

# the LOG



## A Fishing Story...

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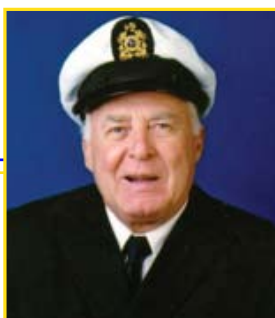
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## From the Bridge

Commodore Jim Means



The New Year is upon us and before you know it launch time will be here, but before that time there is much happening at our Club. We will have a new Chef by the first of the year and we will be featuring some fine new cuisine. So make sure you and your friends drop down to enjoy some of the new fare.

So far this winter the Club has fared well with no damage to speak of. The new bulkheads and docks are underway with a target finish date of May 1, 2006 for the completion of "O" dock. Many of our fellow members are actively involved in this project to which our

whole Club joins me in saying "Thanks".

A reminder that the Bridge and Board of Directors serve at the pleasure of the Membership, so if you are aware of something amiss bring it to the attention of a Bridge or Board member so it can be resolved.

This is your Club, so come on down and enjoy it and support its activities. Remember the road is constantly plowed throughout the winter making access safe and easy. So come down for all the off season fun, activities and our spectacular view... the view made for all seasons.

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## On the Cover...

Kathleen and Pat Doyle great boating, great adventures, great fun and doing it all together.



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# A Fishing Story...

## A Tall Tale That's True!

*by P/C John Ashby*



For those of you who don't know what a Dungeness Crab is, here goes. A Dungeness crab is a small, when compared to many other members of the crab family, Pacific ocean crustacean with sweet tasting meat which is found in the waters from Alaska to northern California. The name "Dungeness" came from a village on the Straits of Juan de Fuca located in Washington State. And they, Dungeness crab, are in big demand because they make truly wonderful table fare!

Grucza met the Doyles in Bellingham, Washington to go over the operation of his crabbing boat, all the gear including the crab traps, and to show them the "whereabouts" of the crab fishing grounds. Kathleen and Pat had rented a condo in Fernendale, WA near the Canadian boarder. This location was also handy because it was close to the fish market where they sold their catch at the end of each day. As Pat put it "yeah and they paid cash money"!



**This is the condo complex where the Doyle's rented Dr. Yamamoto's condo located at St. Josephs Lake in Fernendale, Washington.**

Okay, here is a story about an Erie Yacht Club couple that may seem a little out of the ordinary, kind of odd, or just plain out of character if you think you know these people well, or maybe it will not seem so strange if you really do know these people well.

After nearly 50 years of marriage and raising seven terrific kids, it certainly seems like most of us may have thought we knew these two terrific people very well. In reality theirs has been a true lifetime adventure some of which being played out, where most of us would consider to be, off the beaten path. The following is just one of the many stories about Kathleen and Pat Doyle's mutual zest for venturing into the unknown "just cause it sounds like fun". Is this story unusual then? Well, possibly for you and I, because going to Washington State, to go crabbing for six weeks, working 12 hours a day, aboard a 26 foot crabbing boat is probably something that

most of us would not "just pick-up and go do". But when the opportunity came up, Kathleen and Pat jumped on it with gusto.

A friend of theirs, Erieite Jon Grucza, having spent time in Washington State while serving in the United States Marine Corps, found he really enjoyed the area, so he returned there after his tour of duty ended in Viet Nam. Jon spent many years in the area in the construction business. During this time he secured a state permit/license to fish for the prized "Dungeness" crab. Now this license, that Grucza paid about ten thousand dollars to obtain, has one of those "use it or loose it" state regulated mandates hung on it. So one year when Jon became too busy here in Erie with his construction business (Jon is EYC member David Penman's partner in Odyssey Builders) he offered this adventurous opportunity to the Doyles and protected his license at the same time.

