to deliver locomotives to foreign lands?

The Basics:

Most of you being boat owners already know the advantages (and fun) of moving things on the water. Even in today's age where the options of motorized trucking, trains and air transport exist, water passage is still the transport method of choice for international shipping of most cargo. To further strengthen the point on the ease of moving cargo via waterways consider the Erie canal. Construction began in 1817 and would take over 8 years to complete, at astronomical financial costs and over 1,000 lives lost. The original canal was 363 miles (584 km) long, from Albany on the Hudson to Buffalo on Lake Erie. The channel was cut 40 feet wide and 4 feet deep. More than 50 locks were built to compensate for the elevation differences. All done in order to transport cargo and people more efficiently via waterway. (before the days of train or truck)

History:

The carriage of items for trade has been recorded to be widespread as early as the beginning of the 1st millennium B.C. Over time the desire to move precious cargo (Mostly in the Mediterranean sea) farther distances, with more weight and through longer seasons resulted in vast improvements to ship design, especially during the middle ages. Along with the increase in trading via ship came an increase in piracy which led to many of these cargo ships now being heavily armed or even escorted by warships during the early part of the 19th century.

Of course we all know the legends of piracy as seen through the eyes of writers of books and movies, although somehow I imagine it was far less glamorous than what has been written. Piracy has not been eliminated however and is still fairly common in some waters.

Particularly in the Malacca Straits, a small channel between Indonesia and Singapore-Malaysia where cargo ships are still targeted. So much in fact that in 2004 the three nations came together to promise better protection for these ships passing through the straits. Other hot-spots prone to today's piracy are the waters off Somalia and Nigeria. While smaller vessels are still piracy victims along parts of the South American, Southeast Asian coasts and near the Caribbean Sea.



Modern day piracy still exists as Tom Hanks depicted "Captain Philips" in the 2013 movie by the same name.

These cargo ships can arm themselves against pirates to a degree. Mostly dependent on the shipping companies policy, however in many ports the carrying of firearms also carries many paperwork complications if in fact they are permitted at all. In addition to that it can significantly add to the shippers insurance costs when untrained sailors are in possession of firearms. Most companies will use private security company escorts when traveling through dangerous waters. In the long run it's more economical and safer than self armament which is likely to escalate matters.

Vessel Designation Prefixes:

If you have ever wondered what those letters before the ships proper name stood for here is a brief explanation of the more common prefixes. Most of us know the prefix for our naval ships "USS" (United States Ship). In Great Britain "HMS" (His/Her Majesty's Ship), "HMCS" (His/Her Majesty's Canadian Ship) and "HTMS" (His Thai Majesty's Ship).



Map of worldwide shipping routes, take note of most common port destinations.

However most are unfamiliar with the prefix designations for merchant ships. "RMS" (Royal Mail Ship, usually a passenger liner), "MV" (Motor Vessel, powered by diesel), "MT" (Motor Tanker, powered vessel carrying liquids only), "FV" Fishing Vessel and "SS" (Screw Steamer, driven by propellers or screws, often understood to stand for steamship). "TS" is sometime found in the first position before a merchant ship's prefix, which denotes that it is a Turbine Steamer.

More Specifics:

In casual conversation the words "Cargo" and "Freight" have become interchangeable, but technically "cargo" refers to the actual items being transported, whereas "freight" is the act of carrying the cargo. A freighter or cargo ship is a merchant ship that carries goods and materials "Cargo" from one port to another. The average life of a cargo ship is between 25-30 years before being scrapped.

There are thousands of these ships in our oceans which handle the bulk of international trade. These ships have become very specific over the years being designed for the ease of carrying a designated type of cargo.

The business aspect of shipping is generally divided into two classes:

- Liner business - Usually (but not exclusively) are container vessels in which "general cargo" is carried in 20' or 40' containers, operating as "common carriers". Which in simple terms means that any member of the public may book cargo for shipment according to internationally agreed to guidelines. These cargo liners run on a fixed published schedule and fixed tariff rates. Each trip a liner takes is called a voyage, although most liners carry general cargo some may carry passengers also. A cargo liner that carries a dozen or more passengers is called a combination or passenger-run cargo line.

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Working Boats:

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- Tramp-tanker business - Generally a private shipment between the shipper and receiver where an owner/operator offer there vessel for hire to carry bulk (dry or liquid) or “break bulk” (cargoes with individually handled pieces) to any suitable port(s) in the world under a specifically drawn up contract, called a charter party. Tramp ships do not have a fixed schedule .

Shipping lines generally operate the larger cargo ships and can offer more specific types of ships for a particular type of cargo, often with cranes on board for the ease of loading/unloading cargo. While smaller vessels referred to as “coasters” are usually operated by their owners or small business and are not built for long distance ocean travel.

Types of Cargo Ships:

Defined by the types of cargo they are capable of carrying cargo ships and freighters are divided into seven categories:

1. General Cargo Ships - Carry packaged items like chemicals, foods, furniture, machinery, motor and military vehicles, footwear clothing, etc.

2. Container Ships are cargo ships that carry all their entire load in truck-sized inter-modal containers. (also seen locally on trains) Using a technique called containerization. Probably the most common means of commercial seagoing non-bulk cargo transportation. Container ship capacity is measured in twenty foot equivalent units. (TEU's)

3. Tanker Ships - Carry liquid cargo, usually petroleum products.

4. Dry Bulk Carriers - made to carry grain, ore, coal and other non-fragile products in loose form.

5. Multi-purpose vessels - As indicated by it's name can carry both liquid and dry cargo at the same time.

6. A Reefer Ship - Short for refrigerated ship, is specifically designed and used for shipping perishables that need temperature controlled environments. Most often meats, fruits fish, vegetables, dairy products and other foods.

