

VOLUME III / ISSUE 1

JANUARY/FEBRUARY 2005

The ELC



Crewing Niagara



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From the Bridge

Commodore Richard Vicary



Happy New Year to all!

First and foremost, I would like to thank everyone for their support and ceaseless efforts on improving our club overall. As Commodore, my main goal will be to work on the basin and docks, period. The membership has expressed their concerns and I am going to stay focused and dedicated to this mission. We have formed an EYC basin and dock study committee, which has already started to study/analyze and make recommendations to the board. The areas we will be concentrating on are as follows: Bulkheads, Fixed Docks, Floating Docks, Dredging, Dock Standardization, Finance, and Public Relations. This group is very devoted

and willing to work hard to propel this project forward. I feel very strongly that we will be able to start work in the fall of 2005. This will be a very extensive task that will need many difficult issues addressed. I am extremely confident that our Chairperson, Gib Loesel and the entire team will produce the finest basin and docks in the Great Lakes. Truly something we can all be very proud of.

On a final note, the clubhouse will be going through major renovations after the first of the year, and I hope that all the members will be understanding and cooperative with the staff during this period. I thank you in advance for your patience.

Directory

Club House	453-4931	Club House Fax	453-6182
Fuel Dock/Guard House.....	456-9914	Canoe House	453-6368
EYC Web: www.erieyachtclub.org		E-mail: eyc1895@erieyachtclub.org	
EYC Catering: Mary Tarbrake	453-4931 or catering@erieyachtclub.org		

On the Cover...

The beauty of *Niagara* under full sail captured by the late Bob Lowry, Niagara's official photographer. Courtesy of Pat Claxton Collection.



Officers

Commodore Richard Vicary 456-6813
rpv@erie.net

Vice Commodore James Means 833-4358
jam4392@aol.com

Rear Commodore John Murosky .. 456-7797
jmuroskyeyc@aol.com

Fleet Captain David Arthurs 455-3935
arthurs@spectrumcontrol.com

Directors

P/C Andrew Hanks 476-7328
andy.hanks@venturefast.com

James Edgett 835-1120
mledgett@aol.com

David Penman 474-1648
itchjudy@adelphia.net

Edward Schuler 434-4724
proboatguy@aol.com

Richard Nagle 474-2934
rnagle@adelphia.net

Bob McGee 838-6551
mcgee@erie.net

Gerry Urbaniak 454-4456
gerorem@gte.net

Log Staff

P/C John Ashby..... 455-2757
jashby@ashby-adv.com

Irene Boyles 899-6606
tinytoona@aol.com

Jan Stachelek..... 459-6991
stachelek@aol.com

Sandy Will 833-0303
carosal@velocity.net

Sue Parry..... 838-7740
cakelady50@aol.com

Judy Emling 833-3293
myphotos@velocity.net

Toni Sample 864/998-9935
totaluontheLake@wmconnect.com

Alex Webster 323-3954
chiroalex33@aol.com

P/C Pat Geary 459-7777
pkgsail@yahoo.com

Jill Robertson 833-0836
jill35tiger@hotmail.com

Kitty Ferrari 838-3933
fajferrari@aol.com



Six crew members are learning to furl the "foretopsail".

Crewing Niagara --- by Pat Claxton

Much has been written about the history, the resurrection and the subsequent reconstruction of Commodore Perry's alternate Flagship, US Brig *NIAGARA*. Very little, however, has been committed to paper on Captain Rybka's struggle to, in a very short time, create from scratch the crew capable of handling the Brig in the circumstances needed to carry out her mission.

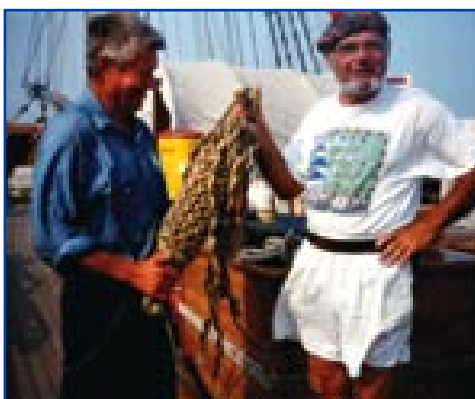
NIAGARA started construction in 1988 under the direction of Melbourne Smith and her hull was completed that summer. Some delay occurred over contracts to rig her but this was finally completed in 1990, and Melbourne sailed her on her maiden voyage in late August, brought her home and put her to bed.

It became apparent that little planning had been done as to what to do with her after her completion, but there now began a search for a suitable Captain and Officers. Several members of the Niagara League, Mark Wells, Robert Kneib, Roy Strausbaugh, and George Deutsch, to name a few, set to work with the Pennsylvania Historical and Museum Commission (PHMC) to rectify the situation.

After much discussion, and several interviews, they located and were able to hire: Captain Walter Rybka, ex-Master of the Barque *Elissa*, out of Galveston, Texas; Chief Mate Dan Moreland, ex-Bos'n of the *Danmark*,

Training ship for the Danish Merchant Marine and past Captain of the Schooner *Ernestina* and the Barque *Elissa*; Bos'n Brian Donnelly, who had long served on the Brigantine *Romance* with Sailmaker Arthur Kimberly, owner and Captain of the Brigantine *Romance*, with which he had circumnavigated the world no less than five times.

Due largely to the efforts of Mark Wells, we were very fortunate to find these four men at liberty. All four knew each other and had sailed together in the past. All, except



Proud as a peacock Pat Claxton learned how to make a rope finder under the guidance of Arthur "Skipper" Kimberly.

Donnelly, were qualified Captains in their own right. Walter Rybka was selected to be Captain and the others proved eager to serve with him.

In the beginning these men were the only ones with any knowledge of handling square rigged ships. These gentlemen, (and I use this term loosely) were faced with the task of recruiting and training a crew of volunteers whose collective square rigger experience was exactly zero.

The first job, of course was the recruiting of volunteers and here, the Niagara League was able to provide publicity and advertising. The response was quite remarkable. We got recruits from all over the area and from many walks of life. Dentists, lawyers, electricians, carpenters, doctors and students to name just a few.

A square rigged ship is a very complicated machine, run by the wind and requires the concentrated efforts of about forty people to make it go. Naturally, the crew's efforts are directed by the Officers, but it helps a lot if the ship's people have some idea of what's expected of them. Solution? Training.

Captain Rybka's answer: For almost the entire summer of 1991 we remained tied to the dock while we learned to climb the rig, loose, set and furl the sails, brace the yards,



As the crew scrambles up the “ratlines” to finish the various furling of the squares on the yards.

go through the motions of tacking and wearing the ship all under the keen eye of Captain Rybka, the acid tongue of Dan Moreland and Brian Donnelly and the kindly correction of Arthur Kimberly, (affectionately known as “Skipper”).

Apart from the business of learning the location and function of the dozens, nay hundreds, of lines, (learning the ropes), the most demanding part of the work is learning to work as a team. There is almost nothing on deck that can be done by a single person. Most lines require anywhere from 2 to 10 people to handle them and require a coordinated effort. One person takes charge, calls the time and the others follow his lead. Climbing in the rig is another challenge. Safety is all important. We wear safety belts at all times and “clip in” whenever possible.

I personally will never forget the look on my wife’s face when she dropped in to see what we were up to and found me hanging over the topsail yard, attempting, with about 8 other people, to unfurl the topsail.

It sounds like a frustrating and wearing experience, but actually was very interesting and exciting. For my own part, I had sailed most of my life in modern boats and thought myself somewhat skilled, only to find that in a square rigger I knew absolutely nothing, and the rest of the crew were even worse off than I.

To complicate the case, *NIAGARA* in the beginning had no engines. When the Captain finally decided (reluctantly, I think) that we could be relied on for a day sail, we still required the services of a tug to get in and out of dock. That, in itself is a story as the contracted tug arrived in Erie a day late to the dis-

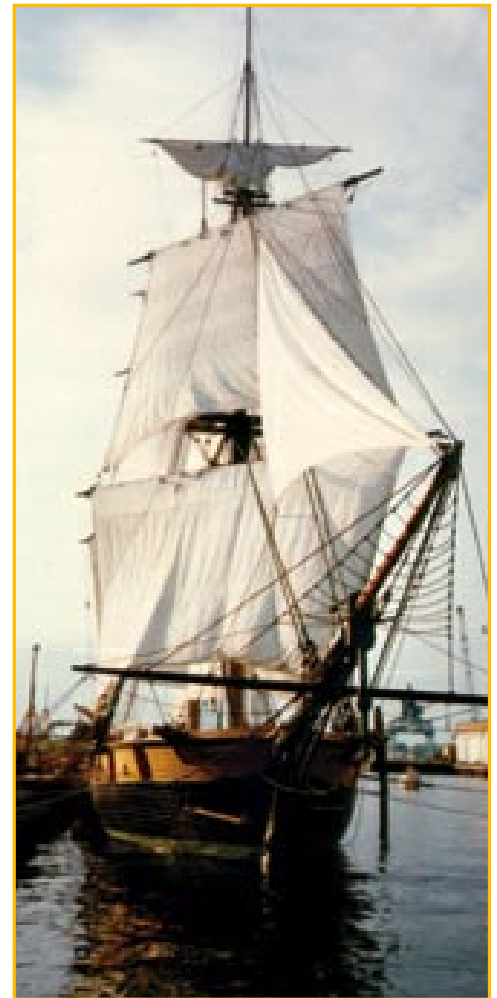
appointment and frustration of the many citizens waiting to see her first sail and to the great relief of Captain Rybka who knew the weather was too bad to trust to a green crew. At any rate, the tug showed up, we went sailing, proved adequate but not spectacular, and were able to keep our commitment to be in Put-in-Bay for the Sept. 10th Anniversary of the Battle of Lake Erie. The trip was a tremendous success. Thousands of people visited the ship, and the crew had a great time. A fine reward for all the hard work.