A typical day for the Doyles started at 4:30 am and lasted a full twelve hours, seven days a week, unless it was storming which it did only once, but they did work the traps even if it was so socked-in by fog that navigation became hazardous to one's health. "But we still ventured out using our compass to find each successive trapline's flag but every move we made, we made very cautiously. Nobody wants to end up playing 'chicken' with those big ocean freighters and those huge oil tankers running down from the Alaskan oil fields. Those tankers were just about everywhere because our fishing grounds were right off the tanker docks. I have to admit it was really good fishing right off those docks but it was



also a bit hair-raising sometimes," Pat remembers. "One day we were fishing and kinda' got out in the freighter channel a little bit, but we were hittin' 'em real good, and all you'd have to do was keep an eye out towards the two islands that were just to the west of us and if there was all of a sudden three islands you'd know that one of those big oil tankers was comin' in. Well, one day there it was, that third island which turned out to be a huge oil barge being towed by a big tugboat. Well I guess we were a little too far out in the channel because a cable took out some of our pots... I think we lost ten in all," Pat added.

"One really foggy day we got out there" Kathleen remembers, "and all of a sudden it got real dark, you know darker than just fog, right in front of us. It turned out to be a massive oil tanker that was not moving, thank God, only about a hundred feet away from us. It was probably waiting it's turn to go into the docks," Kathleen related.

"We had about 100 crab traps to pull-up each day. We had to use a winch because those traps were about the size of a semi-tractor's tire and weighed about seventy pounds each empty," Pat remembered and continued, "after I pulled one then I would clean out all



Pat is loading up on bait fish for the next days sojourn in search of the elusive Dungeness crab.

the scrap stuff that would come up with the crabs and there were a lot of strange critters in those traps that we called 'junk fish', like these huge Pacific ocean starfish that measured up to 3 feet across. I'd have to pull all that stuff out of the trap and throw it all back in the drink while throwing all the crab in barrels to take to market. Then Kathleen would quickly re-bait the traps with some type of 'redfish' and I would throw the baited traps back in the water. Then we would move on to trap number 2 out of our 100 crab trap inventory. Kathleen was our official boat operator and she got real good at it too."

"I remember the first day's catch weighed-in at about 300 pounds at the fish market for which they paid us a dollar and a half per pound... not bad for one day's work but it was a hell of a lot of work for one twelve hour day," Pat recounted.

"Almost daily the average weight of our catch went down from the first week's per day average of around 300 pounds per day to the

second week's average dropping to around 250 pounds per day," Kathleen commented, adding, "that general trend continued for the entire six weeks we worked in the Dungeness crab industry."

"As I look back now at the time we spent on the water working the crab traps, I think that Pat and I were the only non-native Americans to be doing so. They were all great guys and very friendly but I now wonder what they could of possibly been thinking looking at the two of us in our get-ups, bundled up in heavy jackets, great big boots (I got mine in the chil-



Jon Grucza on the dock with Kathleen peering out from the companion way surrounded by the crab traps stacked high on the aft deck.

dren's' department) and life jackets, which we always wore while working," remembers Kathy. "We did find out later that the size restrictions the State imposed on our catch were not imposed on our fellow fisherman. No wonder they were always so happy and smiling at us," added Kathleen.

The Sound where they fished never really got rough like Lake Erie but it did produce huge swells that were spaced so far apart that their boat comfortably road up and down with a smooth motion from the crest of one wave to the crest of the next.

"One day, as we were gliding up and down on those giant swells, a strange 'swishing' sound came rolling across the water's surface and I can remember thinking what in the hell is that sound? That ghostly sound was actually coming from some full length cut logs, which were only about a hundred yards from us, that had fallen off a logging ship. These mammoth logs did not float flat across the waters surface as one would expect, they basically stood on end diving down and then straight up in the air due to the action of those huge swells nearly clearing the waters surface while creating that horribly scary swishing sound. Just about all I could think about was one of those monsters coming up right through the hull of our boat

because I knew if that happened it would have been history for both Kathleen and I," lamented Pat.

"Then there are the 'Orca', you know their other name 'killer whales', well people said that they were around earlier in the year and that some guy was out in his inner tube just floating around when an Orca came up and began pushing him around in his inner tube. Well, that Orca didn't hurt him at all but I decided right there and then that no Orca and I were going to be out there on the water at the same time," pronounced Pat.

"We didn't do much for entertainment because we were tired most of the time and frankly there was not much in the way of entertainment 'to do'. So we would try watching television but the local area station only ran that TV show 'Cops', local news and everything else seemed to be weather related," offered Kathleen. "So one night we did go out to dinner at some fancy Golf Club, one of those clubs where they play those big golf tournaments that are televised, and it was the only time that Dungeness crab was even on the menu because it is so darn expensive," Kathleen added. "And that was good for us," Pat joked.