7. Roll-On/Roll-off Ships - Often referred to as RO-RO ships they are specifically designed for “Wheeled” cargo, such as cars, trucks, semi-trailer trucks, tractors and even railroad cars that can be loaded on and off the ship using their own wheels.

Size Categories:

These cargo ships are further categorized in combination of cargo capacity (by volume), by weight (deadweight tonnage or DWT) and by overall dimensions. Maximum dimensions such as length and width (beam) limit the canal locks a ship can fit into with water depth (draft) being a limitation for canals, shallow straits or harbors. Ship height can also be a consideration when passing under fixed bridges.



MT Hellenpont Alhambra in U.S. waters on her maiden voyage 16 May 2002, with nearly 440,000 tons of crude oil.

Dry Cargo Sizes

- Small Handy Size, carriers of 20,000 - 28,000 DWT where size is typically not a factor

- Seawaymax - At 28,000 DWT These are the largest vessels that can traverse the St. Lawrence Seaway. They are less than 740 feet in length 78 feet wide and have a draft less than 26.5 feet with a height above the waterline not to exceed 116 feet.

- Handy size - (not small) carriers of 28,000 - 40,000 DWT

- Handymax - carriers of 40,000 - 50,000 DWT

- Panamax - The largest ship size that could pass through the Panama Canal when it opened in 1914. At a maximum of 965 feet long, 106 feet wide and a 39.5 foot draft. These ships also had a height limit of 190 feet and were limited to 52,500 DWT.

- Neopanamax - Larger in size designed to navigate the upgraded Panama Canal locks these ships are 1,201 feet in length, with 180 foot beam have a 59 foot draft with a maximum weight of 120,000 DWT.



Very large crude carriers can carry up to 2 million barrels of oil.

- Capesize - Vessels larger than the Neopanamax and Suezmax these vessels must traverse the Cape of Good Hope and Cape Horn to pass between the oceans.

- Chinamax - These carriers can handle 380,000 - 400,000 DWT and can be 1,180 feet in length, have a 213 foot beam and 59 foot draft. These dimensions are limited by port infrastructure in China.

Wet Cargo Sizes:

- Aframax - Oil tankers between 75,000 - 115,000 DWT. This is the largest size defined by the average freight rate assessment (AFRA) scheme.

- Q-Max - A liquefied natural gas carrier (“Q” for the country of Qatar) Diesel powered and designed to be environmentally friendly. It is 1,132 feet long and measures 177 feet wide. 114 feet high with a shallow draft of approximately 39 feet.

- Suezmax - As the name indicates the largest sized ship that can navigate the Suez Canal. With it's maximum dimensions being 1130 feet long, having a beam of 254 feet a draft of 66 feet as well as a height of 223 feet it can hold up to 160,000 DWT.

- VLCC - (Very Large Crude carrier) enormous supertankers between 150,000 and 320,000 DWT

- Malaccamax - ships with a draft less than 67.3 feet that can traverse the Strait of Malacca typically 300,000 DWT.

- ULCC - (Ultra Large Crude Carrier) enormous supertankers between 320,000 and 550,000 DWT.

The TI-class supertanker is an Ultra Large Crude Carrier, with a draft a draft larger than Suezmax, Malaccamax and New Panamax. (TI for Tankers International) There were only 4 ships in this class when built in 2003, with a length of 1,246 feet a beam of 223 feet and a 441,000 DWT these ships could carry over 3 million barrels each. Their size limited their navigation between the oceans to Cape Horn or the Cape of Good Hope, which made for extremely long journeys. All four have since been converted for use as a floating production storage and offloading (FPSO) units. Which in simplest terms accepts the crude oil pumped in from offshore drilling sites.

Our list would not be complete if we did not include our close friends the Lake freighters. Built for use on the Great Lakes they differ in design from the sea going ships as they do not have to have to endure the wave size and frequency of their ocean bound sisters. However there is a number of these freighters that are larger than Seawaymax and cannot pass to the Atlantic Ocean since they cannot pass through the locks on the St. Lawrence Seaway.

Suez Canal in Crisis:

Most people don't give much thought to international cargo transportation in their day to day lives. Much like so many things we take for granted, but what happens when things go wrong? On March 23rd of this year the operators of the Suez Canal found out. That morning strong winds and poor visibility from a sandstorm were present on the Suez canal and although the incident is still under investigation is thought to be at least a partial factor in the grounding and blockage of the canal.



Aerial view of Ever Given lodged in the Suez canal.

The ship in the middle of it all was a 20,000 TEU container ship named Ever Given. The ship was 1,300 feet long and was on route to the Netherlands from China. For reasons still under investigation, the massive ship turned sideways in the southern end of the canal. It's bow became jammed in the canal's sandy eastern wall, with it's stern lodged against it's western wall.

The Suez canal is a cornerstone of national pride for Egyptians. Not just a crucial trading route but a vital source of income for generations of Egyptians in the area. The canal has no locks as the Mediterranean Sea and the Gulf of Suez have roughly the same water level.

