

The LOG



**Panama
and More!**





It takes hundreds of donors & volunteers, along with Erie Yacht Club Board, management & employees, Sail Boat & Cruising Fleet Captains and crews to come together for this annual end of summer Regatta!

All proceeds benefit the American Red Cross, Northwestern PA Chapter. Approximately 50,000 people each year are touched by Red Cross services in Erie County through Disaster Services, Preparedness Health & Safety Services, Services to the Armed Forces, International Services and life-saving Blood Services.

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From the Bridge

by Vice Commodore Greg Gorny



Every now and then we get reminded about why this Club is so great. Early in August a Club member and I noticed a sailboat on N dock floating below its waterline and down by the bow to a significant degree. With no access to the locked cabin and no way to immediately contact the owner, about a dozen Club members and staff jumped to the task. Security provided bolt cutters to get access to the cabin, maintenance secured a high output pump and power cord, and our dining room manager retrieved the owner's contact information and informed him of the situation.

Club members managed to contact the dockmaster who arrived to fire up the travel lift. Others pumped out the boat, started the boat's engine, proceeded to the lift well and lifted the boat to safety. The whole process extended to well after dark.

This is a great example of the camaraderie of our members, the great relationship we have with our club employees, and why we love this Club. A big shout out to everyone who offered their assistance that evening!

Keep your waterline showing and enjoy the remaining part of your boating season!

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On the Cover...

View from the Island Princess as it enters the famed Panama Canal. Yes, there is a toll for ships passing through. The toll for a ship the size of the Victorian Princess was over \$300,000.00
Photo by Tom Madura.



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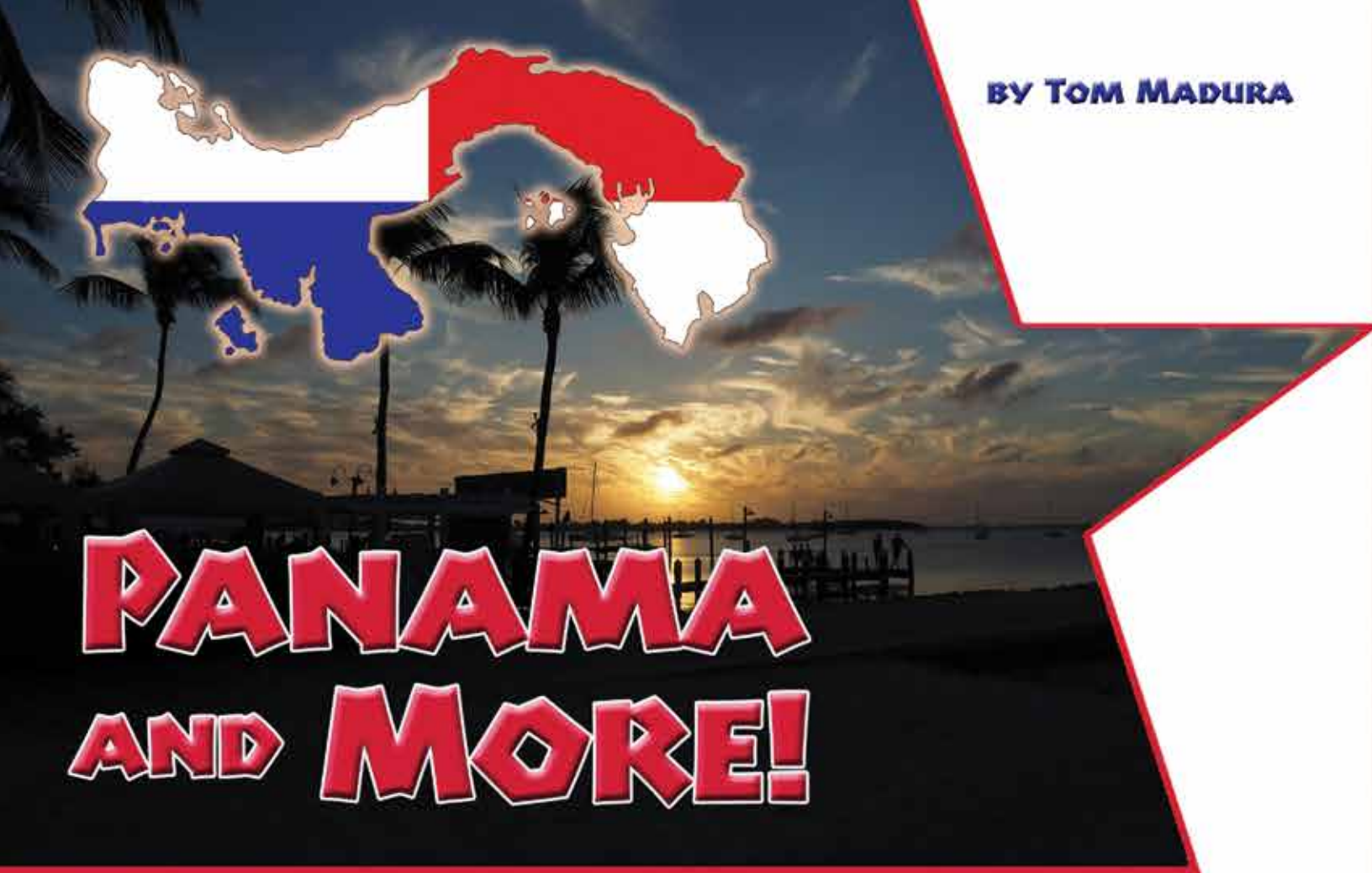
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Scan to learn about the Erie Yacht Club



BY TOM MADURA

In January of 2016 it was time once again for me and Cindy, along with fellow EYC members Dan and Kathy Dundon, to board a cruise ship and head for someplace warm. This trip to the Caribbean was somewhat different, however – the itinerary was focused less on island adventures and more on mainland South and Central America. The highlight of the trip was a partial transit of the Panama Canal.

Departing from Fort Lauderdale aboard the Island Princess, it took two days to arrive at our first port of call – the “Happy Island” of Aruba. We had a fairly short stop here, and opted for a sailing and snorkeling tour. It was a very windy day, so the catamaran sail was a lot of fun. However, the windy conditions made for less than ideal snorkeling. The four of us opted to remain on the boat, enjoying the sun and sampling the rum punch while others braved the waves and murky water. Sometimes you just have to make sacrifices.

The ride back to port was downwind, and the captain let several folks take a turn at the helm. Cindy proved herself a more than capable helmsman, and ended up driving the boat all the way back to port.

The next morning, breakfast was accompanied by a spectacular view as we entered the harbor in Cartagena, Colombia. Unlike most Caribbean island ports filled with anchored live-aboard boats and surrounded by quaint, colorful buildings and tourist shops, Cartagena boasts a modern, skyscraper filled skyline and a harbor bustling with commercial traffic and freight docks.

The real charm of Cartagena lies in its history – the “old city” area was originally founded in 1533 and to this day is surrounded by the most extensive walled fortifications in South America. A walking tour of this area gave us quite an eyeful of 15th, 16th, and 17th century architecture, including the famous Castillo San Felipe de Barajas, built in 1536 and

expanded in 1657. The tour also included stops at the Palace of the Inquisition and the Colombian Naval Museum. Along the way we were amazed by the number of street vendors selling everything from cold beer and fresh fruit to handmade beadwork.



The view as we entered Cartagena Harbor.

No visit to Cartagena would be complete (at least that’s what Cindy tells me) without perusing the jewelry shops for emeralds (roughly 80% of the world’s emeralds are mined in Colombia). Suffice to say, this detail was not overlooked before we headed back to the ship.

Next stop: the fabled Panama Canal!



Dan and Kathy enjoying their trip through the canal.

We approached the coast of Panama in pre-dawn darkness, but it was apparent from our balcony view that there was a tremendous amount of ship traffic in the area. As we got closer to the canal entrance, we could see dozens of ships both under way and at anchor – awaiting their turn to traverse the canal.

Shipping companies schedule passage through the Canal months in advance, and it is not cheap! The tolls for passage through the Canal vary depending on the size of the ship and type of cargo, but the cost for a fully loaded container ship to traverse the canal one way is well over \$300,000.

Cruise ship tolls are calculated based on the number of available berths – in 2016 the cost was \$111 for un-occupied berths and \$138 per occupied berth. The Island Princess has 2200 berths, and was sold out for our cruise, which translates to a toll of \$303,600! It is well worth the price however, since a full transit of the canal takes 8-10 hours, versus two weeks sailing all the way around South America.



Passengers watch as the locomotives travel alongside.

As we approached the canal entrance, loudspeakers on deck broadcast narration from the bridge which included historical information and facts about the canal, as well as details of our approach procedure.

Entrance to the canal from the Caribbean involves passage through a set of three locks, which raise the ship a total of 87 feet, up to Gatun Lake, the large man-made lake which makes up the central portion of the canal. It is water from this lake that is used to fill the locks. Each lock is 110 feet wide and 1050 feet long. At 965 feet long, with a beam of 106 feet, Island Princess is what is known as a Panamax ship, that is, it is built to the maximum dimensions allowable to be able to fit through the Panama Canal.