I should add that when the State Authorities saw the bill for the services of the tug it didn’t take long to decide that *NIAGARA* needed engines. They were installed in dry dock in Cleveland that winter and the good news is that we got a much better engine installation than had been originally planned. A pair of 200 HP Caterpillars that give us a speed under power of 9 knots in calm weather.

Since then *NIAGARA* has been to the East Coast of the US, visited Philadelphia, Washington, Baltimore, Norfolk, New York, Halifax, to name a few cities, has cruised all of the Great Lakes, and has enjoyed an increasingly professional crew.

The Ship’s sailing program has been very successful and is the envy of many other historical ships. It’s due to the wise direction of Captain Rybka and to the dedicated efforts of the original Officers and the green crew they bullied and trained.

That first summer, when *NIAGARA*’s first crew was recruited and trained, remains one of the most interesting and rewarding experiences of my life.



Niagara lying in old berth during sail drills.



This shows various stages of furling sails during the crews training exercise.

Major Facelift...

the Grille room, the Bar & the Lobby

by Ross Rectenwald



This view is from the Northwest corner of Grillroom under where the big screen television is currently.

This past Spring, the EYC Board made a decision to renovate the Grille Room and Bar Area of the Club. At that time I had several meetings with the house committee and management to discuss the multiple revisions they wanted to make to upgrade this area of the Club.

The first major change you will see upon completion of the project is the elimination of the liquor storage room and the relocation of the bar from its current location to a north/south orientation along the west end of the Grille Room. The Liquor Storage area is being moved to the basement below the bar and construction is currently underway at this time. The bar will be moved adjacent to the north wall allowing a serving window to be added so drinks can be dispensed directly to the deck. A new expanded bar and bar equipment, including a five-tap draft beer tower and new coolers, cabinetry and three serving stations, will be included in the project, as well as a dumbwaiter, designed and fabricated by John Murosky, that will allow liquor to be brought up from the basement directly to the bar. There will be four additional seats at the bar, as well as four high top tables in the Lounge area that will be replacing the old liquor storage room. Also in this area will be a new gas fireplace, two new see-thru aquariums installed in the wall separat-

ing the Grille Room and the hallway and wall shelves to accommodate the existing ship models. Additional windows will be added to the north and west exterior walls to enhance the views from the Bar and Grille Room and add natural light to the Lounge area.

The second change you will see is the elimination of the Coat Room and the addition of a new Food and Beverage Manager's office and a renovated Waitress Station. This will allow a new entry from the Hall at the east end of the Grille Room. The Hall will be renovated to accommodate additional coat hanging space as well as a new communication center, with a phone for local calls and a computer with internet service available to members and visitors of the Club.

The Lower Grille Room will also be renovated, replacing the stair hand rails with cable rail and replacing the existing waitress station. All renovated areas of the Club will receive new carpeting, new wood wainscoting with vinyl wallcovering above and new acoustical tile ceilings with wood dropped soffits. The new soffits in the Grille Room will accommodate all of the existing burgees and the ability to add future burgees. Most of the existing charts, models and artwork is intended to be reused in new locations throughout the Club.

Because Odyssey Builders, Inc. has

been able to bring the renovation project in under budget, some additional items were added to the scope of the original project. New ceiling mounted televisions will supplement the relocated large screen television and a sound system with CD and satellite radio capabilities are being included in the project. Also added to the project is the renovation of the main entry lobby. The work in the lobby will include new carpeting with a custom EYC Logo inlaid in the center of the room, new vinyl wallcovering and new acoustical tile ceiling.

All of the work, with the exception of the basement liquor storage room which is now under construction, is scheduled to begin on 31 January 2005 with completion targeted for 25 March 2005. Although this is a very aggressive schedule for construction, it will be accomplished by all of the careful planning that has been provided by the EYC Board, the house committee, the architect and the contractor over the past several months.



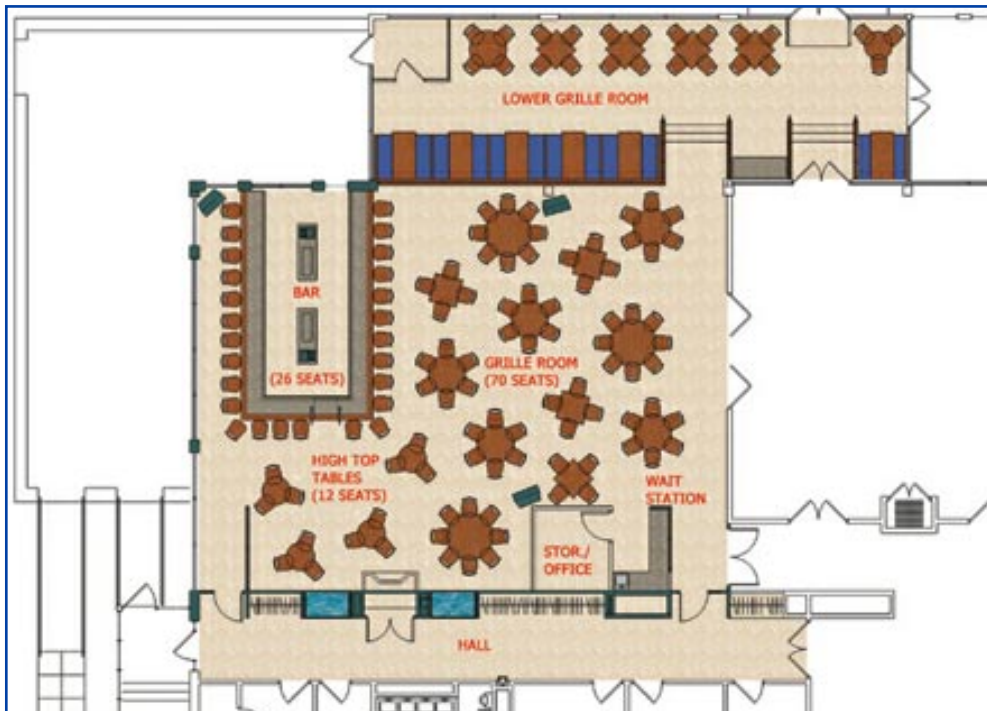
The new location of the bar will be in the Northwest corner of the room.

Construction materials are currently being ordered and shipped to the site to expedite the construction process and assure there are no delays in having the Club ready for re-opening by Easter weekend. During the construction period, the existing bar will be relocated to the east end of the Banquet Room for temporary use by members until the new renovation is completed. All of this work will enhance the efficient functioning of the Club, the aesthetic ambience throughout the Club and project a new image of the Club to our guests and potential future members of the Erie Yacht Club.





This view is from the Northeast corner from the top of the stairs of the upper grillroom looking West.



View of the new South wall where the old bar storage room was located. Area now features new fireplace, area for ship models, two aquariums and high-top tables and stools.

EYC Swimming Pool Voted Down

by P/C John Ashby

The Erie Yacht Club held a special meeting of regular members on September 14, 2004 at Rainbow Gardens for the purpose of voting on a proposal to install a swimming pool at the Club.

Commodore Andy Hanks called the meeting of 401 members in attendance to order at 7:30pm. The meeting lasted about two hours. Vice Commodore Vicary described in detail the proposed project. Members were given three minutes each to address the group with their position regarding the pool project. When the ballots were counted the pool project failed, falling short of the 268 votes required for approval by 110 votes....239 against, 158 in favor.

Commodore Hanks thanked all in attendance for their interest. It should be noted that although the swimming pool proposal was solidly defeated the pool committee itself should still be commended for their hard work in developing the proposal.



WANTED Celebrity Bartenders

EYC Members, we need you to volunteer to become Celebrity Bartenders. No prior experience required. Its loads of fun for you and all your friends and family who will surely come down to watch you in action. You pick the nightly drink Special; you pour drinks and have fun. From 5:30 to 7:30, every Thursday in January, February and March.

Please call Brian at 453-4931
or e-mail him at:
FB@eriyachtclub.org to sign up.

Tenth Annual EYC Oktoberfest

by Dan Dundon & Gerry Urbaniak

As you can see from these photographs, the 2004 EYC Oktoberfest was terrific! Each year our Oktoberfest gets better-n-better! This year we had a mix of Oktoberfest veterans and many enthusiastic first-timers, as well. Many folks remarked 2004 was the best Oktoberfest yet!

The food was SUPER (like always), and we cannot thank Bernie enough! Brian did a swell job with the German beer selections. Mary did a great job with decorating and set-up. All the EYC staff was cheerful and accommodating.