"Most of the days we spent in the Dungeness crab industry were beautiful and the scenery was simply magnificent with the majestic Cascade Mountains off to our north. In the afternoons we would take off our coats and bask in the warmth of the sun," remembered Kathleen. Pat added "Yeah, the peaks on the Cascades were snow covered and when you'd look east there was Mount Baker, maybe 30 to 40 miles away, which was also snow capped."

Kathleen and Pat both agreed that this

continued on page 22

# 116 Days til Summer



We support our LOG  
winter and summer!

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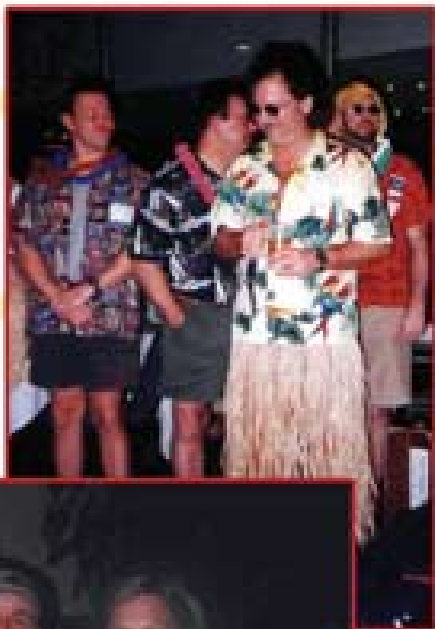
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# Summer Party



by Dan Dundon & Gerry Urbaniak



In 2000, the Erie Yacht Club Entertainment Committee introduced our first "Hundred Days 'til Summer Party". Actually, this party is always scheduled for the last Saturday before Ash Wednesday. So, it is something of a "Fat Saturday" party, as well.

For six years, the "Hundred Days 'til Summer Party", often a sell-out, has ranged from 143 Days 'til Summer to 113 Days 'til Summer. This is 'cause Ash Wednesday moves around the calendar each year, too!

Some day, we figured we would be having a "repeat" where the number of days 'til summer would match some past year's number of days. Nobody is more surprised than us when our 2006 event turned out to be our "SECOND ANNUAL 116 Days" 'til Summer Party!

So, it is time to stop dreaming of long, warm summer days! It's time to dig out your favorite sun-dress! Find your bestest most flowery tropical shirt! Dust off those shorts, bathing suits and grass skirts! Stop dreaming and let the Summer Beach Party begin!

OK. One last summer dream! Just picture palm trees swaying in a warm breeze while you listen to Erie's own excellent tropical band, "Six on the Beach"... now that sounds like fun! Additionally, direct from Put-in-Bay, the party capital of Lake Erie, West Side Steve, skipper of the Lake Erie Booze Patrol, returns with his summer ballads, tales of Lake Erie and his own unique make-you-feel-good mirth!

So, there's no reason to "dream summer" when you can LIVE IT on February 25, 2006!

Speaking of living, what could be better than a terrific summer buffet?!? You'll enjoy excellent barbecued ribs, juicy and tender 'garlic 'n butter', or 'medium hot' chicken wings with ranch dressing, and scrumptious deep-fried perch with super Cajun tatar sauce. YUM! The buffet continues with grilled hot dogs, homemade baked beans and corn on the cob! Among treats "finishing out" dinner you will find cool, sweet watermelon, Auntie Dot's tropical Jell-O surprise and Key Lime Pie!

Look forward to dancing, laughing, the limbo contest, great summer outfits, cool refreshing tropical drinks, and ice-cold brew. Your only problem might be to dream up a way to spend the money you did not spend on a tropical vacation, since your EYC Entertainment Committee will be delivering the tropics to you 116 days early on February 25!

Look forward to summer-party-overdrive with Six on the Beach, West Side Steve and all your Erie Yacht Club friends!

Don't miss the 'Second Annual 116 Days 'til Summer Party'!

Great food, great drinks, great music and great friends, all wrapped up in one great party.



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Yacht club Burgees from "Around the World" adorn the brand spankin' new Grillroom which affords our members and guests the most picturesque view which is unrivaled by any yacht club on the Great Lakes.