When centered in the locks, there is approximately 2 feet of clearance on each side of the 96,000 ton ship! Ships move forward into and out of the locks under their own power, and particularly in the case of Panamax ships this involves some pretty impressive boat handling! However, the side-to-side movement is controlled by a set of electric locomotives attached by cables to the ship, which move along tracks parallel to the lock. It was fascinating to observe the coordination and logistics involved in moving multiple ships efficiently through the locks. It is plain to see why the canal is regarded as one of the great engineering wonders of the world, even after over 100 years!

(continued on next page)



Island Princess enters the Panama Canal!

PANAMA AND MORE!

(continued from previous page)

Island Princess took approximately 2 hours to traverse the three Gatun Locks and emerge into Gatun Lake. Once there, she anchored for a short time and some passengers, including us, disembarked for some adventure ashore. After disembarking these passengers, Island Princess turned around and got in line to pass back through the locks into the Caribbean. We would re-join her later in the day at the port of Colon.

Our Gatun Lake adventure began with a boat ride along a portion of the lake shore, where we got to see the rain forest up close, including lots of birds. This area of Panama is quite remote and mostly uninhabited, with the exception of the native Embera Indians. Our next stop was to visit these indigenous people in one of their villages. The Embera live a very traditional and primitive lifestyle, while welcoming visitors into their villages with open arms. In fact, the Embera people are proud to share their culture and traditions with visitors. We got to see (and buy) examples of their very intricate



Party time Embera style!

hand-crafted items – wood carvings, colorful woven baskets, and beadwork. We were also treated to a display of their native music and dances, and were invited to participate in the dancing.

Then it was time to go – off to the Panama Canal Visitor's Center. The Visitor's Center has an observation platform from which you can watch ships transit the Gatun Locks. We arrived just in time to see Island Prin-

cess leaving the last lock on her way down the coast - we watched several other ships transit the locks, and then boarded the bus to meet her in Colon. On the way we drove past the construction site of new locks being added to the canal – these are wider than the old locks and will allow larger modern container ships to transit the canal. These locks were opened late in 2016.

After a nice evening aboard ship contemplating our Panama Canal experience over a few cocktails, we arrived in Costa Rica. Here we got to experience more rain forest, both by boat and by aerial tram through the treetops! Among the many varieties of birds and other wildlife here, we were treated to several sightings of sloths. These cute animals are practically synonymous with Costa Rica, and it was very cool to see them out in the wild.

We also encountered some not-so-cute wildlife in the form of huge spiders and something known as "bullet ants" – so named because they're an inch long and their sting is as painful as a gunshot wound. They are generally regarded as

the most painful insect sting in the world. Yikes! Fortunately, we only saw a few of these, and they showed no interest in us.

Our next and last port of call on this cruise was Grand Cayman. This island, fueled by its banking industry, enjoys the highest standard of living in the Caribbean. One interesting tourist attraction here is a place called "Hell", which describes an area of unique limestone formations that are said to resemble Satan's home. There is a small gift shop and post office there from which you can mail items postmarked "Hell". Fun stuff. The main attractions in Grand Cayman however are the beaches, and we enjoyed an outdoor lunch at a very nice one known

as Rum Point. We could have spent the entire day there just wandering the beach drinking frosty beers, but alas, it was time to head back to the ship.

One more day at sea and it was back to the real world in Fort Lauderdale. Well, not quite. We did finish out the trip with an extra four days in the Florida Keys. Sort of an "unwind after vacation" stop. After all, you don't want to rush back to reality all at once - you could hurt yourself!



Island Princess at Dock in Aruba



Cindy looking like a natural at the helm of a large catamaran



A sloth just hanging out in the rain Forest...



A young Embera girl displays some homemade baskets



Chillin' at the No-Name Pub in the Keys



The Beach at Rum Point, Grand Cayman



A Colombian Dancer Shows some moves!

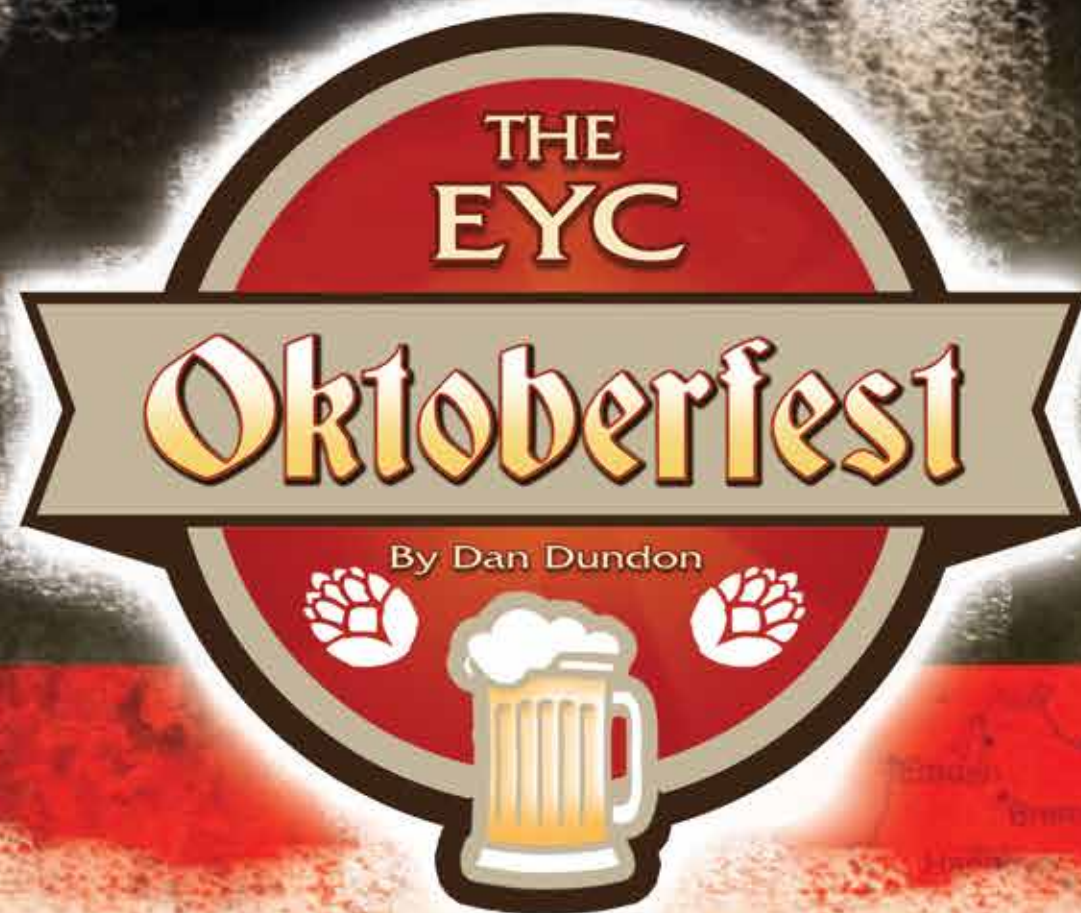


The old fort in Cartagena



A Costa Rican Golden Orb Spider (they're harmless!)





Twenty four years ago, the Erie Yacht Club Centennial Oktoberfest Committee began designing one of the most ambitious occasions for our 1995 Centennial commemoration. Eighteen months of planning, countless visits to other events and authentic menu research contributed to the huge success of the Centennial Oktoberfest celebration.

Since this event was an immediate sell-out (also the talk of the Club for some time) we decided we should make celebrating Oktoberfest an annual event! Some folks warned us such events die-off after a few successful years. Maybe so for some other folks, but not for the Erie Yacht Club! On 07 October 2017, we will host our 23rd Annual Oktoberfest party! In attendance will be many veterans of all previous EYC Oktoberfests. Additionally, we are sure to see a continual stream of new faces, many of whom will become repeat Oktoberfestors.

Every year, folks tell me "This was the best Oktoberfest yet!" I sure think the same thing myself!

The three most prominent features of our Oktoberfest, directly enjoyed by the crowd, are the terrific German buffet, the wild, non-stop entertainment, and of course, the beer. The Germans take their beer seriously, too! In 1516, Duke Wilhelm IV issued the German Purity Law stating that all German beers must be made only with water, malted barley or wheat, hops and yeast. The law is still in place today.

Speaking of beer, created in 1589 to brew beer for the Duke of Bavaria, the Hofbrauhaus is still a working brewery located in Munich, Germany. Songs and chants are common, and the whole place becomes a roaring party. Beer is brought to your table in one liter stone or glass steins by maidens in traditional Bavarian garb. Trying to sneak out with a stein is a serious offence and will land you in jail faster than you can say "Gemutlichkeit".

Our EYC German buffet includes Wiener schnitzel, Sauerbraten, Roasted chicken, Bratwurst, Knockwurst, pretzels, pumpernickel bread, potato pancakes, German potato salad, sauerkraut, red cabbage, and dessert. At one time, to "keep things interesting" Oktoberfest dessert was black forest cake in even years and apple strudel in odd years, so no one could complain the buffet is the same every year! For some time, the buffet has included black forest cake AND apple strudel as well as other sweet surprises. And... guess what? No complaints!