Non-stop entertainment started with the Siebenbuerger Singers. Alternating all evening long were excellent The Hiemat Klang Alpine Band and the enthusiastic Mad Bavarian. The continuous live German entertainment kept everyone "in the mood"... and the beer flowed all night long!

As in every year since our Centennial, Oktoberfest would not be possible without the hard work and dedication of our GREAT committee of fellow EYC members: Mary Ann Curtze, Kathy Dundon, Tony and Kitty Ferrari, Tom and Cindy Madura, Bob and Joyce McGee, Paul and Carolie Otto, Don and Jane Schwab, Pat Stuart, Mary Van Horn, Gary and Mary Weibler, and P.C. Harold and Sandy Will.

We thank our committee, still another time, for making us look so good!



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“Welcome” New Members

Hey... look who's new... new fellow members that is! A hardy welcome from the Erie Yacht Club to the following new members in 2004.

Associates

Susan & Donald Baxter Jr.
John Gravanda
Mary & Robert Gray
Jeffery Keep
Mary & James Rutkowski
George Harrington
Carla & Kim Flanigan
Louis Pedano
Kimberly & Tom Kennedy
William Hertel
Terrie & William Johnson
Lynette Hughes
Christine & Joe Rys
Matthew Margosian
Colleen & Patrick Gourley
Mary & Richard Hersey
Karul & A. Lemuel Lasher
Karen & Stanley Schuyler
Barbara & Michael Wathan
Deborah & William Crotty
Denise & Samuel Varo, Jr.
Pam & Frederick Marklow III
Susan & Daniel Varo
Mary Ellen & William Essigmann

Junior Family

David Jones
Kelly Donlon
Anna Haller
Amanda Haller
Michael Kuder
Christopher Lyons
Kenneth Crotty
Douglas Boldt
Emily Hornyak
Nicholas Hornyak
Clayton Hornyak
John Shreve
Amanda Mascharka
Alexa Richards
Gregory Stachelek

Junior

Zachary Malena
Mark Patrizia
Cortenay Cemelka
Sarah Warner
Matthew Crotty
Lorena Fuller
Frank Genovese, Jr.
Jennifer Brugger
Aaron Hertel



January & February Calendar of Club Events

January

- 1st Tom and Jerry 11 - 2 PM
- 2nd Champagne Sunday Brunch
11 - 2 PM
- 6th Celebrity Bartender Night
5:30 - 7:30
- 7th Bingo Night 7:30 PM
- 9th Champagne Sunday Brunch
11 - 2 PM
- 13th Celebrity Bartender Night
5:30 - 7:30
- 14th BINGO 7:30 PM
- 16th Champagne Sunday Brunch
11 - 2 PM
- 20th Celebrity Bartender Night
- 21st BINGO 7:30 PM
- 23rd Champagne Sunday Brunch
11 - 2 PM
- 27th Celebrity Bartender Night
- 28th BINGO 7:30 PM
- 29th 143 Days till Summer Party
Key West Express & West Side
Steve
- 30th Champagne Sunday Brunch
11 - 2 PM
- 31st Monday- Club Closed for Grill
Room Renovation. Will Reopen
on Tuesday, February 8th

February

- 8th Club Reopens with normal hours
- 10th Celebrity Bartender Night
- 12th Valentines Night with Mary Alice
Brown Trio 6:00 - 10:00 PM
- 13th Champagne Sunday Brunch
11 - 2 PM
- 17th Celebrity Bartender Night
- 20th Champagne Sunday Brunch
11 - 2 PM
- 24th Celebrity Bartender Night
- 27th Champagne Sunday Brunch
11 - 2 PM
- Mid Week Buffet every Wednesday Night
5:30 PM - 8:30 PM • \$9.95 per person

Basin-Dock Improvement Committee Formed

by Doug Beers



Bill Vogel and John Tushak are using underwater camera equipment to survey each current boat slip.

As a result of the "Town Meeting" recently hosted by (now) P/C Andy Hanks, 27 members volunteered to serve on a committee to study, explore and recommend improvements to our basin. Gib Loesel was asked to chair the committee and get it started as quickly as possible. At the annual meeting Commodore Vicary announced that the committee would continue under his watch and he was looking forward to working with them.

The committee has been subdivided into smaller divisions and their assignments include: surveying the entire basin; studying and improving the fixed dock system; planning and installing floating docks; how to pay for the various projects and keeping the membership informed of "what is going on" with this project. That is where the Public

Relations committee comes in. Our Committee will gather information from the membership regarding this project, as well as tell the membership how the project is progressing.

We have made arrangements with our webmaster Holly (Wolford) O'Hare to put a link on the Club's website www.erieyachtclub.org where the minutes of the Town Meeting are currently posted. Members will also be able to use this page to check the progress of the basin committee.

Committee assignments have been made and several have already begun their tasks. For example as pictured, Dock Master Bill Vogel and Jon Tushak are working with an underwater camera, recording and video being used for underwater investigation. Also pictured is a fixed dock which could be used as a model for fixed docks.

Loesel says they want as much input from the membership as possible. He is suggesting that thoughts and recommendations be put in writing and either dropped off with Manager Mike Lynch or e-mailed to Gib Loesel at Pipes1988@msn.com. Or if you prefer to contact one of the subcommittee chairman directly, they are: Bulkheads (Jon Tushak), Fixed Docks (Doug Nagle or Dave Blake), Floating Docks (John Murosky), Dock Standardization (Rich Speicher), Finance (Sumner Nichols) and Public Relations Doug Beers dbeers@35wsee.com.



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143 days 'til Summer Party

by Dan Dundon & Gerry Urbaniak



Are these EYC members having any fun... YES! So don't miss the next beach part on January 29th.

Do these cold winter winds make you long for warm summer days? Do these long winter nights make you dream of long summer days? Well, friends, it's time to stop dreaming and start partying, Summer Beach Party Style!

It's time to dust off those tropical shirts! It's time to find your favorite sun-dress, grass skirt or bathing suit! It's time for the Erie Yacht Club 143 Days 'til Summer Party!!!

Few things define summer like the aroma of smoky, tangy, barbecued ribs, the taste of tender and juicy 'garlic 'n butter', or 'medium hot' wings with lots of ranch dressing, and a scrumptious helping of deep-fried perch, just exploding with freshness. And what would a summer picnic be without grilled dogs, homemade baked beans and corn on the cob? Still have room for desert? How about some sweet, ripe watermelon, a cool, rich helping of Auntie Dot's tropical Jell-O surprise, or a 'slover' of Key Lime Pie?

If all of this puts you in a summer-kind-a-mood, just picture palm trees swaying in a warm breeze while the music of Key West Express fills the air with the sounds of summers past and future. Who can't help but smile when that bawdy, brilliant, West Side Steve fills in with songs and tales of Lake Erie and boat-lore at its best?

As you look around, everywhere, you'll see signs of a great summer party: dancing, laughing, the limbo, great summer outfits, cool

refreshing tropical drinks, and ice-cold brew. It doesn't get much better than this! You can have it all when you need it the most: during the cold, blustery days of winter!

So save yourself a heap of money on airfare to the Florida Keys. Dance to the music of Erie's own Key West Express. Go into maximum-party-mode with West Side Steve, the Skipper of the Lake Erie Booze Patrol, direct from Put-in-Bay, the party capital of the Great Lakes!

Don't miss the Erie Yacht Club's '143 Days 'til Summer Party' on January 29th, 2005. Great food, great drinks, great music and great friends.



This is a perfect example of a "limbo stiff" trying to go under the "limbo stick".

Presque Isle Lighthouse

by Sandy Will



Originally, Pennsylvania had no shore frontage on Lake Erie, but we soon recognized the importance of access to America's strategic inland seas. So immediately after the Revolutionary War, we bought a forty-five mile stretch of beaches and inlets, including what turned out to be a very attractive harbor.

Partly in memory of the victory during the War of 1812 and the recognition of the growing importance of Erie as a port, the government built the nation's second Great Lakes lighthouse here in our fair city. The light was placed on the Presque Isle Peninsula in 1819 to mark the entrance to Erie Bay. Shortly after the Civil War, this early lighthouse was replaced by a stately sandstone tower, which served lake sailors from 1867 until it was permanently discontinued in 1897. The old tower can still be seen at Dunn Park minus the original lantern room and dwelling, which were removed long ago.

The structure, know today as Presque Isle Light Station, was completed during the summer of 1873. It was fitted with a fourth-order Fresnel lens, which displayed a fixed white light. The sixty-eight-foot square tower placed the focal plane of light seventy-three feet above the lake's surface.



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"The Long Point Company's" COTTAGES

By Toni & Dave Sample



Looking out over the cottages, boardwalk and marsh - from the top of the big house.

The Cottages, owned by The Long Point Company, have always been elusive. The cottages are a privately owned and maintained duck hunting club of the very elite and famous. That also makes them very appealing. To some of us who are not so famous and elite we have graciously been granted the wonderful pleasure of visiting the cottages, many times. Sleeping and eating at the cottages, fishing off the back wall, climbing to the top of the big house where the wind mill churns, riding the punt trails through the marshes.these are things of a fairy tale existence. Except, they are real. The only way to the cottages is by boat. And, by invitation.