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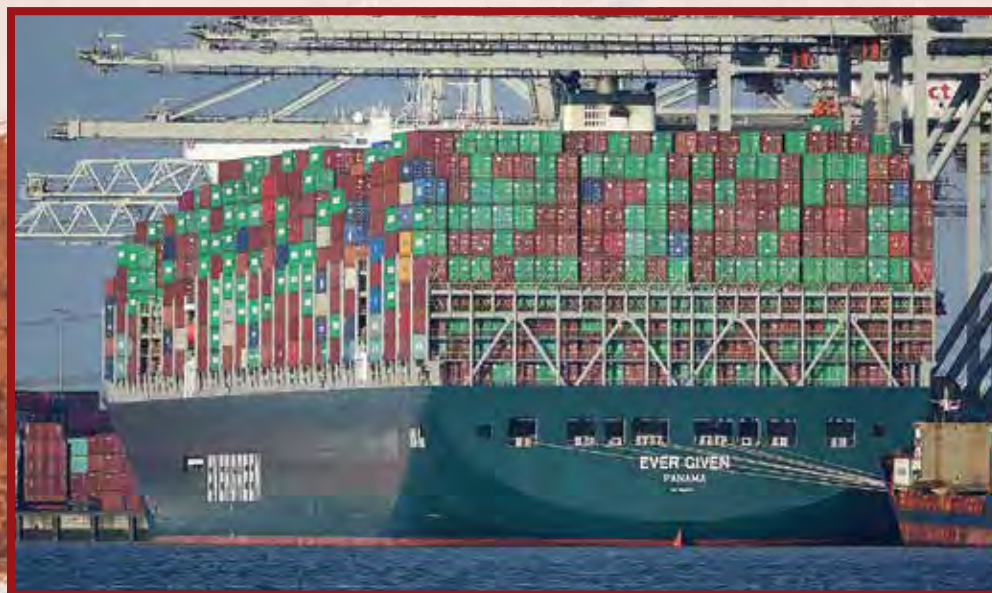
Working Boats:

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On Average about 50 ships a day pass through the canal but it can handle as many as 75. The canal is not wide enough for ships to pass aside each other so traffic direction alternates as needed (much like a construction road crew when traffic is reduced to one lane).

It is owned and ran by the Suez Canal Authority of Egypt. The canal is 120 miles long and 670 feet wide, being the longest in the world without the use of a lock. Typically it takes about 15 hours for a ship to navigate the canal.

In order to dislodge the ship international salvage teams were brought in to try and move the 220,000 ton ship. A Dutch firm acted as project manager bring in diggers, dredgers and a fleet of tugboats. The work was both tedious and dangerous as many workers were working under a ship roughly the height of a 10 story building. The workers worked around the clock to clear at least 27,000 metric tons of sand to a depth of 60 feet.



A fully loaded container ship like the Ever Given can handle 20,000 TEU containers. (TEU - twenty foot equivalent units) these ships are almost as long as the empire state building is high.

It would take man, machine and a little help from the moon to move this massive vessel. With the fleet of tugboats available to help, the Baraka tugboat was connected to the Ever Given's bow as a lifeline. After reassessing the colossal chore at hand the largest tugboats in Europe were summoned to help get the Ever Given back on course.

With tugboats now in place from Maridive (an Egyptian maritime and oil service company) and a "new generation" Dutch tugboat with a pulling power double that of the Baraka, all that was needed was a little more help from the moon. The moon tide would hopefully help raise the ship enough for the new more powerful tugboats to make the difference and pull the massive ship off the sand.

On the sixth day since the grounding, all the elements (including the tide) aligned. On the morning of March 29th the Ever Given made it's first significant movement and was partially re-floated. With the help of all the new large tugboats working in unison, by 3pm local time it was completely free! Canal traffic was re-opened that evening for the now large back log of ship traffic.



The Ever Given after finally freed after being stuck for 6 days in the Suez canal.

By now the grounding had been not only the talk of Egypt's 100 million residents, but much of the world was watching the daily progress in the quest to free this mammoth ship. As one would expect there was a huge celebration when the ship was finally freed.

The owner of the ship was a Japanese company, insured by and English company, operated and leased by a Taiwanese company, crewed by Indian nationalists while the ship was registered in Panama, truly an international legal affair. After it was freed Egypt seized the ship and demanded compensation from owners Shoei Kisen Kaisha for lost canal revenues, salvage costs and damage to the canal. The Suez Canal Authority announced last month it had signed a non-disclosure agreement with the Japanese firm ahead of reaching a final deal.

Cairo initially demanded \$916 million in compensation before slashing that to around \$550 million. Egypt, which earns more than \$5 billion a year from the canal, lost between \$12 million and \$15 million in revenues each day it was closed. Maritime data company Lloyd's List said the blockage by the vessel, which is longer than four football fields, held up some \$9.6 billion worth of cargo each day it was stuck. Going forward there are now plans being made to widen and deepen parts of the canal.

Pollution:

To many of us of certain age when we think of cargo ship pollution it takes us back to 1989 when the Exxon oil tanker Valdez struck a reef off Prince William Sound in Alaska spilling 10.8 million gallons of crude oil over the course of a couple of days. In terms of damaging the environment it was the worst oil spill ever world wide. Given the terrain and inaccessibility to the spill only made matters worse. The region was the natural environment to seals, otters, salmon and seabirds.



The Exxon Tanker "Valdez" was responsible for the worst oil spill in history in regards to it's environmental impact.

Cleanup efforts were slow and pretty inefficient with only 10 percent of the oil recovered and its spread to 1,300 miles of coastline of which 200 miles were moderately to heavily oiled.

As a result many new safety procedures were put in place the following year with the Oil Pollution Act (OPA) of 1990. The legislation included a clause that prohibits any vessel that, after March 22, 1989, has caused an oil spill of more than 1 million US gallons in any marine area, from operating in Prince William Sound.



Cleanup efforts for the Valdez oil spill were hampered by the distance and inaccessibility to the location of the spill.

OPA also set a schedule for the gradual phase in of a double hull design, providing an additional layer between the oil tanks and the ocean. While a double hull would likely not have prevented the Exxon Valdez disaster, a Coast Guard study estimated that it would have cut the amount of oil spilled by 60 percent.