For many years, we have enjoyed the traditional German music and songs of Pittsburgh's Augsburg German Band. 2016 was their last year as many of the band members retired.

Happily, we have engaged the Bergholz German Band for 2017! By way of introduction: In 1843, Prussian immigrants settled in Bergholz New York, bringing with them their traditional musical heritage.

The present Blaskapelle (Brass Band) formed in 1971 maintains the best of the old German Folk Tradition, with colorful uniforms and oom-pah music as well as more contemporary German arrangements gathered by the Band during tours in Europe. The full wind ensemble produces a solid, harmonious sound; the happy, warm, friendly and carefree musical expression of "Gemutlichkeit." Originally made up of fourth and fifth generation German settlers, the band now draws outstanding musicians from throughout the Niagara Falls region.

The Band has toured Europe visiting Germany, Austria, Switzerland and The Netherlands. In Munich, the Band played in the famous Hofbrauhaus, and in the Lowenbrau tent at the world famous Munich Oktoberfest. The Band has performed at events in Kitchener, Bobcaygeon, and St. Catharines Ontario. In the U.S. the Band performed at Church Street Station, participated in the Disney World parade and played at the Epcot Center German pavilion. The Band has entertained in San Diego's Balboa Park, Busch Gardens in Virginia and Honolulu, as well as all over New York State.

The Blaskapelle is an amateur organization. Members play for the love of music, the camaraderie, and the spirit of "Gemutlichkeit".

Also new to our Oktoberfest in 2017 wondering among the crowd will be Bruce Kikola, the Mad Man of Magic. Anchoring our entertainment will be Bob Hamilton, the Mad Bavarian, who has been with us for every one of our 24 previous Oktoberfests.

Our Oktoberfest non-stop entertainment starts with ballads and seasoned German folklore tunes by Erie's own Siebenbuerger Singers as we enjoy that lush dinner. As diners finish, the Bergholz German Band takes over with traditional German oom-pah music and a variety of German beer-hall favorites. Alternating hourly with the Bergholz German Band will be Bob Hamilton, The Mad Bavarian, with his one-man show of German music and fun.

Certainly, another reason for the on-going success of Oktoberfest is all the wonderful behind-the-scenes support 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!

As you anticipate Oktoberfest, perhaps ponder this Old German Proverb;

In wine there is wisdom.

In beer there is freedom.

In water there is bacteria.

We anticipate another sell-out, so begin planning now to attend one of our greatest parties of the year!

See you all there!



Erie's Transition from Canals to Railroads

Charles Reed Jr., Sarah Reed, The Tracy's and Andrew Carnegie

"While American railroads replaced canals, they were used to build the Panama Canal, thanks to the ingenuity of Chief Engineer, John Stephens. The most remarkable outcome of the project, however, was the virtual elimination of Malaria and Yellow Fever, which reduced worker deaths to less than 5,600.

(David McCullough, The Path Between the Seas)

By David Frew & Jerry Skrypzak

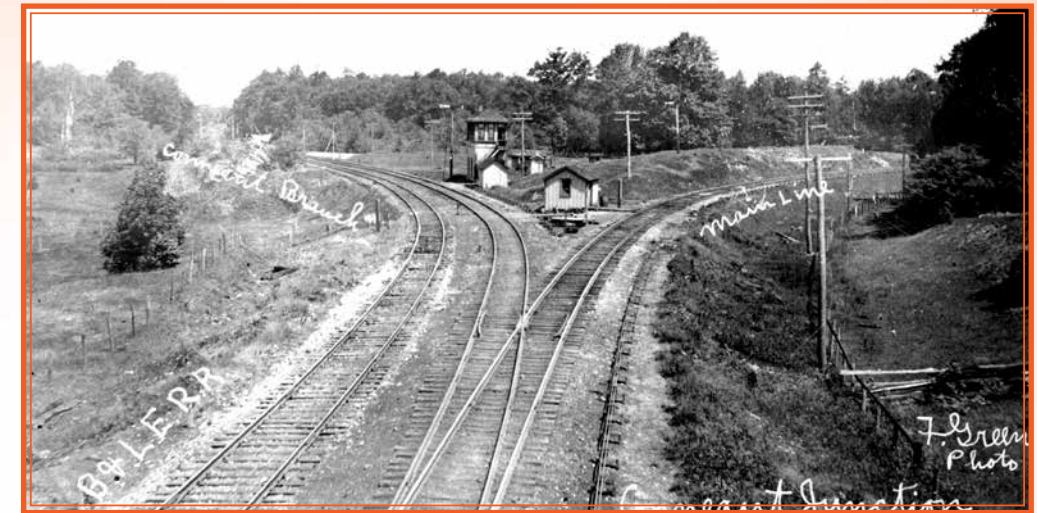
While the canal may seem most connected to Erie's waterfront, its primary contribution may have been its transition to railroading. Without the canal, railroads might not have come to Erie and its Bayfront docks, as early as it did. It could have been possible, given the contentious gauge wars of 1853, for the major eastern railroads including the Pennsylvania Railroad, New York Central, and Nickel Plate, to have snubbed the city at first, and run directly to Cleveland and Chicago.

Instead, Erie became an important destination as well as a bulk material transfer station that enhanced local connections in all three primary directions. The final controversy surrounding the termination of Erie's Canal at either Erie's Canal Basin or Girard led to the development of two important railroad connections to the east of town: Wallace Junction and Girard Junction. When railroads were developed between Pittsburgh and Lake Erie, most passed through these crossings. William Scott's line in the south that eventually became "The Pennsylvania Railroad" served the docks at Erie after passing through Girard Junction.

In 1892 when the Pittsburgh, Shenango and Lake Erie Railroad was being developed, it followed the former canal right-of-way path from Greenville to Conneaut Junction, the place where the builders first suggested shifting the direction of the canal west, sending it to Conneaut, Ohio instead of Erie.

By that time, however, Charles Reed had passed away and ownership of the right-of-way, along with the leasing rights, had passed to Charles Reed Jr. and Sarah Reed.

Sarah Reed was the great-granddaughter of Charles' grandfather, Seth, and daughter of William Reed (former superintendent of the canal). Miss Reed, who inherited Charles Reed's entrepreneurial instincts, was drawn to railroad-



Carnegie's railroad engineers used the same Conneaut Creek Valley location where the first canal surveyors had questioned the final destination to split his tracks with one destined for Erie and the other for Conneaut. (Jerry Skrypzak Collection)

ing when her ownership of the old feeder canal right-of-way, a seemingly useless tract of land, began to pay leasing dividends in 1880 after the Erie and Pittsburgh Railroad received a charter to build an east-west spur, connecting Meadville to the railroads primary north-south route.

By that time, the Erie and Pittsburgh Railroad had become a division of the Pennsylvania Railroad and William Scott, as well as the Reed family were minority partners. Later a new spur was developed between Linesville and Meadville on her right of way and she leased the line to Carnegie. Less than a year later, Andrew Carnegie's railroad division, the Pittsburgh, Shenango and Lake Erie, purchased it. That acquisition benefited both Charles Reed Jr. and Sarah Reed, providing income streams from the leasing rights.

Erie's railroad connections continued to grow after the Civil War, even though Charles Reed and William Scott had sold and or leased their rights to big-city businessmen. One of William Scott's colleagues, John A. Tracy and his son John F. Tracy (grandson of Daniel Dobbins), held executive positions in the local railroads, including the Erie and North East, and the Lakeshore and Michigan where they learned the business. John F. Tracy went on to be celebrated as "The father of America's Railroads" (Hofsommer2005) as he continued to invest in expanding western lines. He ultimately became president of the Chicago and Northwestern as well as the Chicago and Rock Island Railroads, and he has been celebrated for building the first railroad bridge across the Mississippi River.

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Erie's Transition

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In 1886, Sarah Reed purchased the north-south right-of-way land that had previously been part of the original Erie Extension Canal. That part of the canal-way had been lying fallow for several years after the canal went out of business. A Conneautville group had purchased it from William Scott's Erie and Pittsburgh Line and made a failed attempt to build what they called the Greenville and Ohio Railroad, but their enterprise floundered financially.

Buoyed by success she had experienced leasing her feeder canal right-of-way land, Sarah Reed traveled to Conneautville to buy back the land rights from her family's original canal business. Apparently the directors of the Pittsburgh, Shenango and Lake Erie Railroad were either distracted or had failed to understand the strategic potential of the canal property, which ran almost directly to Girard along Conneaut Creek Valley.

Sarah Reed, the only bidder at a sheriff's sale, purchased the entire right-of-way when her offer was unopposed. Months later, the Pittsburgh steel group's railroad leased the land from Sarah Reed and built their new (Pittsburgh, Shenango and Lake Erie) line using the original canal bed. The Pittsburgh, Shenango and Lake Erie Railroad was purchased a few years later by Carnegie and in 1901 its name was changed to the Bessemer and Lake Erie. One of the first ventures for the railroad was the purchase of Exposition



Sarah A. Reed at the dedication of the Brig Niagara in 1913. (Jerry Skrypzak Collection).

(Conneaut Lake) Park that was utilizing the Meadville to Conneaut Lake connections by following former canal or feeder canal right-of-ways.