From Erie, as you round Long Point peninsula, head on a north westerly course along the south shore. Pass "Bluff Bar" which also is the home of the "The Bluff's (duck hunting) Club" and give the bar a wide northerly berth. Continue in the outer bay where you'll find Doctor's Inlet, Snow Island, Second Island, Ryerson's Island and Pottohawk point (south west to north east) which guard the opening to the Inner Bay. At the end of Pottohawk Point is a narrow passage (like the EYC entrance) to cross through into the inner bay. On a south westerly course you will end up at the Long Point Cottages.

As you approach the cottages from the inner bay, out of the horizon of wild rice marsh land will rise a self-contained village of 32 gray roofed red buildings. Sixteen of these buildings are utility buildings for such things as the carpenter shop, electric light plant, boat

house, vegetable house, duck house, Punters Shanty, and the Cook's cottage. The owners are in residence about two weeks a year during duck hunting season in the sixteen privately owned and furnished cottages at the far end of the boardwalk.

These cottages are built on metal pilings atop wooden boardwalks. The metal pilings

have been added in the past ten years after nearly losing the cottages several times during rough Lake Erie storms. The "cottages" are finished inside in tongue and groove natural wood. The large picture windows look out over the grassy marshes. The accoutrements of the cottages are gracious and fine including beautiful paintings, stuffed ducks and birds, fine antique wooden tables and sideboards, overstuffed chairs and divans. The hunters boots and jackets hang from hooks in the entries. The books laying on the side tables are that of the elite. It is difficult to believe that this all exists in the back marshes of Canada. The security for the area is year around and access is very limited.

In the Main House you will find that the front of the house contains the Keepers Quarters, the back is the Keepers dining area and food preparation area. There is a separate side entrance directly into the Dining Hall which is used only by the owners for their meal presentations. The owners dining room contains a large antique wooden dining table and chairs that will seat 40 or more. The walls are adorned with original paintings and pieces suitable to the room. The China is crested. The Crystal is etched with the Long Point Company insignia. The flatware is silver.

A few of the owners include Fredrick Eaton (Eaton mall in Toronto), J. P. Morgan (banker), John A. Morgan, John A. Morgan Jr., John H. Hale (Montreal), Daniel Davidson (Chairman of Christie's fine art auction house in NYC), Senator John Nichol (Canada),



The Inside of the owners cottage - note the waders, woodbox and tongue and groove wood paneling.

Frederic Winthrop, Jr. (Railroad partner with J. D. Rockefeller), Paul Cabot (Boston), Carroll L. Wainwright, Jr. (NYC), Frederick Winthrop, Jr., Robert Winthrop (NYC), Ferris Hamilton (Denver), Michael Scott (Montreal), James E. McConnell (Toronto), and Russell Train (Washington, DC). One of the most famous guests of the hunting club was the King of England.

The "Cottages" require a full time keeper and at least three full time employees to maintain the properties and keep poachers and other intruders at bay. There are several 'outposts' among the marshes which house employees from vantage points that allow them to survey and watch for outsiders. Long Point itself, not just the man made buildings, requires a constant attention and refurbishing. The Long Point Company plants thousands of trees to provide erosion control and to keep the sand and the Lake water from breaking through to the delicate marshes. Protecting the sand dunes from interlopers is another major function of the Keeper and his assistants. Once the sand dunes break down they afford little protection for the delicate ecosystem of the inland. The deer also do immense damage to the necessary trees and foliage and so the keepers find themselves building fencing systems around new tree plantings so they have an opportunity to spread roots and grow. Dave Sample, on one of our many visits to the cottages, worked with Buck and Dave Wamsley and "Coop", planting thousands of new saplings on the north beach.

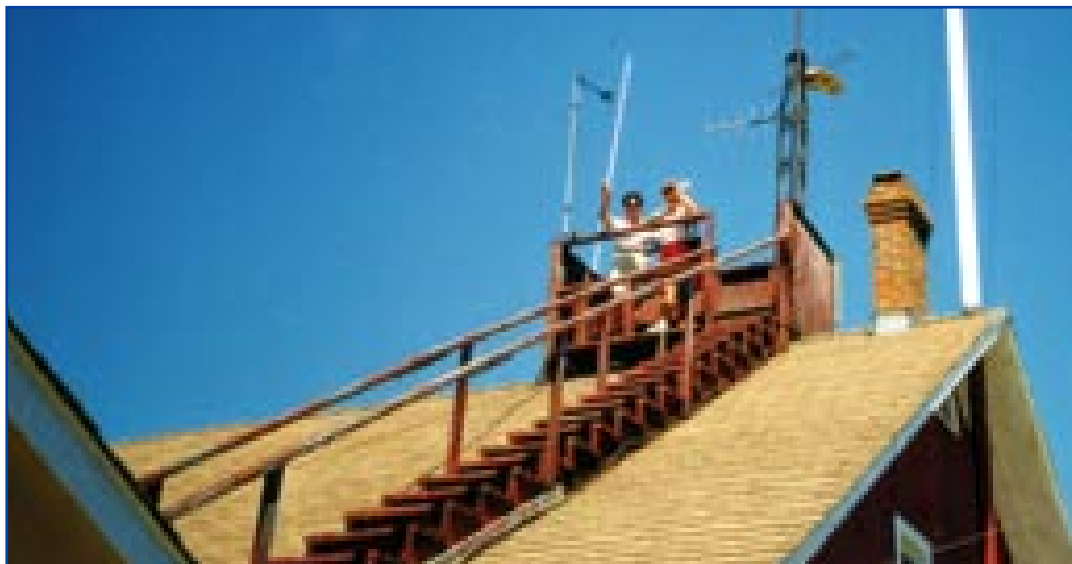
During the duck hunting season the Long Point Company hires 'punters' to punt the long narrow boats. The trails through the watery rice grass areas are cut with a "cookie cutter" (like a Florida Everglades "fan" boat). The owners personal punters are locals who have generally grown up in punter families. Some of the earliest punters (and also famous decoy carvers) were Phineas Reeves (father), Charlie Reeves (son) and Jack Reeves (grandson). The Reeves worked for the Long Point Company 1866 (it's founding) to 1981. Ten members of the Ferris family punted from 1881 to 1972. Byron Cooley, an early EYC visitor to the cottages, would always be welcomed by Keeper Norm Ferris.

Placing the decoys is a major part of duck hunting. The formation of floating decoys, most hand carved, alerts the flying ducks that this is a safe place to land thus bringing them 'in to' the hunters.

The "Company" hires servers, cooks, maids and cleaners, before and during the busy duck hunting season time. The cooks are generally Chinese and are adept at cooking duck in the "Peking" fashion. The ducks are plucked and gutted and are placed in ovens over 1200 degrees Fahrenheit for a mere few seconds so that the outside of the duck becomes a crisp hard shell and the inside is soft and pink with the juices running red.



J.P. Morgan's "punt boat" in the boat house with his decoys.



Toni and her sister at the top of the big house, looking out over the cottages.



Soiree sitting at the main dock for the cottages.

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PD13

Friday the 13th

A number of EYC boats and crews crossed the pond to be part of the Friday the 13th biker's madcap motorcycle mania held in Port Dover on Friday, August 13th, 2004.

Today this is truly a big biker event that just keeps getting bigger with the passing of every Friday the 13th. It all began back in 1981 when, by word of mouth, 25 or 30 people gathered at the old Commercial Bar to discuss getting together on Friday, November 13th, 1981 to have a motorcycle rally type event. They did. They all had fun and decided to repeat the event on the next Friday the 13th. They did. And it just keeps getting bigger and bigger. Estimates range from 40,000 bikes and 80,000 people to 100,000 bikes and 200,000 people for this year's event.

"It is difficult to get exact numbers because people and bikers come and go throughout the day. Therefore many may be counted two or more times" reports Commodore Robin McFarlane of the Port Dover Yacht Club.

Chris Simons who owns a motorcycle shop in Port Dover is generally credited with being the event's original founding father.

This biker extravaganza is not only for fun and frivolity, it also generates big bucks for over 30 local and regional charitable organizations and is administered by a substantial PD13 committee of locals. Want to learn more? Check out the website at www.pd13.com.

If you would like to see this spectacle up close and personal just be there ... Port Dover, Ontario Canada, population normally around 3,500, on Friday, May 13th, 2005. Suggested mode of transportation, either boat or bike ... but either way you'll fit in just fine.



he 13th "Port Dover Style"

by P/C John Ashby





Commodore's Ball... A South Seas Soiree

by: Kitty Ferrari

"Commodore & Mrs. Andrew Hanks Request the Company of All Members For the South Seas Sailing Commodore's Ball 1930 Hours, Saturday, October 16, 2004 ... Black Tie Optional."

Such an elegant invitation - and the affair surpassed the elegance of the invite. About three hundred ladies and gentlemen enjoyed the fantastic evening. Upon your arrival at the Yacht Club, guests were greeted by the receiving line of the officers; Commodore and Mrs. Andrew Hanks, Vice Commodore and Mrs. Richard Vicary, Rear Commodore James Means and Charlene Shedd, and Fleet Captain John Murosky and Sue Zieber.