Although the Valdez oil spill brought the public's attention to damage that these ships could cause, its not the only damage to the environment caused by these ships. Most large cargo vessels are powered by low-cost bunker fuel also known as "Heavy Fuel Oil" which contains higher sulfur levels than diesel. This level of pollution is on the rise with bunker fuel consumption at 278 million tons per year in 2001, it was estimated to be at 500 million tons per year by 2020. International standards to reduce sulfur content in marine fuels and nitrogen oxide emissions are now in place.

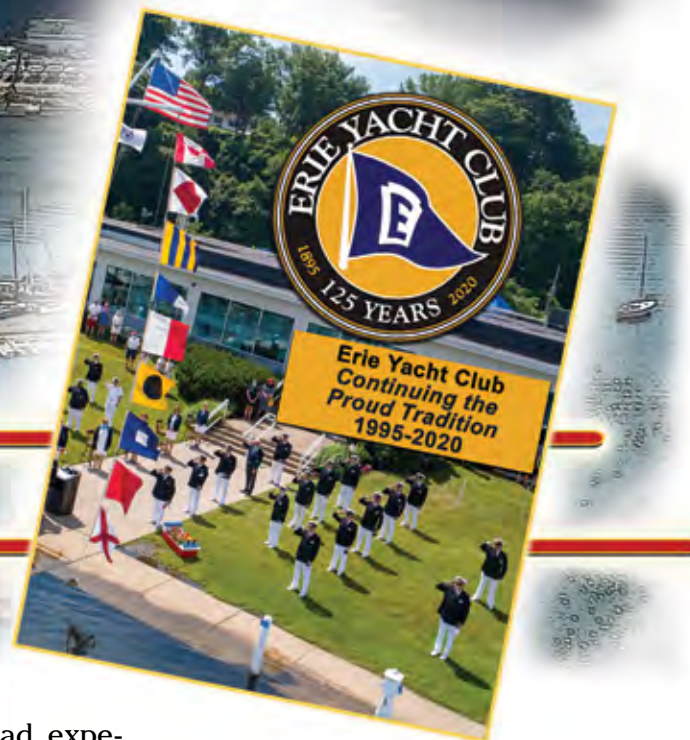
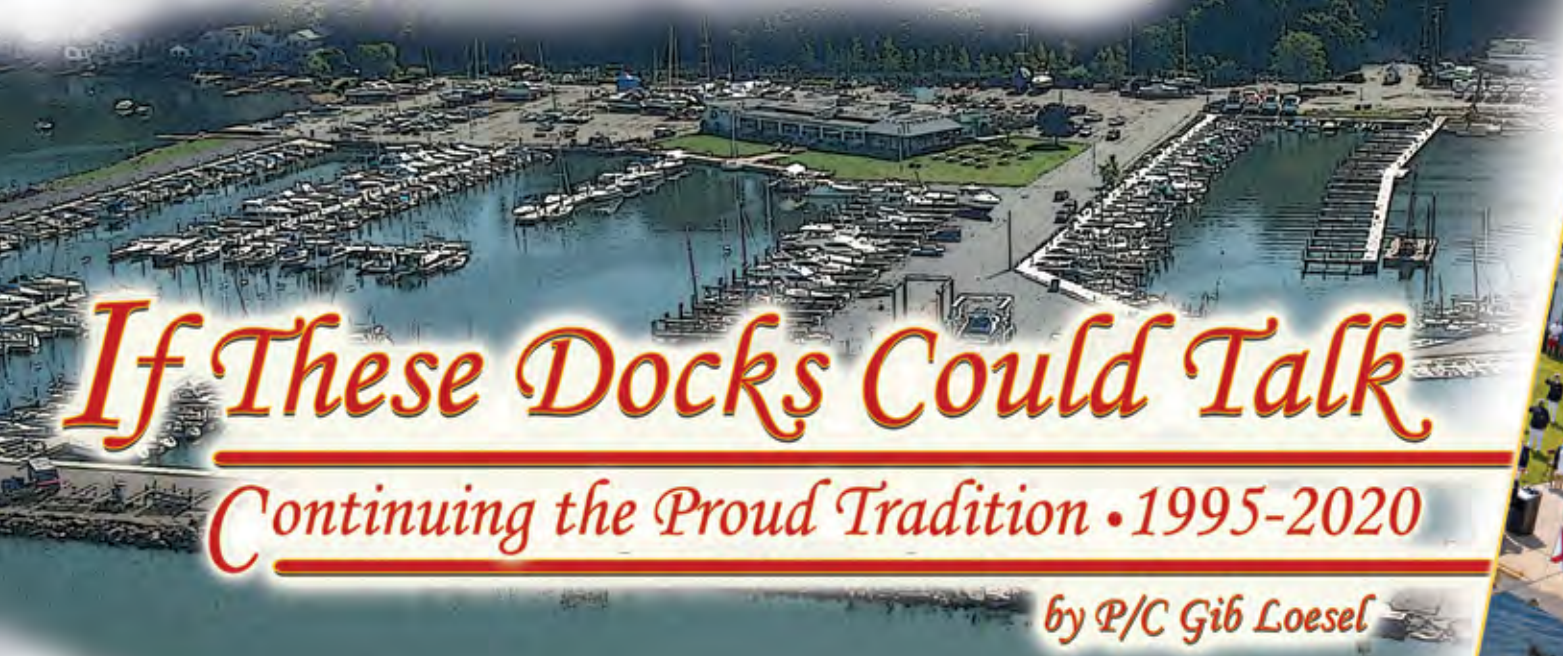
Some of the solutions proposed is changing over the fuel intake to clean diesel or marine gas oil, while in restricted waters. The process of removing sulfur from the fuel impacts the viscosity and lubricity of the marine gas oil though, which could cause damage in the engine fuel pump. The fuel viscosity can be raised by cooling the fuel down.