# Burgees of the World!

by Toni & Dave Sample

Many of you may not know that the burgees hanging in the Grill Room at the EYC are all numbered and have numbered 'homes' identified by bronze number plaques. After a burgee is cleaned each year during the 'shut down' week it is returned to its home 'port' which is its designated position by number on the lounge ceiling. By a show of hands, how many of you really LOOK at the Burgees? No, we didn't say glance - we said LOOK, SEE, STUDY. Every one of these burgees has a history. Each club flag has come to rest at the EYC courtesy of very special people. Some burgees were brought to the EYC from our members visiting other clubs and some by guests visiting us from other clubs. We have a book kept in the Manager's safe keeping identifying each Burgee by Number, Yacht Club, Address, Year founded, Colors and Pattern and a colored drawing of each Burgee. This book, the numbering system and drawings,

was started by the writers of this article during the Centennial year, 1995, under PC John G. Ashby and kept up from 2001 through the first half of this year by Eric Ambro. If you'd like to be the one who keeps up this important pictorial history of Burgees for the EYC please see the Club manager to volunteer.



## FIND THESE BURGEES:

#1 Sandy Beach Yacht Club, Grand Island, NY. It's a swallow tale flag, white background, red stripe, blue circle with white anchor. Here's your clue - it's in a 'lucky number' spot.

#2 Saint George Yacht Club, British Virgin Islands. It has two red stripes dissecting the flag. The center is a gold crown inside a white diamond.

#3 Santa Cruz Yacht Club, Santa Cruz, CA. This flag has a white background, red flag tip and a blue circle with a white cross. The clue to find this one is double where you found #1 and add a zero.

#4 & #5 Beverly Yacht Club, Marion, Mass. White flag with blue tip and red star in the white area. Duplicates of this burgee hang from two numbered places -- see if you can find them both!





#6 Chagrin Lagoons YC, Eastlake, OH Red and white with blue tip and white letters - L (in red) - C C (in white) and Y (in blue)

#7 Puerto Benus Yacht Club, Marabella, Spain. This flag has a white background with a white anchor inside a blue ships wheel (circle). This flag was featured in Kitty Ferrari's article about Puerto Benus in this years May/ June issue of the EYC Log



AND can any of you describe our EYC burgee without looking? When traveling it's fun to be able to identify a boats home port by it's burgee. EYC has a very distinctive and easily identifiable blue burgee with a blue "E" inside a white keystone. AND WHERE DOES IT FLY? Hopefully, proudly, from your spreader or bow flag pole.

Answers to the first six: 7, 81, 140, 132 & 65, 187 (you'll have to ask Kitty where #7 is flying).



## Enrich Your LOG.

**Tell us your story...**

everyone has got at least one.  
Contact any member of  
the LOG staff  
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# Paws On Board

by Doris Viehdeffer  
with Ellie & Peter Seibetta  
and Toni & Dave Sample



Mayday! Rover and Fluffy are about to join the crew on the family boat. Canine and feline pets, respectively, their ultimate welcome on board will depend upon your patience, training ability, and the affection you feel for your pet. Mayday? Maybe yes ... probably no.

There is a plethora of information available about how to handle pets on board. Dogs and cats appear to be the most favorable companions and the easiest (?) to take care of in boating situations. They offer a lot of love and affection and they enjoy being with their family. It just takes time and patience to acclimate them to the water and to the boat. Some pets like it – some do not – just like humans.

If you are planning to take your pet out, be sure he is healthy, up to date with check-ups and vaccinations, nails trimmed (some exceptions here with cats), pads in good shape, teeth and gums healthy. If on a long cruise, include the medications your pet may be on, plus a few extra days' supply. Record your vet's phone number and the name of the practice. Be sure you have a license for your pet and provide proper identification on his collar. Having your pet neutered or spayed in advance can prevent unnecessary nuisances when travelling.

It is a good idea to acclimate your pet to the water prior to introducing him to the unfamiliar atmosphere of a boat. Take him where he

can get his paws wet and then slowly work toward getting him totally submerged (keeping his head out of the water).

## At The Dock

To find out if your pet is going to be comfortable at dockside, take him to your boat, paying close attention to him. Cats and dogs can slip down ramps and catwalks and fall into the water.

Boarding the boat may be challenging, since to step or jump onto a floating object is not an easy skill for a dog to learn. A short plank or a customized ramp may be of use here, particularly for an animal that is too big to pick up and carry on board.