One additional linkage was required to extend the tracks to the park and once again the land was owned by Sarah Reed who has inherited it from her father, William. This particular parcel had been the property where Casmir Gzowski (Rufus Reed's chief engineer) built the pumping station that he used to move extra water from the dammed-up lake to the canal. The infusion of capital that flowed from Sarah Reed's continued ownership and the leasing of the old feeder canal line to Meadville and Conneaut Lake Park, as well as the right-of-way between Greenville and Wallace Junction, helped establish her ascendance to local prominence as a philanthropist.

It was Sarah Reed who spearheaded the 1913 restoration of the Brig Niagara. Residual leasing rights that continued to flow to Charles Reed's family business operations ultimately passed to his grandson Carl, who established Reed Manufacturing.

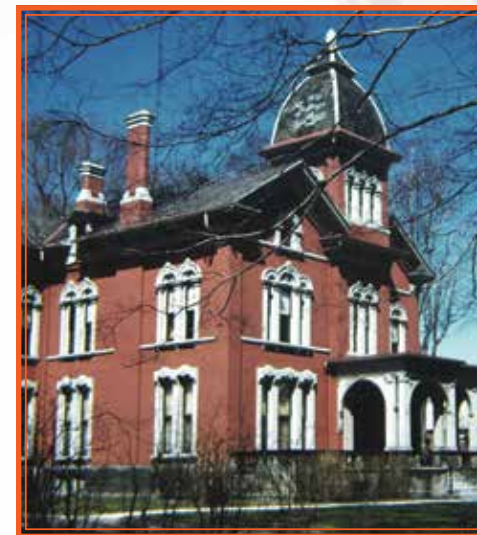
When Carnegie created his Pittsburgh, Bessemer and Lake Erie Railroad in 1897, using northern portions of the Erie Extension Canal right-of-way, he split the tracks in two directions south of Girard at Conneaut Junction, the place where early canal builders had observed that it would have been the easiest to continue running the canal along Conneaut Creek Valley. From Conneaut Junction, Carnegie's new railroad could either turn east toward Wallace Junction and Erie, or continue a shorter distance to Conneaut Harbor.



A Bessemer & Lake Erie train on the old canal right of way tracks. (Jerry Skrypzak Collection).

The railroad from Pittsburgh to Lake Erie was an efficient delivery system for bringing iron ore south from Lake Erie and returning coal. The Bessemer and Lake Erie Railroad (the name shortened in 1901)

provided the coal that Lake Erie's early car ferries, including the infamous *Marquette and Bessemer No. 2*, delivered to Canadian ports on the north shore of Lake Erie. Carnegie's investment in Conneaut (rather than Erie) was dictated by the fact that Erie's waterfront, railways and docks were already owned and controlled by the Pennsylvania Railroad when he was developing his line. Thus it can be argued that the canal and successor railroad that was built along its original path was also responsible for the growth and prosperity of Conneaut, Ohio (Beaver, 1969).



Unfortunately Charles Reed Jr.'s stately 6th Street mansion was lost to urban development. (Jerry Skrypzak Collection).

While the Bessemer is gone, its successor, the Canadian National (CN) Railroad, purchased the line in 2004 and still uses tracks that run along the old Erie Extension Canal right-of-way for iron ore and coal runs to and from Conneaut.

The very last remnant of Erie's grand railroad days is the current Amtrak service that stops at Erie's Union Station twice each day (once for connections in each direction), providing transportation between New York City and Chicago. Amtrak runs along the lines that Reed originally built in both directions from downtown Erie on the tracks that were purchased by the Franklin Canal Company, the Lake Shore

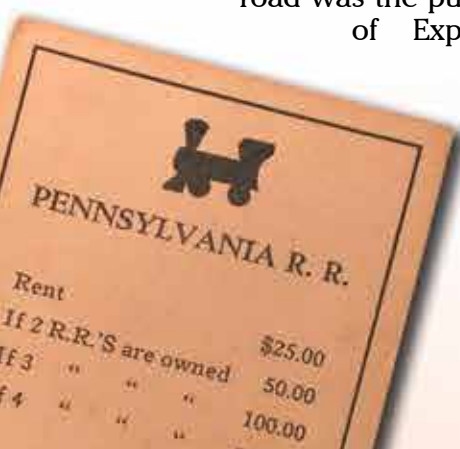


The Marquette & Bessemer No. 2 famously disappeared in a terrible Lake Erie storm in 1913 and has never been found, here she is shown at her Conneaut, Ohio loading docks. (Jerry Skrypzak Collection).

and Michigan Southern, and then the New York Central. As an homage to its famous "lake level" New York Central Line, Amtrak named its contemporary New York to Chicago service the "Empire Builder," the same designation used in the 1800's.

The Reed family continued to prosper after the passing of Charles Reed. Charles' son, Charles Reed Jr., operated the family businesses after his father's death. Like his father, Charles Reed Jr. gave Erie the architectural gift of the beautiful West 6th Street home a few blocks west of his father's 6th and Peach Street home.

After continuing to enjoy her ownership and leasing rights from railroads south of Erie, Sarah Reed emerged as a powerful local philanthropist who became well known for founding a home for the poor and indigent in 1871, an institution that she presided over as president for 45 years. Her original organization eventually became the complex of Sarah Reed Homes for children and the elderly that continue today. Carl M. Reed Sarah's cousin, son of Charles Reed Jr., and grandson of Charles Reed founded Reed Manufacturing in 1896.



Summer is definitely cruising along too fast and the Weatherman and Mother Nature have conspired against the EYC Cruising Fleet to some extent this summer, but the Fleet has persevered and keeps on Cruising, or at least trying to. Of five summer Cruiser events, only two did not get completely “blown out of the water.”

The Sunset Dinner Cruise on July 19, 2017 to NOOSA at the North East Marina with six boats and 36 Cruisers was WONDERFUL. The weather cooperated, the food and service were great and the sunset on the ride home was spectacular! Thanks to Pam Davis for organizing what we hope will become an annual cruise to an easily reachable, local destination!

Our Geneva Weekend Cruise, scheduled for July 28-29-30, which had thirteen boats signed on also got “blown out of the water” except for two boats who left Erie a day early before the big blow on the Lake with gusts to 40kt and 8-9ft. waves. One additional boat who joined them made the trip on very lumpy water on Saturday morning.

Three carloads of Cruisers also made the trip and we visited some wineries on Saturday and got a group photo (the most important thing-Ha! Ha!) The group also dined al fresco on the lakeside decks at GOTL Brewery Saturday night, complete with a stunning sunset and a distant view of fireworks in Ashtabula. Meanwhile, those back in Erie enjoyed Dark and Stormies and everybody’s pot luck snacks at the EYC Picnic Shelter in HIGH wind and cool temps... they had a great sunset too! Thanks to Kathy and Dave Wagner for all the work they did planning what should have been a GREAT weekend boat cruise. We will try for next year!

The following week, several boats made the trip to Put in Bay with several stops along the way and by all reports had a great week! Thanks to Jim Thomas for organizing that trip.

Another victim of the high wind and rough water was the “Bike, Boat and BBQ” to the Breakwall BBQ in Conneaut, OH on August 5. This was to have been a one-day lunch cruise with a biking option. Despite the high wind, one brave soul DID bike to Conneaut and thanks to Michele Curtze, the rest of the gang drove to Conneaut and had a yummy lunch!

As this article is being written, the Fleet had just called off their planned Cruise to Port Dover Yacht Club for a fun weekend in Dover at their Erie Days Fish Fry on August 19. This was due to the unfavorable weather report for most of the weekend. The prediction was for winds from 20-25knts and waves from 4-7 and possibly up to 9 feet. A few boats may have made the trip, but the Fleet did not want to be responsible for encouraging anyone to boat in Lake Erie under these conditions.

There were to have been almost thirty Cruisers aboard ten boats who were all set up to have a Welcome Happy Hour on Friday evening with our neighbors to the north at PDYC. We were really disappointed to have to miss the great band and party on Saturday night at the PDYC and the plentiful fish fry buffet that evening as well. So much going on in Dover this weekend including their Art in the Park Festival but we are undaunted and will try again next summer!

It is hoped that by the time you see this article, many other Cruisers besides Mike and Barb Wathan’s Our Quarters, Bob and Dianne Cunningham’s Richie Sea, Bill Motsch’s Big Blue (a.k.a. Honeydipper) sponsored by Gary Borowy and Brad and Karen Carns’ Lucky Star, will have jumped in to support the Club’s Red Cross Charity Regatta on August 27, 2017. At \$250/power boat, which included 6 wristbands, a poker hand with the top three hands winning a prize, a GREAT party with barbeque cuisine and live music, it is a terrific way for the Cruising Fleet to join the sailors in support of the Northwest Pennsylvania American Red Cross!

The Cruising Fleet will close out the Summer boating season with another Labor Day Raft Off Party at Marina Lake on September 3, 2017! We CAN NOT believe this is here already as it seems we JUST had the Kick Off the Summer Raft Off last week! Hopefully the weather will have cooperated and lots of boating friends will have spent the day enjoying each other’s boating hospitality and camaraderie.