Honoring sailing, the love of the Commodore, South Seas décor was evident throughout the entire Club. Palm trees, sparkling lights, ti leaves, and palm leaves decorated the club along with parrots suspended from the chandeliers. Tables were adored with lovely green plants containing sailboats or palm trees. Two beautiful ice carvings were the center of the main Hors D'Oeuvre table - one a gorgeous sailboat and the other an equally lovely palm tree. Also on this table was an awesome water fountain - maybe we are in the South Seas?! In another corner of the room stood a sailboat brought to the inside of the Club by its owner, Dave Heintzenrater - thank you Dave! Brightly colored fish net decorated all the tables and mirrored the hues of the parrots, palm trees, sparkling lights, and sailboats. Party goers were encouraged to mingle and socialize by the placement of tall tables in all the rooms along with regular tables. However, encouragement was not needed - mingling and socializing and partying were certainly the order of this evening.

Delicious food stations - keeping with the South Seas theme - featured Pesto/Scampi Station with Sesame rice, Seaweed Bay Scallops, Clams Casino; Polynesian Chicken Sate, Carved Sirloin with fantastic specialty sauces, Montreal Smoked Salmon, Potato Pancakes with Polynesian Flavored Sour Cream, Vegetable Spring Roll, Peel and Eat Shrimp, Teriyaki Chicken Salad, and Mesquite Beef & Mushroom Brochettes. Then - guests continued to the Dessert Station - which included a gorgeous Chocolate Fountain! A Pineapple Tree with a Fruit Display also caught the attention of the guests - as choices were made between Lemon Cake, Tiramisu, Cheesecakes, Chocolate Fudge Cake, Chocolate Covered

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Frank and his wife, Sandra, at Frank's Smithsonian National Air and Space Museum exhibit. Note the case holding Frank's actual flight suit he wore the day he escaped and a replica of the MIG 15 BIS that Frank flew out from behind the iron curtain.

Escape to the West

EYC Member is National Hero in Poland

by Erika Jarecki, edited by P/C John Ashby

Last summer, while sitting comfortably at the bar, I noticed that there were four or five strangers, obviously part of a film crew, shooting video in the grillroom. The next thing I know, Frank Jarecki sits down next to me and says "talk to me!" Today I'm wondering if I've made my film debut in a Polish TV documentary partially shot right here in our Clubhouse.

Escape to the West....this is the Frank Jarecki's story

In early 1953, with a smoldering "Cold War" in Europe and a very hot Korean War raging in Asia, USAF Intelligence was scouring the world trying to obtain information on modern Soviet aircraft. Suddenly, on March 5, 1953, news of two startling events flashed around the globe. The Soviet dictator, Joseph Stalin, was dead and a young Polish Air Force pilot had escaped to the Danish island of Bornholm in a Russian-built MiG jet fighter.

Lt. Franciszek Jarecki assigned to the 28th Fighter Squadron stationed at the Polish Air Force Base at Slupsk, located just west of Danzig near the Baltic Sea, had taken off in a MiG-15 BIS (first version of the MiG-17), Aircraft No. 731, and headed to the West. He eluded all pursuit and landed on a small cow pasture with the aircraft intact. It was an intelligence prize of enormous value to the Free World...especially the USAF.

In 1939 Poland was a divided country occupied by Germany in the west and Russia in the east. Jarecki had lost his father, an officer in the Polish Army, at a very early age to the Russians. His mother Valerie Jarecki worked long hours in a Russian Hospital. Jarecki remembers, "During the summer, I went to a Russian School. We were playing outside one day when all of a sudden they called everybody to get together and took us to the

railway station. I was told I was returning to my home in Stanislawow. When I got off the train I just stood there dumfounded watching German planes bomb the railroad station. Suddenly some man picked me up and dragged me safely to a house far away from the station. That was the beginning of the German invasion of the Eastern (Russian) part of Poland on September 1, 1939, the beginning of the Second World War."

Frank enrolled in Glider school at the age of fifteen. Although the required age was sixteen, Frank, determined to fly, lied about his age. He finished out his high school career focusing on mechanics in Bytom, where an instructor took notice of his excellent grades and flying talents. He confided in Frank that to make his dreams of flying come true he should remain a loyal friend to "the Party." So Frank joined the Communist Polish Youth

Alliance where he formed his own local chapter, the Friends of the Soviet Union..."the things you do, if you want to fly," remembers Frank.

Frank's hard work paid off in 1950 when he enlisted in the Air Force Academy in Deblin, forging his mother's name on the consent slip. Out of 10,000 applicants, Frank was one of the lucky 150 accepted in the Academy. However, after the government's initial acceptance, the men are put through a series of tests, not just for common knowledge or knowledge of mechanics, but also their knowledge of Communism. The men who passed this test were sent one by one into a tribunal. The tribunal judges could not see through Frank's web of lies. They did not detect his bitterness being the son of a slain Polish Army officer, that he was a year younger than he had claimed, or that he had



Frank on Art Linkletter's show. It looks like he's really having fun, but he has no idea what's going on because he couldn't speak any English yet.

relatives living in the United States. If they had known any one of these facts, Frank never would have become a pilot for the Royal Polish Air Force.

Frank kept up his political studies and flying came naturally to him. He distinguished himself becoming number one in his class of 100 men. On the day of his graduation, Frank was summoned to General Ivan Turkiel. The Russian was "concerned" about Frank not joining the Communist Party. In the most polite way possible the General hinted that Frank should either join the Party or sacrifice his wings. That day, April 6th, 1952, Frank became a member of the Communist Party and was commissioned as a Second Lieutenant.



President Eisenhower signing Frank's "Special Congressional Citizenship" document... Note the two future Presidents as onlookers, John Kennedy and Gerald Ford.

Only the top dozen pilots with the best grades were sent to Warsaw, where the first Regiment was located. Frank was so highly commended for his handling of the Old MIG 15's that the wing commander erected a sign at the entrance to regimental headquarters stating, "PILOTS! FOLLOW THE EXAMPLE OF LT. JARECKI." And Frank was happy, as long as "The Party" left him alone.

It was in June 1952 that Frank got a taste of what he was in for. He was told to spy on his friends and fellow officers. He was to meet every week and report any wrong doing he observed, such as slandering of the Communist Party or any ideas of escape. And if Frank should not cooperate or should betray "The Party", he would be sentenced to death. But since Frank had been schooled in what mannerisms to look for in those planning to escape, it kept him safe while planning his own escape. Frank knew exactly what "NOT" to do.

Frank's first spying appointment was to meet a man in a park in Warsaw where he was to slip him his written report. Frank showed up at the park, spotted his contact man, but never approached him and never handed him any report. Frank heard no more of that incident for months.

In September, Frank was invited to fly the latest MIG-15 BIS in Slipsk, however in order to do so he had to get the signatures of fourteen officers, one of these being the man Frank was to have given his spying report to! The officer refused to sign Frank's transfer papers until he received his report. Frank went back to his barracks and forged the officers signature. Now Frank was playing a really dangerous game and it was only a matter of time until he would be discovered. Frank

knew that he had to get out, so he bought a little calendar and every time he opened it, it opened on the same date, March 5th.

In January of 1953, Frank's luck skyrocketed. A Colonel had announced that they were receiving ten of the new MIG-15 BIS'. These were the first version of the advanced MIG-17's, which were lighter, faster and had more operational space than the MIG-15.



Frank and Sandra with Bob Hope at an Air Force Society dinner in New York. Sandra is a realtor with Howard Hanna.

Frank had chosen his escape destination of Bornholm, Denmark from remembering a propaganda comic book he had seen years before. He had heard that the island was occupied by Americans. He had no map of Bornholm because the Western Countries were left off their maps. Also Frank had no idea how the Americans would feel about him being a communist fighter pilot...maybe

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Cover Photo in the "This Week Magazine" section of the Boston Sunday Herald newspaper, on August 23, 1953.

he would be shot out of the sky before being given a chance to explain that he was not one of them...that he was not "really a communist."

On March 5, 1953 Frank had a long sleepless night. After breakfast he headed out to the flight line. He noticed some of MIG's off to the side were fully armed and ready to take flight. He knew these would be the fighters that they would send after him. So Frank walked over to a Russian Lieutenant and gave him some flying "advice" while clandestinely checking to see what frequency the armed MiG's radios were on.

Frank was leading a four plane squadron. He instructed two of his men to stay close to the coastline while Frank and the other pilot would be on the sea side and flying a little higher. Knowing that Stalin had fallen deathly ill the day before, Frank had told his men that he was flying higher because he was on



Contestant Frank on Groucho Marx's "You Bet Your Life" TV Show.

a special mission. At 9:10am, Frank's squadron was cleared for take off, once in the air he knew there was no turning back.

He switched places with his wing man and near Kolobrzeg he jettisoned his wing tanks for extra speed and went into a steep dive 20,000 feet above the Baltic Sea. Immediately "731 escaping" came blasting over the radio. The first thing out of Frank's mouth was, "I am on a secret mission to get medicine for Papa Stalin." Then he heard the order for the four armed MIG's to pursue 731



Frank and Clark Gable on the movie set of "King and Four Queens". Frank recalls "he was a very down to earth great guy"

and shoot him down. Frank came out of the dive at 1500 feet which was low enough to avoid the Russian radar. Traveling at over 700 mph, the plane was hard to maneuver and Frank had a difficult time pulling out of the dive. After spotting Bornholm, Frank circled the island trying to find a place to land. He spotted a small cow pasture down the center of the island. It looked to be roughly half the length needed to land the MiG. With no alternatives, Frank had to take his chances. He touched down safely and could hear the sound of the pursuit MIGs above him.