Once on board, show your pet the layout. Let him nose around and sniff to his hearts content. Give him some water from a familiar bowl and offer it in a spot where it will most likely remain. He may be completely at ease on the boat – or – show signs of apprehension such as shivering, chattering of his teeth, or a reluctance to explore. Don't assume he'll like being on an unstable surface.

Using a leash or harness may be helpful on this initial inspection, offering control in case a sea gull comes flying along, turning your pet into an attack dog.

Do not power up the engine on the first visit or so. Pets can go ballistic when the engine

is turned on. Remember all the other sounds on a boat and in a marina. Your pet will be hearing all of that for the first time.

If your careful planning doesn't work out and there is too much anxiety (for you or your pet), better to leave Rover at home. He'll be happier - and ultimately - so will you - at least you tried!

## Initial Voyage

Now it's time to take the boat - and Rover or Fluffy - out for a short spin. Provide an area where they can maintain stable footing. Rubber backed rugs help, as well as carpeting.

Someone who can handle the dog well should have control of him (not a child). Here again, it may be better to harness or leash your pet. Cats can endure a harness and can be leash trained. This provides safety, as your pet may try to jump out after nearby swimmers, water fowl, or other distractions in the water. Have a definite place for the leash, as they can be dangerous in and around a propeller.

Whether motoring or sailing, the motion of the boat could cause your pet to slip on the decking, be hurt, or fall overboard. If sailing, ease the sail out slowly at first. The slapping sound of the sails can create an edgy animal.

Provide pets with a "place of their own": a soft nest in a shady, secure spot. Cats are known to seek out private little places in

which to secure themselves. Small dogs can do the same. Crates used to transport pets can double as a berth on the boat, providing all dimensions are favorable.

Have toxic or dangerous materials out of your pets' reach: fuels, cleaning solvents, hooks, bait, etc. Keep containers closed tightly with the outside wiped clean.

#### PFD's

Even if your pet is a great swimmer, there is need of a Personal Flotation Device. If fallen overboard, your dog or cat could become exhausted, be injured, or experience hypothermia before a rescue can be accomplished. The PFD also functions well as a retrieval device.

PFD's need to be properly fitted and correctly sized for the pet's weight and size. The best way to accomplish this is to take your pet to the store to have the fitting done. They come with a grab handle on the top, which can help you pick your pet up out of the water. Note how the straps fit around the abdominal area. If you pick a wet animal up out of the water by the top handle, those straps could apply uncomfortable pressure. If your pet is out of reach, a long boat hook can be used to hook onto the PFD handle to bring your dog up to the boat safely. The pole should be floatable.

The PFD should not restrict the pet's movement. Start by trying the PFD on land first, then head to the water and have your pet swim with the life jacket on. This could avoid panic should he take an accidental plunge off the boat. Try not to get scratched when reaching for your pet during a rescue operation.

#### Water Ramps and Ladders

You will need easy access for your pet to get aboard your boat from the water. There are unique dog boat ladders that work like a ramp. The ladder extends below the surface of the water to reach a swimming dog's feet. Big (and wet!) dogs plus older arthritic dogs can traverse these ramps themselves. They are slip-resistant, floatable, and attach securely to the ladder of most boats. On large boats there are ladders that access different decks. Maybe you would like to have your dog or cat with you on the fly bridge. It's difficult for animals to negotiate these ladders, so a custom designed ramp may be your only answer. Otherwise, keep your pet below deck in the main living area.

#### Exercise

Swimming is one of the pet's best forms of exercise. With proper boarding and exiting equipment, it becomes convenient as well as a swell time for all. Floatable toys enhance the moment for pets and owners alike.

If cruising in salt water, brush before the swim, and give a fresh water rinse after the swim. Salt water can create skin problems and salt is hard on the digestive system.

If on land, running and playing provide additional exercise. Stay with the leash in strange

areas. Do not allow your pet to visit with unfamiliar animals. Unknown diseases can be transmitted in this manner. Be vigilant. The loss of a pet on land or sea is devastating.

#### Grooming

Maintain a regular regime of brushing your pet's coat. He or she will be cooler, cleaner, and will relish the attention. A summer cut or trim in advance of the cruise can keep Rover cooler. Also, you'll find your boat cleaner if your pet is groomed.