The International Maritime Organization's marine fuel requirement will mean a 90% reduction in sulfur oxide emissions if these restrictions are enforced, whilst the European Union is planning even stricter controls on emissions.

In addition to sulfur oxide emissions there are also greenhouse gas emissions, and acoustic and oil pollutions, as well as the very rare oil tanker leakage. In 2012 the International Maritime Organization (IMO) estimated that emissions from shipping were equal to 2.2% of human made global emissions. With this figure expected to grow 50 to 250 percent by 2050 if no action is taken.

Let us remember these massive vessels and the men and women who operate them, when we enjoy our next imported wine or beer, maybe coupled with a fine imported cheese. Despite the few drawbacks, given the number of voyages made by these ships each year, these ships preform at an extraordinary level of service & safety... and are simply making our lives better.





A few weeks ago I was working on a new story about Byron Cooley which was going to be a continuation of the story from September 2016 <https://docplayer.net/45234389-Vol-ume-xiv-issue-v-september-october-2016.html> which finished with the words “this could be an entire new story”, well I got to thinking (again) about the Club’s new history book that is expected back from the publisher any day now. This got me excited so I changed tacks with hope that the book and LOG will be available at the same time, and here is a perfect chance to talk about the book and “wet your whistle” at the same time.

It all started back in 2019 when the history committee was given the assignment to continue recording our history with a supplement to the Club’s 100 year Anniversary book. If you have never written or been involved with recording history and writing a book let me, tell you; it is not an easy task. As a matter of interest there were an equal if not more actual events to cover in the last 25 years than the previous 100.

Fortunately, the entire history committee volunteered (more or less) to work on the assigned task. This included P/C Bob Allshouse who was one of the authors of the first book, Mary “MC” Geinsheimer, Tom Madura, Sandy Will, Gene Ware, Chris Robertson, and Kelly Burkhart.

Both Bob and Gene had experience in writing and publishing books of their own, Gene accepted the task of investigating a publisher to determine the approximate cost of the new venture.

The next step was to pick the subjects to be covered and the basic layout. It was decided that the 100 year books had an easy-to-follow presentation, so we choose that. It would start with year-by-year coverage of each of the Commodores featuring highlights of the year in which they served. P/C Bob Allshouse agreed to handle this part which was a monster of a task involving reviewing minutes of all past board and annual meetings and listening to the tapes that had been previously recorded by each past Commodore.

Kelly Burkhart volunteered to assist Bob in gathering these items together and to run down the other research documents that Bob would need to complete the task.

Next came the other subjects. A list ranging from the calendar start of year 125. The Tom and Jerry Party and to conclude with Commodore Peter Lund’s closing comments of the year. I don’t think I have to remind anyone that Covid suddenly not only put a halt to many of the 125th activities planned by a very active Planning Committee but also threw the proverbial “Monkey Wrench” into the book planning.

When all was said and done the committee picked 29 topics to cover and of course this involved finding an equal number of “ahem” authors, who were persuaded with just a tiny bit of arm twisting. Ultimately they all agreed, and all 24 of them completed their stories.

Next came the pictures, what would a history book be without pictures of members and their friends being a part of our history! Tom Madura masterminded this project, and the call went out for pictures and more pictures. The pictures came in and they came in, thanks to everyone!! When the stories were complete it was an interesting task to select the “just right” picture for each story.

The book would need a cover and the thought of an aerial picture of the opening day Memorial Day ceremony would be the thing to have, however Covid again played a part, the Memorial Day ceremony was canceled but fortunately rescheduled for July 4th. Member and drone pilot Jamie Stewart was asked and eagerly offered his services, and what a spectacular picture he produced. You are going to love the cover.

After all the written stories were “in” there had been approximately 185,000 words written, which now posed a slightly different problem. At approximately 480 words per page that would develop a book without pictures of 385 pages?

This started the process of some very serious editing to get it down to the 100-page goal we had in mind and budgeted for. Next the finished product was off to the publisher who also did their editing. Working with the publisher was also hampered by Covid and took more time than expected.

After all the above was collected and editing was in progress the committee decided to add personal signature pages for those members who wished to be recorded in history. This was also a “sales gimmick” ploy to pre-sell books for the meager price of \$25 plus \$10 for their name to be added. 120 books were pre-sold thus paying for a good share of the entire project. The completed book will retail for \$25.00.

The new book exemplifies what our Club is all about, given it’s rich history (my opinion being slightly bias) everyone should have a copy for their library and coffee table.

If these docks could talk, they would say; “Members, you are indeed fortunate to have such a wonderful place to enjoy the wonders of nature and boating at its finest.”



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Stars and Stripes Forever

by Gary Lillis

This past year has been challenging for all of us. What we may all have in common, other than the pandemic, is that we caught up with a lot of things we've put off for too long... Like going through and getting rid of stuff that has accumulated for decades. My lovely wife and I found out that younger folks don't want our old stuff. They want brand new things and I can't say that I blame them. Our charities can always use good stuff... problem solved. Now to the memorabilia, documents, receipts and paperwork to God knows what.

We go to the drawers, closets and desks. That's where the accompanying picture comes in. I was in the twelfth of my fourteen month tour of Vietnam. I'm not sure why they called it a tour back then. I was sitting on some sandbags near a place called Phu Bai in the I Core, not far from the DMZ. We didn't get to see the military paper, "Stars and Stripes", that often. I flipped through the pages and saw this outstanding picture of Kelly Herron. I knew then that I should have joined the Navy.

I was instantly back in Erie, Pa. I played some football with her older brother Pat. I went fishing with my dad, off of Ferncliff in the 1960's. It was an uplifting experience. These were the days way before cell phones and texting. I had not talked to a relative or friend in over a year, so it was a good day for me...