While dates have not yet been set, there are some plans percolating for a late September “End of the Season” Picnic at the Rickloff Community Boathouse! Whenever this group gets together, it is always fun and the laughs are plentiful, so watch for the dates to be announced.

After the boats are safely tucked away for the winter, we will also hold a pre-holiday cocktail party at the Club. And before we know it... we will be meeting again to plan a whole new raft of summer cruises to exciting places for the summer of 2018 (and praying for better weather!) If you’d like to be a part of the EYC Cruising Fleet, to either travel or just to meet other local Club members, contact either Brad and Karen Carns at secretary@erieyachtclub.org or Bob and Dianne Cunningham at: richieseaa@aol.com.

Like us on Facebook and check the EYC website under “Fleets” for updates on our activities. See you on the Water!



Cruising Through Summer -2017-

by Karen Carns

The Koehler Cup Then & Now

by P/C Dave Heitzenrater

tors with vast tactical knowledge and thoughtful strategy however it usually comes down to guessing which direction and how hard will the wind blow and a little luck.

It just happens that the local ports of Ashtabula, Dunkirk and Dover comfortably fit the bill with an overnight stay and return to Erie format. The 2017 Koehler Cup was the 57th annual challenge which was sailed to the friendly Port of Ashtabula. Choosing Ashtabula Yacht Club as the destination and rendezvous point is no fluke choice for a multitude of reasons. Our annual voyage generally coincides with AYC's annual Corn roast and steak fry that includes great food, beverages and a live band. The club officers generously allow and encourage our fleet members to participate in their private revelry.

On August 12th, 2017 AYC Commodore Brodsky welcomed our racing fleet at our annual post-race fleet daiquiri party with a toast and comment: "It's wonderful having your group visit us. I know the daiquiris are required and I do try to do my part. We appreciate your participation in the Corn Roast. It's very easy to be hospitable with such a friendly group. I, personally, am looking forward to sailing in the race in the future. This year my new grandson took precedence. Enjoy the rest of your sailing season." Jeff Brodsky, Commodore, AYC

Our friends at AYC are located just across Ashtabula River from the famous Burn Boat (google it) and is adjacent to the city's Ashtabula Historic Harbor District. The entire district with its 19th century architecture is designated and listed on the National Register of Historic Places. The enjoyable area is located on Bridge Street adjacent to the Ashtabula lift bridge. The entertaining area includes a number of retail shops, engaging bars, coffee shops and eclectic restaurants. The racers who arrive on Friday have ample opportunity to explore antique shops, sample homemade ice cream and more. Obviously, there are many places to imbibe therefore the two bar rule may just have to be invoked, that is, you have to pass by a bar before you enter the next one if you know what is good for you.



Koehler Cup participants gather after the races to share beverages and scuttlebutt.

AYC is simple to locate and convenient because it is a relaxing 45 minute drive from Erie that allows easy crew member changes between the two races plus there are no water depth challenges for boats because the river was recently dredged to a generous depth by the US Army Corps of Engineers.



The brothers Madura, Tom and Al in the cockpit of Good Vises enroute to the finish line.

The Koehler Cup originated by invention of J.M. Magenau, President of the original Erie Brewing Company of Erie Pa. in the year 1961. The Cup is named to honor and perpetuate the flagship brew of the company, Koehler Beer. The original 1961 cup winner was then EYC Commodore Frank W. Zurn in his auxiliary yacht Melmare II, a custom build 1955 40' Rhodes 27, a wooden sloop built in Germany. Both the trophy and Frank are still here today. The award is located in our lobby display case and Frank can sometimes be found just a few feet away in our lounge. P/C Zurn and crew captured the trophy in its second and third year running, a consecutive three-peat that has never been matched in the races destined to Barcelona Harbor and back. The Rhodes 27 led to the design of the Rhodes 29. There were about 11 of these 29' waterline boats built by Abeking and Rasmussen in Germany with the most famous being 'Altair'. Interestingly, Altair, a 42' wood sloop is owned by Jeff Nagle who now competes in our own EYC racing fleet.



The Raven crew, after 40 miles on the water preparing to dock at the AYC on the Ashtabula River.

The technology has changed immensely over the years of the cup resulting in safer more efficient racing. Initial cup racers began with few navigational aids and raced mostly by the seat of their pants. Such navigation for example required the skipper to note the boat sailed on an average heading of 240 degrees for an estimated distance of 6 miles with an average speed of 6 knots.

Given no visible landmarks, the navigator would unroll the paper chart and plot their most likely course from their last known position by drawing a line on the chart at 240 degrees magnetic for a length equal to their time and distance. This plot gave them a very inaccurate general location. P/C Frank Zurn in his 1961 race had a simple binnacle mounted magnetic compass and a mechanical knot meter.

Huge technological improvements along with both availability and affordable have made libraries of very accurate data available to the average sailor. Today, there are large screen GPS and radar displays, handheld units and even wrist watch computers that indicate a boat's location within a boat length as well as accurately displaying the course sailed or even if you are heading to a particular destination efficiently. They plot the course of the boat on a real time displayed overlaying an accurate marine chart. Other instruments display a multitude of wind information including true wind and apparent wind direction as well as both of their velocities. Today's electronic compasses record both true and magnetic compass headings as well as winds shifts and directional trends.

(continued on next page)



A competitor's actual chart plot available in real time during the 2017 Koehler Cup. A tool not imaginable during the original 1961 races that replaced dead reckoning.

The Koehler Cup Then & Now

(continued from previous page)

Regarding marine weather predictions, Commodore Zurn had only to scan the horizon or to extend a wet finger in the air for his tools. Today, there are numerous public and private weather forecasters and a multitude of smart phone and computer weather applications available with current and future radar displays and predictions. Sometimes it seems that the former forecasting method is still the most reliable.



Cindy Madura, Gillian Schuyler, Mary Beth Dunagan Horst, Barb Staley pose.

The 2017 cup races were interesting and included a line-squall and thunderstorm on Friday, a good breeze on the nose Saturday and a comfortable sail home to Erie on Sunday. This is handicap racing and scoring so anyone can have their day including Jeff Nagle's 1956 classic wooden 42' Altair when the wind and water conditions are favorable. The fleet is comprised of both spinnaker and jib & main divisions.



Tom Schuyler and Russ Thompson's services in high demand during the annual blender party.

Volunteer LOG photographer and racing fleet competitor Tom Madura secured 1st place in the JAM division for the weekend on his Hunter 31' Good Vises. He also captured some of the racer and crew members with his camera at the annual fleet blender party for our benefit.

The 2017 Koehler Cup trophy will be awarded to Dr. Peter Lund and his crew aboard Taz III at the November fleet banquet. Complete historic results are available on the fleet web-pages for those interested. Congratulations to everyone who raced!

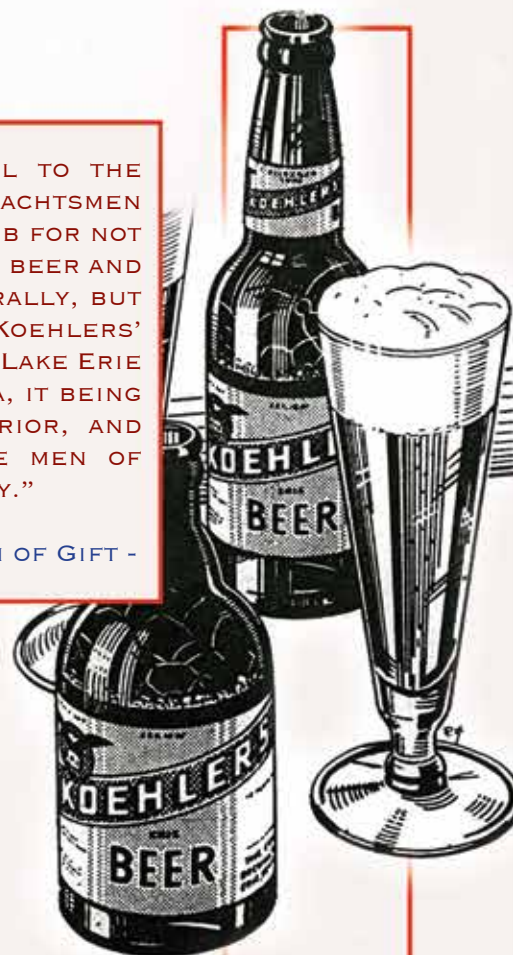
See you next year.



Racers Meredith Gourley, (Magic) Lauren Scardina (Outlaw) and Gabriela Kellogg (Pagan) sample fresh daiquiris.

"WHEREAS, KOEHLER IS GRATEFUL TO THE CORINTHIANS, SAILORS AND YACHTSMEN GENERALLY OF THE ERIE YACHT CLUB FOR NOT ONLY THE ENORMOUS QUANTITIES OF BEER AND ALE CONSUMED BY SAID MEN GENERALLY, BUT ALSO THE HIGH REPUTE ENJOYED BY KOEHLERS' AMONG YACHTING MEN OF THE ERIE. LAKE ERIE AND THE ENTIRE GREAT LAKES AREA, IT BEING KNOWN THAT KOEHLERS' IS SUPERIOR, AND ERIE SAILORS, PARTICULARLY, ARE MEN OF SUPERLATIVE TASTE AND SENSIBILITY."