Dogs and cats and manicures: cats need their claws on board. Their ability to climb and react to the boat's motion depends upon holding on. Without claws, your cat could be helpless in many situations. Dogs need manicures when on board for a length of time. Their nails can become unmanageable



**"At your service Captain". These two guys have been traveling together since they have been puppies.**

because there are no hard surfaces on a boat to wear them down. Long nails can become a hazard if they catch on lines and gear.

#### Food and Utensils

Food, water, and treats: your pet should be fed what they are used to eating – and at the same time of day. Take enough food when on a trip – plus a few extra days supply. When travelling, an extra supply of drinking water is a help in case your pet refuses to drink the local water. The Humane Society marks failure to provide water for your pet as the most common form of animal abuse.

Familiar utensils keep your pet feeling "at home". Boat motion can cause dishes to slide. Rubber based dishes resist sliding. Deeper bowls can be a help – or – simply put less food and water in a normal dish, refilling as necessary (better than cleaning up all the time).

#### First Aid

Think about bee stings and spider bites – how about ticks?

Overheating: provide your pets with water – and plenty of it! Pets can become more eas-



**People and their pets enjoy traveling together... it can be a calming experience for both.**

ily dehydrated than humans. Dogs and cats regulate their body temperature by panting. If panting profusely, cool your pet by drenching her with cold water or immerse her in the water. Heat stroke can cause brain and nerve tissue damage.

For a fun treat, spritz her with cool water on a hot day.

Motion Sickness: this can be a problem and can often be prevented with some over-the-counter or prescription drugs. A cat or dog that does well in the car has a better chance of doing well on a boat.

Dogs and cats absorb heat and cold through the pads of their feet. They can be burned by hot vinyl, fiberglass, or metal. Dog booties are available that provide comfort and protection: called Non-Skid Hott Doggers by one company, their non-skid soles are designed for boat decks and other slippery surfaces. Of note: they also protect the boat deck.

Eyewear protects your pets' eyes from wind, ultraviolet light, and foreign objects. "Doggles Goggles" are flexible, shatterproof, adjustable, and have side air vents and head and chin straps. Visors and caps are also available. Not all pets will wear these aids, but they are here for us to choose.

Keep a recommended First Aid for Pets text on board – chat with your vet before cruising. Sharing experiences with other boat/pet owners can improve your expertise, as well as providing some giggles and guffaws about your pets' antics.

#### Where Smart Pets Do Their Doo

Cats like their litter box at the lowest point in the boat. It needs to be level and secure in order to satisfy the fastidious nature of the

*continued on page 24*



# ***Can You... Fill These Shoes?***

***The Few,  
The Proud...  
The Race Committee!***

***by P/C Ron Busse & Dave Heitzenrater***



**T**hat's right, all of the fun of sailboat racing starts literally with the Race Committee! The racing fleet has been very fortunate to have had very dedicated and competent people volunteer their time so others could enjoy racing. Some of these racing fleet heroes from recent and past history whom you may remember are listed here in no particular order: Molly McGrane, Jo Wilco, Debbie Amatangelo, Stacy Knapp, Krista Krugger, Joe Graczyk, John McGrane, Seth Barner, Rick Barner, Bob Hessinger, Jim Means, Charlene Shedd, Gail Garren, Dick Sarver, John Hargather,



The EYC Race Committee boat named "RC" was an Inland Seas 35 being in service at the Club from 1972 to 1978.



This is a race committee?!?! Oh well ... sometimes you just have to take what you can get! l to r: Tom Trost, Joe Graczyk, P/C Dick Robertson, Rick Barner and Bill Hertel were actually the committee for the 2005 Le Femme Regatta. Great job mates!



The current Race Committee boat on station up

Kit Kershaw, Blair Kershaw, Tom Finley, Humphrey - Jill Griffin's father direct from England, John Damcott, Sarah Franke and her sister Frankie "Get your gun" Blodget, Fred Weiser, John and Midge Genader, Ginny Pianka, Dave Parry, Pat Claxton, Ed Schuler, Howard Miskill, the Wallers, the Weinheimers, Jack Bierley, Charlie Taylor, Hank Lorence, Del Caryl, Mike Orelski, Heidi Rickloff, Bud Johnson, Dave Sample, Doug Loesel, Dave Burdick, Silvia Burdick, Ralph Colclessner, Gordon Altman and his boat that was eventually given to EYC to serve as the RC boat known as the Iron Duke, Ted Schuler, Dean Klahr Sr., Andy Shan, Forman Craton, John Downey, Sr. and more. Some of these individuals served a few days and many served several years but they all had great stories and fun times on the water as part of our EYC race committee.