It was fifty years ago this September. I met Ed Verdecchia, walking his dog one winter day in 2020. We were all bundled up, scarfs covering our mouths and we stood about five yards apart. We had some things in common and Ed spoke positively about the Erie Yacht Club. My wife and I had enjoyed the Club as guests for years.

I had been a lifetime member of the Erie Maennerchor going back to the sixties and missed the good people and camaraderie. I was clubless at the time, so I put in my application in the midst of a worldwide pandemic. Looking back, maybe not the best of ideas at the time.

Another good day for me was June 30th, 2020. With the help of Ed, Dave Sanner, Jack Quinn, and the late Larry Bolla, I'm a social member to a beautiful and ever expanding venue. Someone told me I even passed my probation period... It must be because I pay my bill on time.



G.Lillis in the old Imperial Capital of Hue

Regatta See More of Her
Don't get your hopes up, sailors—Kelly Herron's not in the Navy. She just donned her nautical headgear during her performance of duty at the Erie, Pa., Yacht Club. She was the official flag-raiser for the start of the International Side-winder Regatta. (UPI Photo)



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MAKING SENSE OF INVESTING

This October 16 at 6:30 PM, Erie Yacht Club will once again celebrate our annual Oktoberfest... One of the longest established Oktoberfest parties around. Now a long-standing tradition, the first EYC Oktoberfest was held in 1995 as part of the EYC Centennial celebrations, inspired by the world's largest beer festival and funfest held annually in Munich, Bavaria, Germany.

It was planned by the EYC Entertainment Committee, led by long-time EYC member Dan Dundon, who sadly passed away last June. Dan, along with P/C Gerry Urbaniak, was instrumental in conceiving, planning, and executing the EYC Oktoberfest as well as being an enthusiastic participant!

That first one in 1995 proved so popular that the event has been held annually at the Erie Yacht Club since then (except for 2020, but we won't discuss that), and has actually grown in popularity over the years.

Our Oktoberfest has become an important part of EYC culture. During the event, large quantities of beer have been consumed: during the 1995 festival, for example, eight half-barrels of beer were served (that is around 1200 bottles!).

As in the past, attendees at this year's EYC Oktoberfest, can expect to enjoy non-stop entertainment - starting with ballads and seasoned German folk tunes sung by Erie's own Siebenbuerger Singers during dinner. Then the Bergholz German Band will take over with their traditional German oom-pah music and a variety of German beer-hall favorites. Audience participation is of course expected and encouraged!

Alternating hourly with the Bergholz German Band will be Bob Hamilton, The Mad Bavarian, with his one-man show of German music and fun. Bruce Kikola, the Mad Man of Magic, will also be roving through the crowd, entertaining folks with his sleight-of-hand.

Naturally, a big part of Oktoberfest is the great food, and plenty of it! This year the EYC kitchen staff will be putting on another fabulous German Buffet. Past Oktoberfests have included such favorites as Wiener schnitzel, Sauerbraten, roasted chicken, Bratwurst, pretzels, pumpernickel bread, potato pancakes, German potato salad, sauerkraut, and red cabbage. Our desert buffet has included black forest cake, apple strudel and other treats. We'll have to see what delicacies Chef Michelle has put together this year! EYC Oktoberfest presents a terrific German buffet, wild, non-stop entertainment, and lots of beer all supported by the wonderful behind-the-scenes efforts of the EYC staff.

The Oktoberfest crowd seems wilder and wilder every year, as well, and the whole place becomes a roaring party, just like the Munich Hofbrauhaus! Those of you have been there before know what I'm talking about; those of you who may be newcomers to this event won't be disappointed! As with many years in the past, EYC Oktoberfest could again be a sell-out, so begin planning now to attend one of our best parties of the year! Hopefully we'll see you all there!



Oktoberfest Returns!

by Tom Madura



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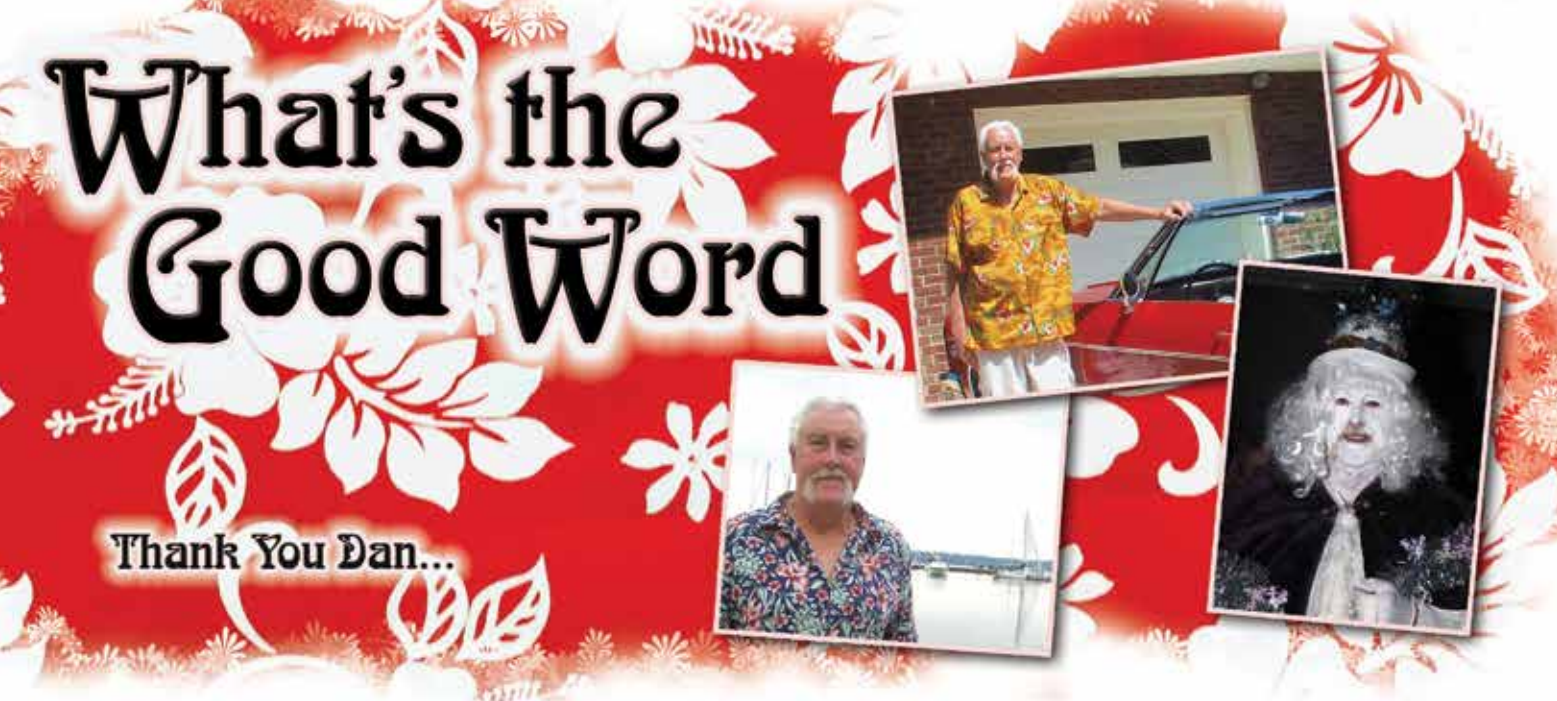
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This installment of “What’s the Good Word” is offered with a heavy heart. We have lost a great friend, terrific husband, father, and a credit to the Erie Yacht Club in bringing so many lasting memories through the events he chaired.