- FROM KOEHLER CUP DECLARATION OF GIFT -

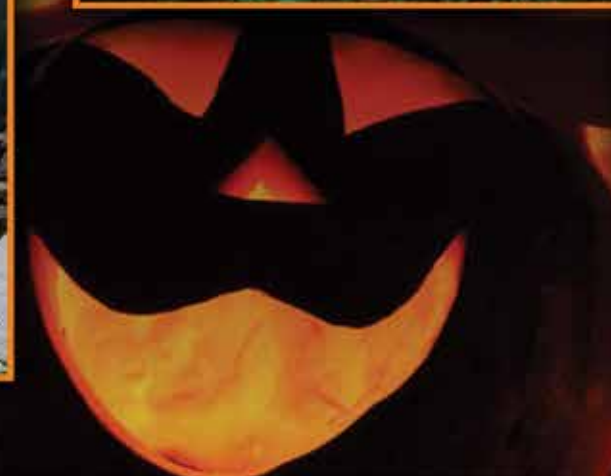
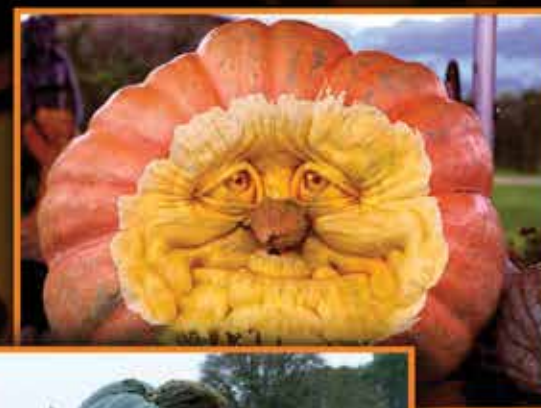


Really Great Pumpkins

It was a dark and stormy night in late October. When the goblins and ghouls get there due. Which also means it is that time of year when we visit Ray Villafine studios to check out his latest pumpkin carving masterpieces. Ray has been a master pumpkin sculptor for many years, and that is reflected in his work. You may also recognize his name and work from the food networks challenges, and the shows "Outrageous Pumpkins" and "Halloween Wars".

As you can see from his pictured works his sculpting mastery has transitioned into sculpting various gourds as well, often using the natural vines to enhance his pieces. His latest undertaking is sand sculpture. Of course he is a natural at this medium as well. All his latest work in all these mediums can be found at: rayvillafinestudios.com So, check it out you won't be disappointed.

We hope that his work inspires all you members with a creative side to take your Jack-O-Lanterns to the next level. Although when it comes to pumpkin carving or sculpting no-one holds a candle (pun intended...) to Ray Villafine and his studio.



Tinkerbelle

By Paul Jenkins

“With shortened canvas, Tinkerbelle rushed headlong through the darkness at about seven knots, her top speed. Her spray-soaked sails strained against their fasteners as the relentless wind probed for some point of weakness that could be forced to give way. Every now and then a foaming wave-cap slammed into her starboard side, sending up a geyser of the sloshing rivers salt water back along her deck, half filling her self bailing cockpit. Under each blow of the waves, she lurched like a wounded doe, dipping to leeward with a tense, stomach-churning heave. She told me through her tiller, by the way she wanted to point closer to the wind, that she was unhappy., but I forced her to go on full tilt. “These are the word of Tinkerbelle author, Robert Manry.

If there is one book that stimulated my love of boating more than any other... and still does, it's the classic novel by Manry.

I first read the best selling novel while serving in the Army in West Germany in 1967. Manry became famous for his singlehanded crossing of the North Atlantic. His venture was a record because his craft was the first 13 footer to make the long treacherous cruise.

It wasn't just the adventure or the danger of sailing such a small boat over that enormous sea, but the fact that he did it in an old wooden boat that he refurbished in his garage.

As the years went by I realized how much Manry's love of small boats paralleled my own. Along with the fact that he was a middle aged newspaper man with two kids, like me. He even worked for a short time for the Erie Times, where I spent three decades of my life. No wonder I was so taken up in the Tinkerbelle story.

My sailing years started in my teens with homemade iceboats, but after the Army, It was time for a soft water sailing vessel. I found just that in a tattered, 21 foot, full keel wooden sloop that needed restoration from stem to stern. Along with the challenge of rebuilding an almost lost relic, there was the pleasure of knowing that I was saving a small part of maritime history... very small.

To give the project more meaning I longed for some history of when and where my boat was built and who made it. That history came in an unexpected way, as my cousin Rob Praetzel and I cruised into the EYC basin early one summer morning.



In her early days *Tinkerbelle* had no cabin or deck, and she was rigged with an awning to serve as a tent at night.

A man called us over to his boat, as he waved his arms and laughed excitedly. Where did you get that boat"? he asked. He said he couldn't believe his eyes because he built it many years ago in his parents garage when he was a young man. His name was Jack Raimy, a long time Club member and the original name of our old craft was "Jack Tar," one of several by that name that Raimy owned over the years. It was so great to meet the original owner and know that Erie was it's first home port, decades ago. After several years of enjoying the great

little sloop, it was time to move up to a more modern rig with a fiberglass hull that wasn't plagued by leaks. Cousin Rob was so fond of the boat that he and his cousin Dennis decided to buy it and keep it in the family.

My next floating cottage came in the form of a 22 foot Columbia, named Dippity Do, that sailed like a champ, it had a fixed keel and a spacious cabin for a boat her size. Also known as "Paul's Mistress."

(continued on next page)



Robert Manry and his wife Virginia wave to the crowd at Public Square, Cleveland, Ohio as they arrive to attend a luncheon in the Grand Ballroom of the Sheraton Hotel.

Tinkerbelle

(continued from previous page)

It was true that wife Kathy did seem a little jealous at times of my extra marital boat affairs. As the years went by my library of sailing books grew ever larger, but Tinkerbelle always remained my first choice in reading. I often read the most captivating chapters many times. Chapter 15 is one of my favorites and an excerpt from it goes as follows: "The usual sounds of the sea resumed; the chuckling, gurgling, sloshing, hissing, bubbling, these had grown so familiar in the weeks since we slipped out of Vineyard Sound in Cape Cod Mass.

Another favorite paragraph goes like this: "On board Tinkerbelle, down, close to the water became immensely more interesting; first because of the seemingly infinite

combinations, and second, because down low it's easy to see things in the water that could seldom be seen from a moving ship. A moderate westerly wind blowing for say, four hours over a hundred miles of ocean might start six-foot waves marching eastward. Sometimes the swells moved in one direction, and the waves in another".

Sleeping onboard or just spending time in the cabin has always been a pleasure for me and Manry felt the same. Here is how he described the charm of the experience: "The cabin was the place I could wait out the storms with ease by passing time with reading, eating, letter writing, napping, listening to the radio, or harmonica playing. I loved the smell of the cabin. It was an exotic compound of odors... mostly the smell of paint, caulking and damp blankets, with the whole business being delicately seasoned with the faint scent



Robert Manry and Virginia Manry aboard their second sailboat, *Curlew*, leaving Mentor Harbor Yacht Club, in Mentor, Ohio, August, 1967 with their German shepherd Chris.

from whatever food had been accidentally spilled in the bilge during the last meal".

Over my lifetime of boating and with dozens of vessels, both sail and power, I enjoyed those with cabins the most. My very first boat sleepover was in my Dad's 14 foot wooden fishing boat docked far back in the Presque Isle Lagoons. We propped up a canvas mooring cover with two oars and sacked out for the night in my boyscout sleeping bag. It was an experience that I never forgot. I'm sure the blood thirsty mosquitoes enjoyed it even more.

Manry knew well the writing technic that is often mentioned by our writing class teacher, Gene Ware. "Don't just tell it, show it with your words." he often says. Manry was a master at that.

There is a website called "The Robert Manry Project," which has lots of photos (some reproduced here) if you would like to learn more. There is also a documentary film being put together about the "Tinkerbelle Story". The famous novel has been out of print for many years but used volumes are still available online.

I hope your enthusiasm for boating gets a boost from this marvelous piece of maritime prose as much as it boosted mine.



Virginia Manry and Robert Manry at home following their sailing trip around the eastern part of the United States in 1968. After nearly one year on the water, they came home to a flooded basement.



Tinkerbelle at the Crawford Auto Aviation Collection museum.

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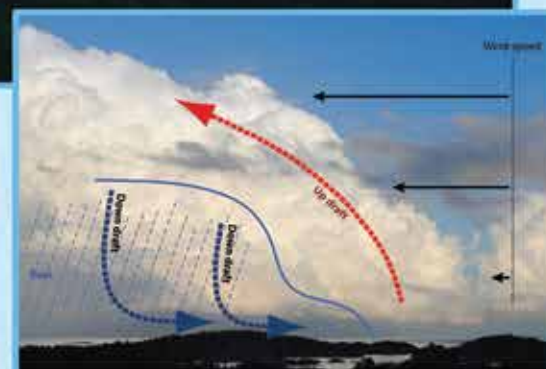
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Waterspouts Over Presque Isle Bay



While walking on the EYC north wall on 05 August, Dan Gilligan captured these few photographs of a waterspout forming offshore. No doubt, a waterspout is among the most intimidating weather a sailor can see. The wind was 17-20 knots with rain on and off... Wow!