He got out of the plane and looking around saw a sign that was in Russian. Fearing he was still on Russian soil, Frank panicked, so he grabbed his pistol and cocked it thinking "the Russians will not take me alive." In the distance he spotted a farmhouse with a woman and a baby standing outside staring at him. He began to approach her when a group of men came out of the woods. The men assumed Frank was Russian. Finally realizing he was safe he announced, "Communist Kaput Asylum".

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Why Fish Have Gills

by Sandy Will



There are many legends that tell why fish have gills and a favorite in the islands of the South Pacific concerns a grouper that fell in love with a beautiful girl.

The fish saw her one day as she was weaving on the shore and fell in love with her at first sight. He set about wooing her in the only way he knew—by swimming about as fast as his sluggish body could and splashing water at the girl with his tail and fins. Twice he asked her to marry him and twice the girl refused. Then he swam out to the deep waters of the reef and lay there mourning his unrequited love.

When he decided that he could not give up so easily, he swam back in the lagoon right up to the shore where the girl was still weaving. He stretched out a fin, snatched the girl and flipped her into the water. Before she knew what was happening, he swallowed her being careful not to hurt her because he loved her very much. When the girl realized where she was, she demanded to be let out. The grouper refused telling her of his love and his desire to be with her always.

Then the girl had an idea. She still had the sharp shells that she used to pattern her cloth. With them, she cut two slits in the fish's body, one on each side, and slipped out and swam to shore.

As for the grouper, once he got used to the water rushing in and out of his throat through the cuts, he rather liked the feeling and vowed never again to fall in love with a human girl.

And that's why all fish have gills in their throats today.



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Year of the Perch

by Mickey McMahon, Al and Allison Church as told to Alex Webster

The crew's work is never done until all the fish are filleted down to the very last one.

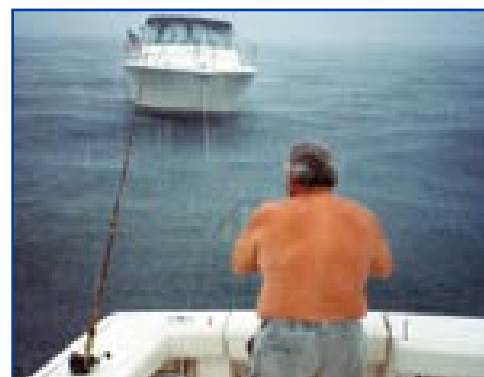
Al Church's wife, Joanne made a decree by the end of fishing season, "DO NOT bring any more fish home". That is a strong declaration, made by the woman who by all accounts adds the finishing touch to all fish that her daughters and husband bring home. However, it sums up how Al, his two daughters, and fishing partner Mickey McMahon's perch season went in 2004. It was a good season, very good in fact; the *Great White V* brought home 3,043 perch this season.

I sat with Mickey, Al and Allison Church as "turkey day" approached and discussed the particulars of this boom year. They all agreed that in general, this year was rough, bumpy, cold and rainy. For example, on Labor Day weekend, the waves were breaking OVER the hardtop of the two-year-old Tiara. Of course, with this crew of avid anglers, the weather had no bearing on their weekly fishing forays.

Their fishing day begins with Mickey the first to arrive at the *Great White V*, Al's 41' Tiara, powered by two diesel Cats. Mickey arrives with bait and the groceries. His first order of business is to warm up the "kitty cats" and open up the boat for the day. Departure time varies, depending on the crew, but generally if Allison and her sister Amy are on board, they depart at about 8 am. They travel out to the lake and start looking for the fish either east or west toward Walnut Creek. The

anchor goes up and down like a chicken's head in a barnyard trying to find a fish cache, so the fun can begin. Once they found the fish it was not uncommon for them to fish their limit in a short time, once it was less than 40 minutes, for the six person crew.

Speaking of crew, they had a motley crew of many people this year, in addition to Al, Mickey, and Al's two daughters Amy and Allison (Allison has been fishing with her dad for as long as women were allowed in on the fun, since she was about 10 years old). They also had Amy's boyfriend, Tim Boetger, Allison's boyfriend, Stephen Joseph, Mickey's son Michael was a regular and son Patrick made the trip once, when he was home on leave. There were cameo appearances by Fritz Curtze, Itchy Penman, Glenn Thompson, Brian Rickloff and a slew of others. Jess Murdock, Al's partner, made a few trips, and would have made more, if Al had been a little more careful, and had not broken Jess's leg in an ATV accident. Their first outing this year was Memorial Day weekend, and they brought home 160 perch between Sunday and Monday. During this very fruitful season, they had some adventures, such as the time they were at hard anchor, and needed rescuing by a dive team (Sept./Oct.'04 LOG "Five Hours at Hard Anchor"). They discovered that there is a difference in "east side fish" and "west side fish". Mickey and Al said they pre-

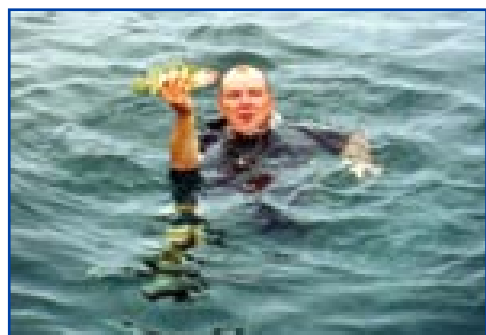


Dedication. Itchy Penman spits in the eye of the storm for one more prized perch, while Fritz Curtze's crew aboard *Obsession* look on in amazement.

fer west side fish because they are generally a little meatier, but Mickey and Al are very good friends with "someone" (who shall remain anonymous to protect the guilty), will take any perch that he can find, east or west or in between.

Speaking of people who are "hard core", Allison says that they do not come back to the dock until the fish limit is achieved. She has no mercy, even on herself. If you develop an acute case of the queasies on the *Great White*, you will have to muddle through. Stephen, Allison's boyfriend, was ill almost every trip this year, but he kept coming back for more!

In this rough year, many people were ill, even Allison, who is rarely, if ever seasick. Crew member, Chuck Shaner, was sick three trips in a row and Mickey and Al think that he may never return. In addition, Amy is known to get a little under the weather at times, but she just fishes between bouts of sickness and napping with her pole in her hand.

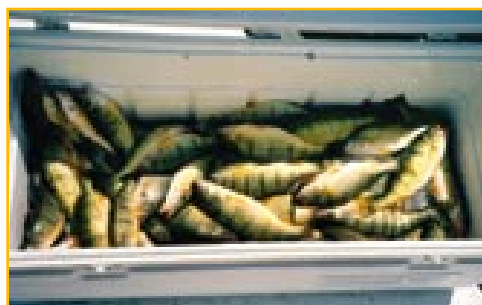


Some people's kids will do anything for one more perch!

In addition to the 3,043 perch taken by hook, line and sinker this year, (compared to 1,448 perch caught in 2003) which made their way to many a fish fry, they caught an assortment of white perch, walleye, bass, sheep head, gobies, one mudpuppy, that now resides in Al's pond and a unique catch, a "rock". The "rock" was taken by one astute angler, Glenn Thompson, who struggled for about ten minutes to "land" this large 3 pound pebble, which Glenn reported "was dead by the time he got it on board." When the boat returns to port, there is of course, more work to be done. They divide themselves into the boat cleaning crew and the fish cleaning crew. Sometimes this process can take hours. A sight to be seen they are, I have stopped many a night to gawk at the large crew hard at work. I am, however, careful to stay out of pitching range. Many nights they are still cleaning after dark, and once they were still cleaning fish when Louise closed the bar and went home for the night. Now that just adds insult to injury.

Can you imagine after all that work they couldn't even go to the bar and brag to their cohorts about how well the fishing day had been again for the crew of the *Great White*!

My favorite part, however, was the revelation that Mickey has "poor impulse control" when



The optimist view aboard *Great White*... "it's only half full".

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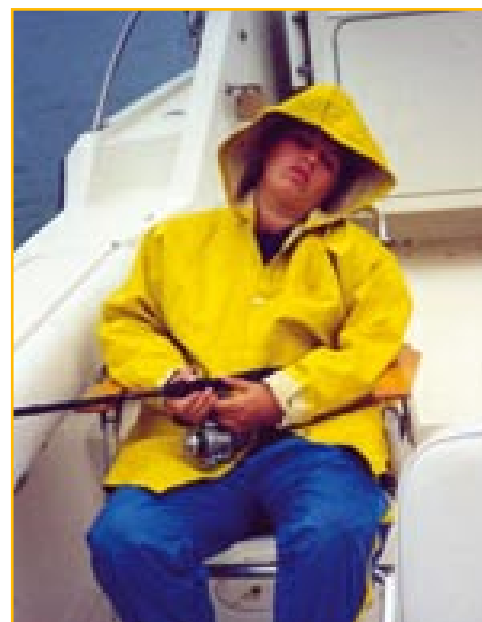
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This is what 3,043 perch fillets look like in your "Perch" freezer ... or is it actually 6,086 perch fillets?