Through Dan Dundon’s writing of this “What’s the Good Word” ongoing article he brought a good laugh as well as general words of wisdom to each and every issue. To many readers of the LOG it was the first article they looked to read when receiving their copy.

It only seems fitting that we put forth a collection of some of editors favorite quotations submitted by Mr. Dan Dundon over the past nine years. Although each individual issue had it’s own theme or feature “quotemaster” his offerings never disappointed, often closing with his own personal take on a particular quote, its relevance to EYC Club events or a response to a quotation from a fellow Club member.

Heard Any Good Words Lately? First appeared in the Sept./Oct. issue in 2012 with a single quote from Teddy Roosevelt. Changed later to simply “Whats the Good Word” Dan now included multiple quotes covering every aspect of day to day life:

Courage is what it takes to stand up and speak.
Courage is also what it takes to sit down and listen.

- Winston Churchill

The difference between genius and stupidity is that genius has its limits.

- Albert Einstein

I feel sorry for people who don’t drink. When they wake up in the morning, that’s as good as they’re going to feel all day.

- Frank Sinatra

Doing nothing is very hard to do. You never know when your finished.

- Leslie Nielson

A perfect summer day is when
The sun is shining,
The breeze is blowing,
The birds are singing,
and the lawn mower is broken.

- Anonymous

Beer makes you feel the way you ought to feel without beer.

- Henry Lawson

The mind is everything. What you think, you become.

- Buddha

He who knows he has enough, is rich.

- Tao te Ching

Cruising has two pleasures. One is to go out into wider waters from a sheltered place.
The other is to go to a sheltered place from wide waters.

- Howard Bloomfield

Many people mistake politeness for weakness.
You got to make them think you’re a little bit crazy.

- Jack Nicholson

When I read about the evils of drinking, I gave up reading.

- Henny Youngman

If you pick up a starving dog and make him prosperous, he will not bite you;
that is the principal difference between a dog and a man.

- Mark Twain

I don’t know who named them “swells”. There is nothing swell about them.
They should have been named “awfuls”.

- Sterling Hayden

Just be sure that when your ship comes in, you are not at the airport.

- Rodney Dangerfield

I would rather shoot for the moon and miss, than aim for the gutter and make it.

- Danny Trejo

There is little room left for wisdom when one is full of judgment.

- Malcom Hein

“Health” is what my friends are always drinking to, before they fall down.

- Phyllis Diller

Fools live to regret their words,
Wise men regret their silence.

- Will Henry

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

- Doris Mortman

On that note, we at the LOG raise a glass to our longtime friend and contributor Dan Dundon for helping to keep our priorities in life in order, and always with doing it accompanied with a smile and a good laugh through his “What’s the Good Word.

Thank You Dan...



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Sipping Like Royalty

SCOTCH TASTING 2021

by: Capt. Eric Marshall USN Retired • Dave Cipriani • Gerry Urbaniak P/C



The residents of Buckingham Palace don't want for much, and among the thousands of items kept on hand for the royal inhabitants are a few bottles of their favorite libations. To say that the Queen, her late mother, and the staff (affectionately called 'the home team') enjoy a drink or two now and then might be the understatement of the decade.

Indeed, the stories of their well-stocked pantry are discussed with a wink and a nod all over the kingdom. We suppose that 65 years on the throne might drive the average person to drink, but the last several queens, were no average people, and their tendency to 'tip a few' here and there would make any fan of fine spirits proud. The royals, in fact, have never been shy about their affection for the hard stuff. For centuries, numerous master distillers from the British Isles have had the privilege of knighthood bestowed upon them for the stellar work they have done at their respective distilleries.

Royal visits to many of the towns and cities of the kingdom somehow, are always in proximity of a "Still House", and these places are always quite ready for the visit, with a full inventory of the finest drink for the visitors and their entourage.