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What's the Good Word

by Dan Dundon

In the spirit of savoring happy memories of another great boating season as well as setting-the-mood for our annual Oktoberfest celebration, this autumn installment of Good Words will offer more reflections on the golden nectar so many of us enjoyed during this past boating season and will enjoy at Oktoberfest... "BEER"! Reflecting on our camaraderies here at EYC:

Other things don't make me nearly as happy as talking and having a beer with my friends.

- Drew Carey

As always, these quotations are intended to amuse and never to suggest over-doing anything is ever a good idea!

How about some words from American Presidents?

I believe this would be a good time for a beer.

- Franklin Roosevelt

(on signing the 21st amendment which repealed prohibition)

I am a firm believer in the people. If given the truth they can be depended upon to meet any national crisis. The great point is to bring them the facts, and beer.

- Abraham Lincoln

And as for Statesmen?

Most people hate the taste of beer... to begin with. It is, however, a prejudice that many have been able to overcome.

- Winston Churchill

Beer is proof that God loves us and wants us to be happy.

- Benjamin Franklin.

... and other folks?

Without question, the greatest invention in the history of mankind is beer. Oh, I grant you that the wheel was also a fine invention but the wheel does not go nearly as well with pizza.

- Dave Barry

A fine beer may be judged with only one sip, but it's better to be thoroughly sure.

- Czech Proverb

Milk is for babies.

When you grow up you have to drink beer.

- Armond Schwarzenegger

Sometimes when I reflect back on all the beer I drink I feel ashamed. Then I look into the glass and think about the workers in the brewery and all of their hopes and dreams. If I didn't drink this beer, they might be out of work and their dreams would be shattered. Then I say to myself, "It is better that I drink this beer and let their dreams come true than to be selfish and worry about my liver".

- Jack Handy

Whoever drinks beer, he is quick to sleep; whoever sleeps long, does not sin; whoever does not sin, enters Heaven! Thus, let us drink beer!

- Martin Luther

Prohibition makes you want to cry into your beer and denies you the beer to cry into.

- Don Marquis

Speaking of beer... did you know beer and marijuana are cousins? It's true! Beer's hops are in the same family of flowering plants as marijuana. How about that!

So, I hope you enjoyed these Good Words! I also hope to see you at the EYC's Oktoberfest! (See the article on page 8 and the EYC Website for details.

Don't forget to send me your favorite quotes and words-of-wisdom (dandundon@gmail.com) for us to include in future EYC log articles!

In closing, maybe reflect on these words when you look around at Oktoberfest and see our EYC friends enjoying themselves?

In my opinion, most of the great men of the past were only there for the beer.

- A. J. P. Taylor



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HOW TO PAY MY EYC BILL? LET ME COUNT THE WAYS...

One of the most frequent questions asked of the EYC office staff is...

What type of payments can Member use to pay his/her monthly bill and annual dues?

So this brief article is an attempt to provide some guidance to you.

Personally Delivery Payment

A mail slot is located on the front office door so you can drop off payment at any time while visiting the club.

While we still accept cash, checks are preferred, we strongly recommend all cash payments be made in person directly to an office staff.

Office hours are:

Monday - Friday	8:00-4:30 pm
Saturday	9:00 -1:00 pm
Sunday	closed



US Postal Service (pay by mail)

By far most payments are made by US mail. Please note that all mail is now sorted in Pittsburgh which results in a significant delay in receipt at EYC. It now can take 3 to 5 days from postdate to receipt at EYC!

Payments made near holidays, e.g. New Years and 4th of July are further delayed by sometimes taking up 7 days to arrive!

So please mail your checks about 5 days before bill due date to make sure they arrive on time!

Bank On-Line Payment

Virtually all local banks offer their customers the ability to issue payments on line. In this case you log on to your bank account and schedule a payment to EYC. You do not have to write the check and it can be scheduled for issuance at some future time defined by you.

EYC does not as yet accept direct deposit of "e-checks" or ACH type fund transfers from Banks. So when you direct your bank to issue an on-line payment please note that in this case they, the bank, will issue an actual check which is then mailed to EYC.

Bank on-line payment does save the Member cost of writing and mailing a check (the bank does this for you); however, in the case of EYC your bank is issuing a paper check send via US Post mail. So you need to schedule payment release date about 5 days before bill due date to allow for postal delivery.

New! Web Based On-line Payments

Effective October 1, 2017 EYC will accept web based on-line credit card payments. A link to this portal is provided on the EYC web site. Open the EYC home page and select the "Members Only" button. (New users need to register by following the instructions on this page.) Once on the "Members Area" web site, select the "Pay On-Line" button: and you will be redirected to a new page to process your payment.

A Few Notes:

Members using this service will be charged a nominal credit card "processing fee". This fee is clearly defined on the web portal and depends on the credit card type you use... e.g. Visa, American Express. Etc...

Credit or Debit card payments made via the Online Web Portal up to and including the last day of the month will be credited to the members account for that month.

While this new service facilitates on-line credit card payments, EYC does not accept direct (e.g. in person at the office) credit card payment for its monthly bills or dues. Credit card payments are only accepted via the Online Web Portal. Members in the Clubhouse can access the Online Web Payment Portal by use of their smart phone or the courtesy computer in the main hallway.

Hopefully this answers a few of your questions. Feel free to contact the EYC office staff if you need more help.



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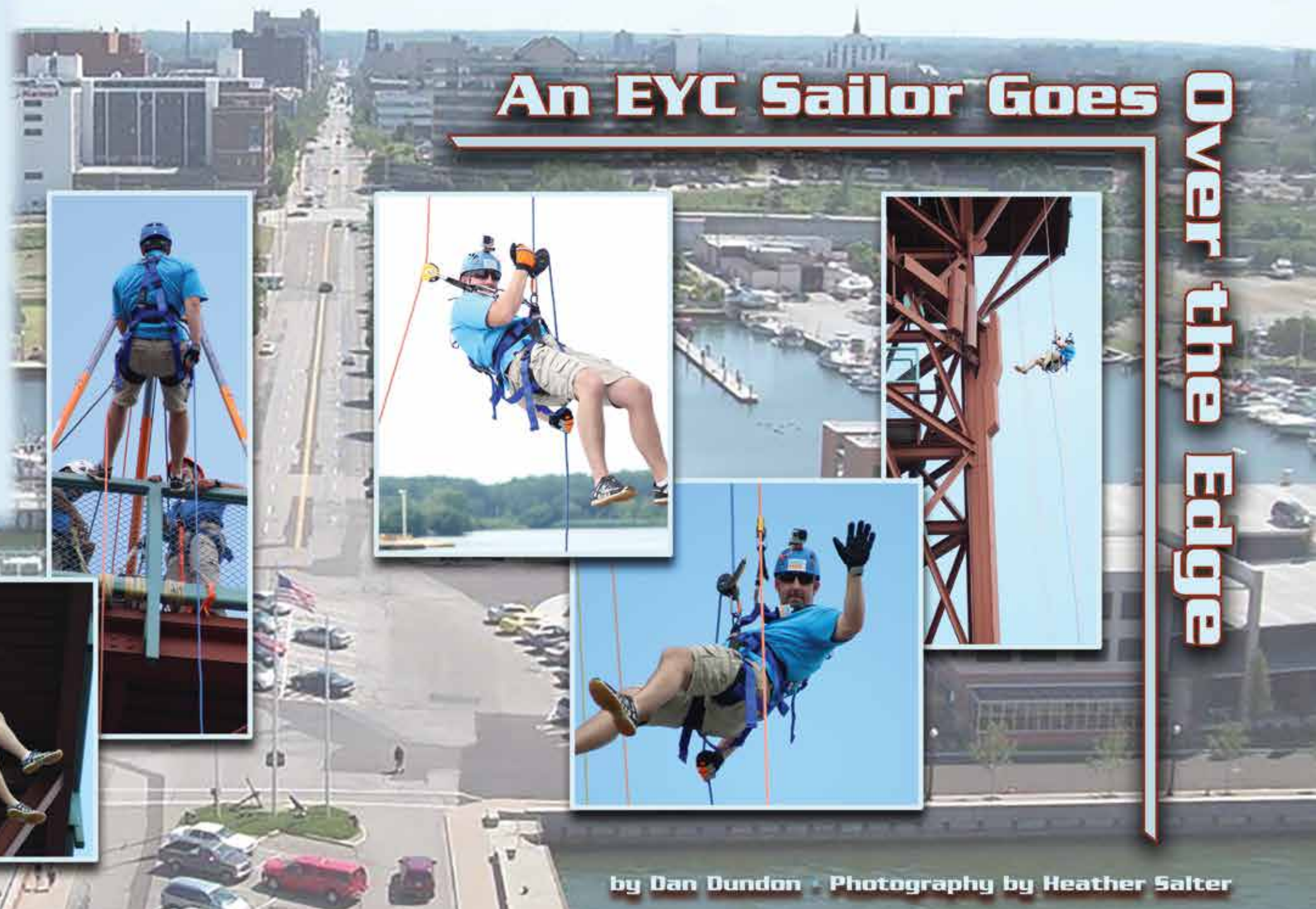
Generally when my son Chris views Presque Isle Bay, it is from the deck of the Zephyr participating in family JAM races. Nobody is closer to the water than the crew of the Zephyr, eh?