Amy "under the weather" fishing.

it comes to fish that almost get away. He can't help himself at times and has been known to "jump ship" to retrieve fish by hand!! And that's no fish story.





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Terrorism & the C.I.A.

by P/C John Ashby

The Erie Yacht Club's Auxiliary held their Fall Dinner Meeting on November 3rd at the Club. Seventy plus members and guests gathered to partake of the social gaiety and the fine feast connected with this event.

The Auxiliary's Dee Bressler introduced Commodore Andy Hanks who in turn introduced his life long friend, fellow EYC member and guest speaker David Martine. Dave treated attendees to an extremely candid, well presented, inside look at terrorism and the War on Terror. Dave's parents, the late P/C Roy Martine and Rosemary Martine Weaver, were instrumental in his early introduction to life at the EYC.

After graduating from Strong Vincent High School, Dave attended the University of Dayton where he received a Bachelor of Science Degree in Criminal Justice. He then went on to receive his Masters of Forensic Science from George Washington University and a PhD in Clinical Psychology from UVA.

Dave's early career spanned a five year stint in the Federal Bureau of Investigation (FBI). He has spent the last twenty three years as a Special Agent with the Central Intelligence Agency (CIA). Since joining the CIA Dave served three years as Regional Security Director in the Far East then he was promoted to Senior Manager for both Counter Espionage and Counter Narcotics.

Since 9/11, Dave has been the Chief of Counter Terrorism for Overseas Operations. Now, I don't know about you, but I would say he certainly has the credentials. From this point on this article is simply excerpts from Dave's fascinating and highly informative presentation.

While government employees are certainly not restricted from voting for their individual preference, they are encouraged not to promote their personal preferences in any public forum. This was Martine's disclaimer followed by his professional opinion...working with the same executive team (administration) as we go forward in the War on Terror is a distinct advantage to CIA operations.

Dave's responsibilities, everything "Anti-Terrorist", give him the opportunity to travel all the world's continents, to many beautiful countries and cities such as Paris, London, Amsterdam and Moscow....and then of course there's Iraq and Baghdad. He works in both the most delightful and the most dangerous places on the planet trying to keep us safe from attack.

Keeping us safe runs in Dave's family. At the time of the dinner meeting his one son was doing a tour of duty in Iraq and another son had just received his ROTC commission as a second lieutenant.



P/C Andy Hanks is pictured here with lifelong friend and guest speaker, EYC member Dave Martine.

Among the many responsibilities of Martine's work his three major areas of concentration are to disrupt terrorist mobility, finance and communication. And how are we doing from Dave's perspective? Mobility: It is becoming increasingly more difficult for terrorists to travel around the world. Osama Bin Laden has been hiding since 9/11 and two thirds of his top operatives are either dead or detained. Finance: We have exposed and shut down clandestine Al Qaeda fund raising organizations throughout the world. We have frozen Al Qaeda assets wherever we've found them. And communications: We have been very successful in stopping cell phone and computer e-mail

communications all over the world. Now terrorists have to communicate through letter writing delivered by couriers.

Terrorists are pretty much a cowardly bunch in that they prefer "soft targets" like unguarded civilian populations that are relatively easy to kill and maim in big numbers. As compared to attacking our troops who can easily cause them more hurt that they are normally able to hand out, and people like Dave who are well trained, heavily armed and guarded as they go about their days.

Resource management is a big part of Martine's responsibilities. Making complicated, vital life and death decisions in assigning his teams to field operations in which he has



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determined to be of the greatest threat, is all part of the job. The fact remains that "we have the difficult duty because we have to be right 100% of the time and the enemy only has to be right once," Martine stated.

The western media is guilty of creating problems in the handling of "news" coming out of the middle east. When the Iraqis, Saudis, Pakistanis and Afghans actually do create and make good positive moves against terrorism the media lambastes them just about every time by creating something negative out of their positive efforts. Another example of this is the Abu Dai prison guard fiasco in which the US media referred to as "torture" by US soldiers upon suspected terrorist prisoners. These acts, while being absolutely improper by U.S. standards, can not compare to rape rooms, torture chambers and beheadings committed by Saddam and the insurgent terrorists operating in Iraq today. The extensive publication of photos of our soldiers and quotes by so called tortured terrorist prisoners was one of the greatest tools used by Al Qaeda in recruiting new members and incit-

ing the Arab world against us.

Remember, today there is big...really big money to be made out of terrorism. The attempts at buying and selling weapons of mass destruction around the world is a big money game and is a really dangerous, massive problem for the Free World.

The War on Terror is real. It is probably the greatest threat to freedom and democracy, if not mankind as a whole, that has ever threatened this planet. To date we are winning the fight. But it is going to be a long struggle. The United States must continue taking the leadership role in the world in defeating this menace.

David's entire presentation is only recapped here. He covered many other subjects in the question and answer session at the conclusion of his remarks. His presentation was highly interesting, informative and I strongly suggest that the next time the Auxiliary brings Dave back for an update...be there. I can assure you I will be.



Dave is pictured here with his three children, (L to R) Doug, Dad, Madeleine and Kurt.

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Mirabella V... worlds largest sloop

by P/C John Ashby



Mirabella V is the world's largest single masted yacht at 247 feet. She boasts a 48.5 foot beam, draught 13 feet minimum, maximum 33 feet, mast height of 290 feet and a half load displacement of 765 tons. Being a sloop, she has the largest sails ever built, all 40,000 square feet of them. The design and construction of this beauty took five years with hundreds of people around the world utilized to create her.

Here are just a few of her amenities: a 20 person Jacuzzi and a dip pool, also a 29 foot Hinckly tender, 4 laser dinghies, and a number of jet skis all stowed in her lazarette. Oh yes, also an open air cinema, al fresco dining on her sky deck, a gym and sauna, a 600 bottle wine cellar and spacious suites for twelve guests and she's available for charter.

Boy that sounds great. Now all I need is a little time off work, invite my guests, send in a check for \$250,000 and we'll have one fun week of sailing in the Mediterranean before they come and lock me up for writing a bad check. Man would that be one big overdraft. Learn more at www.mirabayachts.com.



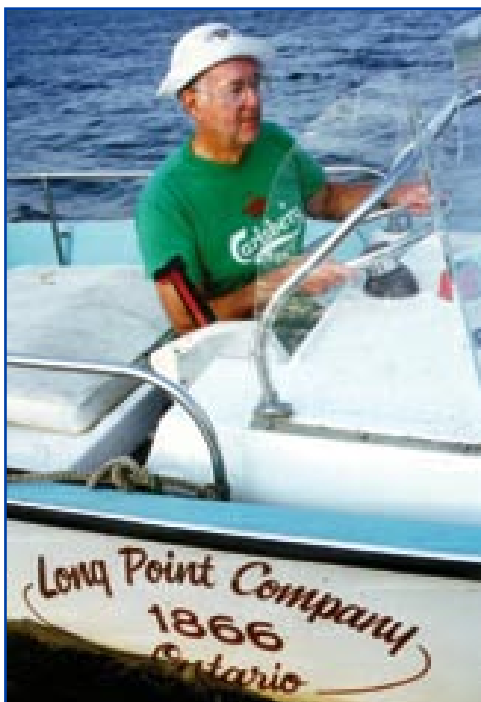
“The Long Point Company’s” COTTAGES

(continued from page 13)

There is no running water and no electricity at the Cottages, except what is made from banks of batteries and the windmill that sits atop the main house. All the water used at the cottages is carried in in jugs from other locations.

Among the EYC members who have been permitted frequent access to the Long Point Cottages and the hospitality of the Keepers are, to name a few, Byron Cooley, Cort Skyler, PC Richard Amthor, Dave and Toni Sample, and PC Doc and Billie Nagle and their family,

We have had the pleasure of being friends of former Keeper, Buck Wamsley. Buck was a big man who seemed able to do 'superhuman' feats. Buck was always an enigma. He was bigger than life. A 'Paul Bunyan' of our time. His son, Dave Wamsley, the current Keeper for the Long Point Company is larger



Dave in the Long Point Company boat traveling from the Old Cut to the Cottages.

than life, like his father, yet warm and hospitable, like his mother. Many of the EYC members who have visited Coleman Point in Port Dover have had the pleasure of meeting Dave, his wife Penny and their daughters Mariah Jane and Sally. Dave and Penny are cooks and caterers and love to have folks over for a party.

The Long Point Company is not just a rich man's club for fun. These owners have also donated the major portion of Long Point peninsula to the Provincial government. The Long Point Company spends considerable money protecting the delicate wild rice

marshes and the sand spit itself from break through by the raging lake waters. There are not roads on Long Point as there are on our Peninsula. It is maintained primarily for the preservation and study of flora and fauna -- birds, animals, duck and fish and to protect the sensitive ecosystem of this giant sandbar.



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Did You Know?

by Jan Stachelek

In 1993, EYC member Jack Tate and his wife, Esther, were browsing the shops in the West Palm Beach area of Florida when something caught Jack's eye; a beautiful bell that looked like it could possibly be from an old steam engine. Knowing a fair amount about Pennsylvania's railroad history, Jack went into the shop for a closer look. Much to his delight, he found that the bell had the Pennsylvania Keystone imprinted on the back, and that it was indeed the original bell from a retired steam engine. Jack promptly bought the bell and returned with it to Erie.