Through the years, some of the royals have been so smitten by a select few of Scotland's exceptional distilleries, that the Queen herself has permitted them to use the term 'Royal' on their label.

Of course the Scots, and the Brits have not always, say, "gotten along", and at one time in history the British would have just as soon massacred a Scot rather than drink with him. But time and an almost divine influence of politics and single malts changed so much of that to the point where the royals of England now have a certain reverence for their neighbors and their magical ways with whiskey.

At our tasting, we'll actually get the 'Reader's Digest' version of the Scot/Brit synergy through the years. Nothing like a little informative story to go along with our tastings...

Included too in our evening of royal taste, will be a return to our roots: the Lowlands, which launched the now-yearly Scotch excursion, that we all love here at the Erie Yacht Club, some 12 years ago. Blessed with abundant rivers and flows of fresh, crisp spring water, and rich fragrant fields of Belgravia barley, the hearty winds of the Motherland bring the stunning aromas of the streams and fields for miles and miles.

Where some of the Highland malts, and more prominently, the Island malts contribute stronger, starker flavor nuances in the production of their revered Scotch's, the Lowland are well-known for the mild, flavorful, and simple whiskies. These light, clean spirits seem to put more emphasis on the more malty and grainy notes, which makes them extremely popular with those that appreciate a great malt whiskey.

We will be tasting several exceptional malts from this region. Rounding out the selection will be three samples from the two 'Royal' distilleries including one delightfully mild malt finished in a sherry cask.

Combined with all of the sensational Scotch's will be a selection of food pairings that are sure to please the palate and dance delightfully with each malt. Included will be our favorites, Shepherd's Pie, and the favorite meal of Scotland: Haggis with tatties and nips. Throw in our traditional "Ode to the Haggis" presented by Dr. Tim Thompson whose near-oscar-winning performance is one of the highlights of the evening, and the soul-inspiring bagpipe melodies of B.J. Flaherty, and maybe a funny story or two and you'll have a night to remember.

The date is September 17th, and folks begin to gather around 6:30 p.m. The festivities get started at 7:00 promptly. Please reserve your spot early, as this event will sell out quickly.

As always, Kilts, Sporrans and family plaids are not only welcomed, but encouraged.

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As the events and activities return to the Erie Yacht Club, the publishers of their LOG magazine would like to send out a heartfelt thank you to all the advertisers in the LOG magazine both past and present who continued their support even through the economic uncertainty of the past year. It is through their advertising that we are able to publish the LOG and bring it to the members and guests of the EYC.

Without your generous LOG advertisers none of this would be possible. Therefore we strongly urge you to support them in return. Whether you are looking for insurance, repairing your current ride, looking for a new boat, or looking for a caretaker for an elderly relative, please consider all the LOG advertisers first when making your choices. Just as they have considered the EYC members when deciding to support the publication of the Club's LOG through their advertising.

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September Calendar of Club Events

- 2nd Thursday Sunset Happy Hour
5pm - 8pm
"Orange Whip" Drink Specials
Live Music by "Acoustic Ear Candy"
- 6th Labor Day
Club Open for Lunch & Dinner
- 7th Past Commodores Dinner
- 9th Thursday Sunset Happy Hour
5pm - 8pm
"Mules" Drink Specials
Live Music by "Encore"
- 16th Flu Shot Night 5pm - 7pm
Bring Insurance card
No upfront cost
provided by Lifeworks Erie
Thursday Sunset Happy Hour
5pm - 8pm
"Gin & Tonic" Drink Specials
Live Music by "Uncharted Course"

Fall Haul-Outs Final Day

Due to the removal and replacement of the new fuel tanks the Club has to cut off the haul outs early this fall.

The Date for the last haul out is Sunday October 17th, So make your plans to prepare your boat for winter storage by scheduling your haul-out date before the final day. Appointments for haul-outs can be made by calling the Dockmaster Office at 453-4931, extension 215.

The EYC Safety Committee sends a big "Thank You" to the members of the EYC

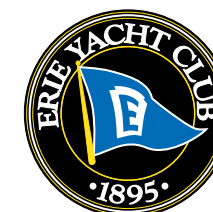
In June the EYC Safety Committee conducted its annual audit of all EYC boat electrical connections, pedestals and junction boxes - Identifying 25 potentially unsafe electrical concerns.

Boat owners were notified of their use of improper electrical cords & instances where cords were submerged in the water.

Both issues having the potential to create dangerous electrical currents, risking harm to individuals who may come into contact with EYC basin waters.

EYC members rose to the challenge, correcting many of these issues immediately (a plan is in place for re-evaluation of the remaining seven issues).

EYC members are to be commended for their responsiveness. As a reminder, swimming in the basin is prohibited for your safety!



October Calendar of Club Events

- 2nd Commodore's Ball
Cocktails 1930 Hours
Live Music by "Chance"
Club Members and Their Dates Only
- 16th Oktoberfest • 6:30pm
With the Mad Bavarian,
Bergholz German Band and the
Siebenbuerger Singers
Classic German Food Fare • \$25pp
Commemorative Oktoberfest Mug,
includes all you can drink Beer \$15
- 17th Kids Halloween Party • 10am - 12pm
Treasure Hay Pile • Arts & Crafts
Jungle Terry Show
Decorate a Donut
All activities are free & no reservations
required
"Spooktakular" Breakfast Buffet in
the Grill Room
\$15 Adults • \$8 for kids
(no ala carte breakfast menu available)

Slip Applications 2022

Slip applications for the 2022 season will be mailed in September and are due by November 1st.

If you want to secure your slip, jet ski dock, kayak spot or dry sail for next season, remember to return your form with the proper insurance verification.

If securing for the first time; go to the club website at:

<https://www.erieyachtclub.org/boating-application>

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