The 2005 racing season found 65 boats entered in the fleet. Two Race Committee members who directed the energetic fleet around the warm bay waters are bidding us a fond farewell as Molly McGrane begins her voyage into motherhood and her father John McGrane who as the Flagship commander will now guide Molly as a skillful Grandfather.

So who of you would like to join this fantastic fun group and fill these shoes? If you have any interest and want to spend a fun all expense paid day, evening or summer season on the water, just inquire with PC. Ronald Busse busseron@aol.com 734-6923 or Dave Heitzenrater dddd@velocity.net 454-0437.



on the beautiful waters of Presque Isle Bay.

# The EYC Auxilliary

## ... a Pillar of Strength in Club's Success.

by Dee Bressler



The remodeling of the Club's main ladies' room is just one example of the hundreds of Club projects that have been partially or entirely funded by the diligent efforts of our auxiliary.

For more years than I can count, the EYC Auxiliary has been an active contributor to the life of the Erie Yacht Club. Through its fund raising fashion show, luncheon programs, "occasional teas", book sales, bake sales and other projects way before my time, the Auxiliary has managed to enhance the Club in many ways. With the purchase of silver accessories (those trays and candelabra, etc.) used for special occasions, as well as the plate warmer, outside sprinkling system, the large mirrors on the east side of the function room and now, sharing the redecoration of the ladies' room, the Auxiliary has had a notable history. We are proud of our support of the Reyburn Sailing School and of the Bay Front Center for Maritime Studies.

However, sad to say, interest in the Auxiliary has greatly diminished for lack of participation. According to tradition, the Commodore's wife spearheaded auxiliary activities and the wives of the bridge officers were her committee. This worked wonderfully, even though several wives had full time jobs as nurses and teachers. When Commodores who were single took office, the Past Commodore's wives

pitched in and took charge of the Auxiliary monthly programs. Such is the history of the EYC Auxiliary in a nutshell. Thanks to the results of our labors, we have funds to finish the ladies' room. We are also planning to have our Fashion Show Fund Raiser in May, which is our only real source of revenue. The good news is that we may have found an enthusiastic person to take over the leadership of the Auxiliary.

Maybe part of the problem is the mistaken idea that there are membership requirements. There is no such thing. If you would like to be on a reminder calling list, let me know (833-1497) - or, anyone listed below. We try to have interesting programs and delicious luncheons. The first Wednesday of the month is our luncheon date. Won't you consider joining us?