Jack and Esther donated the bell to the EYC for the Centennial celebration. They engaged Doc Bressler to help them to get the bell hung, along with its identifying plaque. The words on the plaque are the Tates' own and read as follows:

"Signaling in Sound A Time of
Celebration for the Erie Yacht Club"
1895-1995

This beautiful bell is still used at large parties and certain ceremonies held at the Club. We can all thank Jack and Esther for their great contribution to the EYC.



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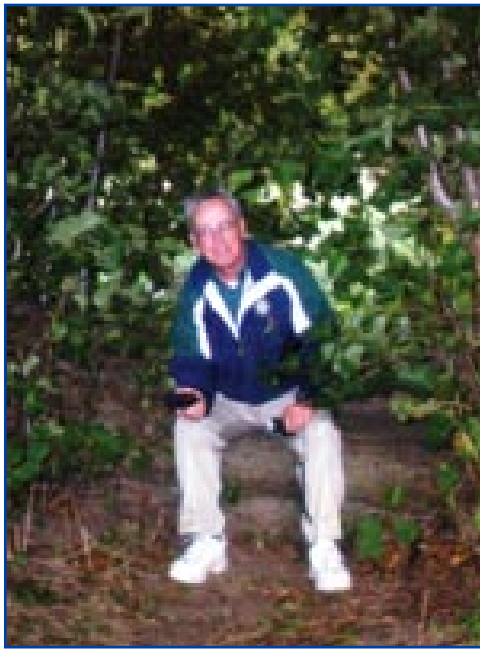
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“Geocaching” GPS-ing In The Off Season

by Gene Polaski



Gene's new hobby takes him to great locations which can be found all over the world.

Do you have a handheld GPS? After you lay-up the boat, consider using your GPS to go on a treasure hunt.. in any state. in over 200 countries or even at the club!

There is a fun hobby being played throughout the world where people are hiding small containers (i.e. caches) and posting the latitude and longitude on the internet. Anyone wishing to find the container, can then download the co-ordinates as way points into their own GPS and go hunt for it! This hobby is called geocaching.

What are in these treasure caches? Nothing really of any real value, mostly trinkets such as key rings, kids toys, a tape measure or some other non-valuable item. Some of the caches are very small (micro caches) like a magnetic key box or a 35MM film canister and only contain a log to sign your geocache name. The excitement is in the hunt. I recently was in London, England and located 8 caches and also have done some in Columbus Ohio, Kansas City, Cincinnati, Bradford, and Warren as well as other places. I have found over 175 caches the first year of doing this hobby and have 4 caches hidden for others to find.

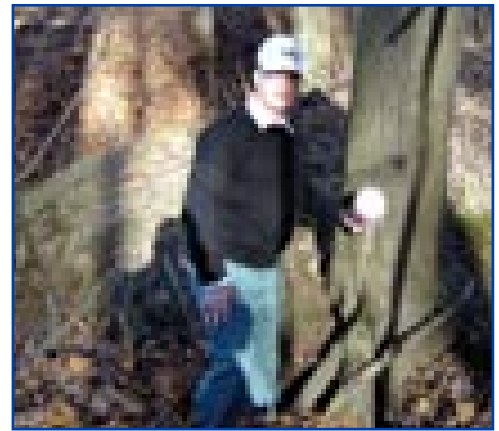
Some caches are hidden in cities, some in the country that involve hiking and "bush-whacking" to some extent. There are probably over 100 caches in the Erie area. Some are

very tricky. Your GPS may take you within 15 feet of the cache, but to actually find it can be difficult as they blend so well into the background that you can be looking at it and not really be able to pick it out. There is one on State Street like that. It's in the outside doorway of a business (with the owner's approval) and looks just like part of the door. I missed it on my first attempt and was within arm's length! It's a 35MM film canister painted the color of the doorway. There are several caches on the peninsula (with the permission of the park), some being small(e.g magnetic key holder) and others are larger like a metal ammo box. Some caches are multi-part, the first containing co-ordinates to the second and so forth. Once found, the finder returns to the internet site and posts their find (e.g. Found it, signed the log, took the toy soldier, left a golf ball, thanks for the find). Caches can be under a log, in a tree hole, up under a public telephone stand, and in places where you really wonder if you want to put your hand there or not!

There is no cost to become a geocacher.. If interested, go to the web site, geocaching.com to learn more about it and to obtain your geocaching name; mine is GeneP. Kids love to do this and I know of several families that geocache as a team. One 6 year old girl even has her own GPS!

I have hidden 3 caches on the grounds of the Erie Yacht Club (with permission). These are not part of the geocaching community but I have hidden them for members only (family of course is included) so you can practice!

The first cache is easy. The second is a micro cache and may give you some fits! They have a log for you to sign and if you take any "treasure"



Uptown, Downtown or in the wilds, geocaching is everywhere.

sure" from it, you are expected to replace it with something else so the cache stays full. Please do not remove or destroy the caches. I will keep them available until late spring, then remove them from the grounds. The contents will be transferred to "real" caches. If you cannot locate them, e-mail me (epola73922@aol.com) and I will send you a clue. Remember that our co-ordinates can vary so when you think you are close, maybe you should turn off your GPS and just start looking! All are above the snow.

Here are the co-ordinates:

1. White plastic jar, Latitude, N42 07.187, Longitude W080 07.895. Hint: when you get close, your suspicion will be correct. Room for small trade items.
2. Micro container, part 1 of 2. Latitude N42 07.315, Longitude W080 07.974 contains the co-ordinates to the final cache. Hint: you probably are looking right at it and don't even know it.
3. Part 2. Plastic Tupperware- type container inside a plastic bag. Hint: That should give you food for thought. Room for trade items. Results of the EYC "Geocache" will be published in a future LOG. Good Luck!





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Jarecki (in dark flying gear) and his undamaged MIG-15 BIS shortly after landing on the Danish island of Bornholm.

Escape to the West (continued from page 20)

After several weeks, the Danes returned the aircraft to Poland in crates by ship. Some of the parts still retained traces of gypsum plaster used to make casting of them. Frank was sent to the United States after a brief stop in London where he was recognized for his courage by the Free Polish government. In the U.S. Franciszek Jarecki was personally welcomed by President Eisenhower and granted American citizenship by a special Act of Congress.

Today Frank's story is not forgotten. His flight suit was inducted into the Smithsonian in December of 2003. Erika Jarecki and Colin Korbela, of Stellarlight Entertainment, have secured the Life Rights to his story and are currently adapting it into a motion picture.

For the last thirty years Frank has been living here in Erie with his wife and five children. Although being a pilot was part of his past, he never outgrew his love of mechanics. Frank founded Jarecki Industries, located in Fairview, where he has been manufacturing metal and resilient seated ball and specialty check valves for over twenty-five years. Dealing with his customers himself, Frank



As a member of the Senatorial Advisory Board Frank was invited to the White House where he met President Ronald Reagan.

flies several times a month, the exception is that Frank sits in business class, letting someone else take him to his destination.



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Commodores Ball (continued from page 17)

Strawberries, and Cookies, or perhaps a little of each.

The extent of the planning was obvious - an event of this magnitude must require a great deal of work and organization. Our thanks are extended to Andy and Rosalie Hanks along with Mike Lynch, club manager, and Mary Tarbrake, Catering Manager. Many hours were put into the planning, from the formulation of the ideas for the grand affair, to the actual Ball on Saturday night and great work was done by all those involved. Praise is also due to the entire staff of the Yacht Club - our wonderful bartenders (Louise, Linda, April) and to the fourteen other staff members who worked very diligently to make this event such a success. We cannot thank you all enough!

Rosie Hanks commented on the extensive planning of the Ball. "The Commodore's Ball was a truly memorable event. During the planning stage Mike, Mary, Andy and I met several times to discuss ideas for menu, invitations, themes and decorations. Brainstorming with them was fun. We discussed some good ideas, some not, until we made a choice. Choosing the menu was also fun. Mary had a big folder of menus and food choice ideas for all different occasions. She also had pictures of tables and food layout ideas. We made our choices early so there would be plenty of time for supplies to arrive. (I also have to say the staff did a great job of dealing with last minute issues, such as some of the party supplies not arriving as expected)

If anyone has plans for a party with a theme, don't hesitate to choose the Erie Yacht Club. Choose a theme and work with the staff to create a wonderful ambiance. They will also use their artistic creativity, good taste, knowledge, experience and professionalism to help make choosing a great menu an easy task. Thank you to the entire staff. "

The music was absolutely perfect - The Marshall Brothers played to the crowd, and almost all made it to the dance floor at some point of the evening. Songs played lured all couples to the floor, ranging from the slow romantic tunes to the more modern "jumping" dances - with, of course, the electric slide thrown into the middle of this! The attire of the ladies was a vision of black, with a few splashes of color added to the scene! And definitely, the men with the black ties and the various distinguished suits - completed this handsome picture. We were able to recognize one another - quite a different image from our normal jeans etc. As is said, we do clean up nicely.

This is an awesome Club and this was certainly the event of the year - thank you to all who made it possible!



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