On 03 August, Chris got a totally different view as he rappelled off the Bicentennial Tower on Dobbins Landing supporting the Achievement Center. Chris and his wife Cassie both work at the Achievement Center which serves thousands of children annually with developmental, mental health, emotional and behavioral challenges.

Chris' supporters helped him surpass his \$1000 goal, donating \$3115!

Chris was among 50 or so people who went Over-the-Edge, making the 138 foot descent and raising over \$41,000 for the Achievement Center.

The warm and sunny day was perfect! Chris totally enjoyed the experience and paused part way down to wave at his supporters, among them, the entire Zephyr crew. (Biff Maaz)



An EYC Sailor Goes Over the Edge

by Dan Dundon · Photography by Heather Salter

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REYBURN SAILING SCHOOL Wrap-Up

by Chris Grychowski & Anna Bloomstine



The Reyburn Sailing School enjoyed its 67th summer on Presque Isle Bay. This summer was full of fun and exciting memories. We started the summer with a lot of "Big" wind which made for some thrillingly fast rides. It has always amazed me how well our kids adapt and learn to sail in weather that chases most boaters off the Bay.

From the beginning, we incorporated some new and fun on-the-water activities such as noodle wars, tennis-ball-tag, and adventure sailing into our normal curriculum. On one of the few days when we were without wind, the Opti students came up with a new game. They literally tied their boat's tow-line to their life jackets and swam their boats around the course. It was one of the cutest things that I have seen in my 8 years as Director of the program.

The most popular day every summer is "Pirate Day" which is full of games and activities that culminates with a real treasure hunt. The kids follow clues on shore and in the water which leads to a chest full of gold (chocolate) coins. Many of the kids even dress up as pirates to celebrate the big day.

This summer we tried something new, we took all the kids on a field trip to the U.S. Coast Guard Station. Operations Petty Officer Michael Gauthier gave us a tour of the entire station and the boats. He also spent some time teaching the kids about all the responsibilities and duties of the Coast Guard. During the visit, one of our kids managed to accidentally handcuff himself to a rail in the forward compartment of one of the 45-foot rescue boats. Luckily, they had the key and he returned to EYC with the rest of his class.

Big Boat Day was very successful again this year and I'd like to thank all the Captains and volunteers that took our kids out for a ride. The kids do more than go for a ride on Big Boat Day, the students work the lines to adjust the sails and even get a chance to drive. It is a chance for our students to see how all the lessons and skills that they have learned on their "little" boats directly connect to sailing on "big" boats.

The boats that participated this summer were; Lanada, Bella Revello, Joker, Magic, Serindipity, Midnight, Powderhound, Loco, and Take Two. Thank you all again for making it such a memorable day.

Additionally this summer, the Nathaniel Reyburn Travel Race Team consisting of nine talented sailors (An all male team, I might add), represented the EYC in the Travelers Series regattas. The area E Semi-Finals and the I-LYA Junior Championships where held in Put-in-Bay. The Area E Semi Finals were hosted at the Hoover Sailing Club July 5th through the 7th, where our team competed in the Bemis series (420's).

All three boats from Erie raced and placed in the top 16. Later in the month, the same three boats competed at the I-LYA Junior Championships at Put-In-Bay, Ohio. After four days of racing, Henry Polaski and Beau Seibel placed 7th, Jack Niemic and Ben Welford 11th, with Michael Jarecki and Ben Semple placing 13th out of 35 boats. The coaches coached in the luxury of the new coach boat and were grateful for the room and free board.

With two traveler series regatta's canceled near the end of the season (one of them including our very own Eriegatta), the season concluded with a one-day race at Hoover Sailing Club. The sailors represented Erie well on and off the water. We are sorry to see the season end, but made many wonderful memories which will hold us until next summer!

We ended the program with our annual sailing banquet to celebrate all the accomplishments our students achieved throughout the summer. The banquet is always a special night because it is a chance for us to laugh and relive some of the fun memories that we shared. It is also a sad night because it signals the end of another season for the Reyburn Sailing School.



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and the winner is...

Of course all the participants of the Reyburn Sailing School are the real winners, but a few that stood above the crowd were honored August 15th at the Reyburn Sailing Schools Award banquet.

Opti Star Cup:

1. Jacob Fritts
2. Henry Fritts
3. Elle Phinney

Opti Cup:

1. Riley Gloystein
2. Reagan Gehrlein
3. Maddison Barner

Instructor's Cup:

1. Grayson Siegler - Skipper
Ethan Seifert - Crew
Jeremy Robinson - Crew
2. Sawyer Farbotnik - Skipper
Kaiden Bogda - Crew
Nathaniel Klan - Crew
3. Michael Grychowski - Skipper
Henry Hodges - Crew
Sawyer Yasenchack - Crew

Junior Cup:

1. Anthony Farrar - Skipper
Will McBrier - Crew
2. J.J. Case - Skipper
Ridgeway Case - Crew
3. Ella Seifert - Skipper
Emma Bellotte - Crew

Commodore's Cup:

1. Henry Polaski
2. Michael Jarecki
3. Will McBrier

Junior Commodore's Cup:

1. Anthony Farrar
2. Ethan Klan
3. Grayson Siegler

Most Improved Boy:

Grayson Siegler

Most Improved Girl (High Hopes):

Ella Seifert

Sportsmanship Boy:

Michael Grychowski

Sportsmanship Girl:

Emma Barner

Geoffrey Potter Award:

Aimee Nicolia

Copfer Family Trophy:

1. Emma Franceour
2. Lilly Myers

Dolly Trophy:

Jared Sorce
Halle Myers
Sydney Weed



September Calendar of Club Events

- 3rd A la carte Breakfast • 10am - 2pm
- 4th Labor Day - Club open for Lunch
11am - 2pm & Dinner 5pm - 8:30pm
- 5th Sunset Relation Yoga
6:30pm - 7: 30pm
Bring your Yoga Mat to the Rickloff
Community Boathouse Deck
\$10 per Class Cash Only
Past Commodores Dinner
- 7th Sunset Happy Hour at the EYC
"Margarita Nite"
Complimentary Rueben Bites
Live Music by Half Blind
"Don't Let the Flu Bug You"
Flu Vaccinations • 5:30 - 7:30
- 10th A la carte Breakfast • 10am - 2pm
- 12th Sunset Relation Yoga
6:30pm - 7: 30pm
Bring your Yoga Mat to the Rickloff
Community Boathouse Deck
\$10 per Class Cash Only
- 14th Sunset Happy Hour at the EYC
"Cape Codder Nite"
Complimentary Mac & Cheese Bites
Live Music by Encore
- 17th A la carte Breakfast • 10am - 2pm
- 19th Sunset Relation Yoga
6:30 - 7: 30 • Rickloff Community
Boathouse Deck
\$10 per Class Cash Only
- 21st Sunset Happy Hour at the EYC
"Rum Punch Nite"
Complimentary Mini Quesadilla Rolls
Live Music by Sam Hyman Band
- 22nd EYC's Fall Fest
Craft Beer & Food Pairing Party
6 - 9pm • Open to Members & Guests
50 /50 raffle - Chinese Auction
\$22 pp • Reservations Required
Hosted by the EYC Auxiliary
- 24th A la carte Breakfast • 10am - 2pm
- 26th Sunset Relation Yoga
6:30pm - 7: 30pm
Bring your Yoga Mat to the Rickloff
Community Boathouse Deck
\$10 per Class Cash Only



October Calendar of Club Events

- 1st A la carte Breakfast • 10am - 2pm
- 7th Erie Yacht Club Oktoberfest • 6pm
Classic German Celebration!
German Dinner & Beer Specials
Continuous Entertainment by the
Siebenbuerger Singers the Mad
Bavarian and the Bergholz German
Band • Reservation Required
453-4931
- 8th A la carte Breakfast • 10am - 2pm
- 15th A la carte Breakfast • 10am - 2pm
- 21st The Commodores Ball • 9 - 11pm
"Sailing the Greek islands"
Cocktails 1930 Hours
Black Tie Optional
Music by the Chance
Club members and their dates only
- 22nd "Spooktacular" Breakfast Buffet
10am - 2pm
Kids Halloween Party • 11am - 1pm
All activities are Free
Spooky Activities Include:
The Jungle Terry Show
Arts and Crafts
Treasure Hay Pile
Decorate a Donut
(No A la Carte Breakfast - Buffet Only
& Buffet is not included with the Party)
- 29th A la carte Breakfast • 10am - 2pm



Make your plans and prepare your boat for winter storage today, by scheduling your haul-out date before the final day which is scheduled to be Sunday November 5th.

Appointments for haul outs can be made with the Club office by stopping by or calling 453-4931

Don't catch the fallout from not scheduling your haul out!

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