Virginia Sheeran..... 452-2064  
Rosanna Strausbaugh... 452-3989







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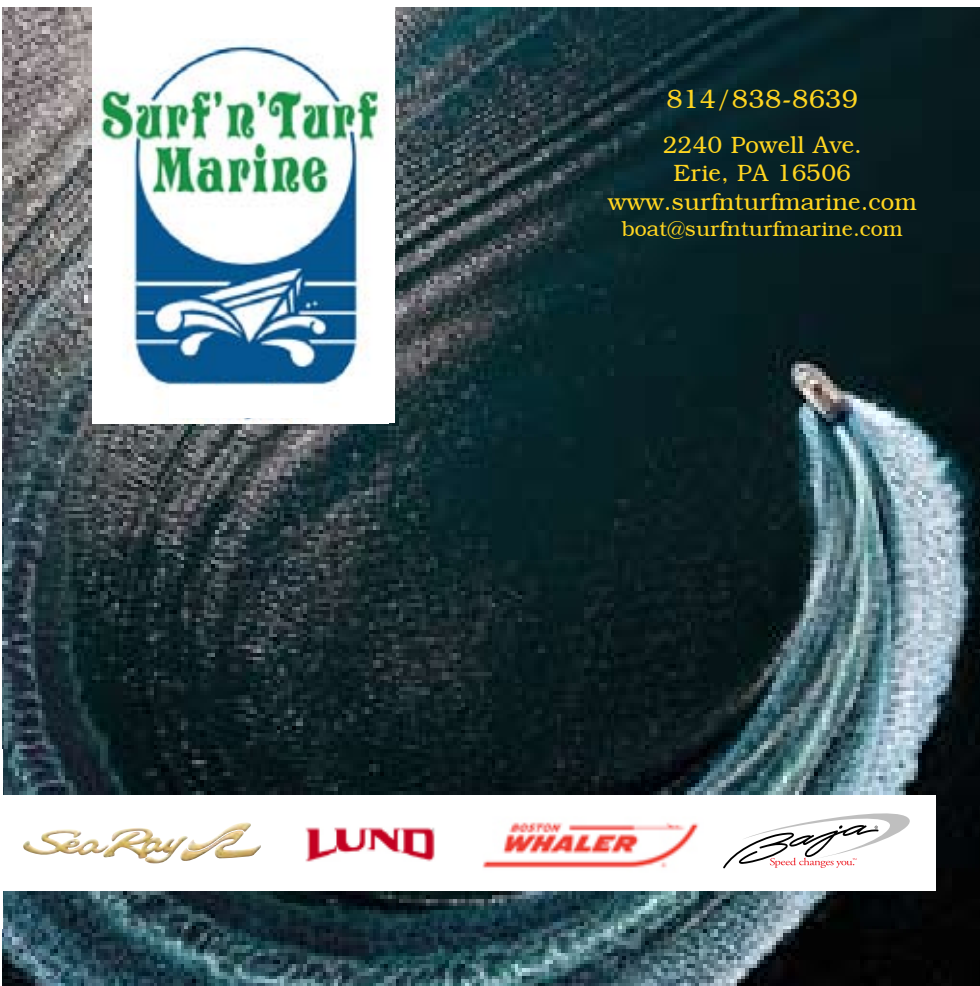
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# More Junior



by Tyler Weideman  
Director, Reyburn Junior Sailing

What does snow, ice boating, and skiing have in common? They all happen in the winter season. Here's another one for you. What does wind, having fun, and getting wet in common? They are all things that happen every day at the Reyburn Junior Sailing Program.

The ground might be covered with the white stuff right now, but the junior sailing committee and I are hard at work planning for next summer's programs and events. Before we look at this coming season, I think it is extremely important to look at the successes and fun we had this past summer.

The Reyburn Junior Sailing Program went through some big changes in the summer of 2005. We, with the help of fellow EYC member Holly O'Hare (Wolford), completely revamped the curriculum to make for a more engaging and fun program. We also changed the calendar of the program from one nine week program to two four week sessions. We added new programs in both the traditional FJ/420 classes and in the Optimist class. Our race team was highly successful this season as well. Race team members and instructors, Danny Bloomstine and Becky Bestoso, qualified to sail at Nationals in Newport Beach, California, after their triumphant victory at the Area E Semifinals at North Cape Yacht Club.



Another "Opti Pro". Beginner sailors in our small Optimus Class boats.





As I mentioned above, our Opti program is growing by leaps and bounds. Believe it or not, you can start your child in the Opti program at age six. Because of the huge success of this program, we are going to add more sessions this coming summer.

Looking to this coming summer, the Junior Sailing Committee and I are looking to add several additional classes to our already extensive program. The Committee is in the planning stages right now, and no specifics have been scheduled. However, because I am so excited about these new ideas, I have to let a few of them out to the public. We are going to be adding more theme days, along with additional optimist starter and advanced classes. Additionally, due to the success of the Friday night adult racing league, we have decided to continue with the league and improve upon it. The Committee is also looking at a possible preseason race team session.

I know I'm being quite vague about our new ideas, but I can't give you every secret we have. Make sure you are looking in the mail in the first months of 2006 for our new and improved Reyburn Sailing Program application. I hope to see you all on the ice in the coming months or on the water this coming summer.



Danny Bloomstine and Becky Bestoso waiting for the next race to start while they were competing at "Nationals".

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# Cruising the San Juans and the Gulf Islands of Canada.

by David H. Lund



The crew (l to r) Matthew, Julia, Anne, David, Jr., Carrie, myself and Sally seated with Harrison and Nels on the deck. Robert was the crew member taking the photo.

Lake Erie in the State of Washington?? Believe it! It is a very small lake on the Island of Anacortes adjoining Mt. Erie about seventy five miles north of Seattle. Anacortes was the point of departure for a fantastic week of sailing (August 28 - September 6, 2005) on a fifty foot Beneteau chartered from Anacortes Yacht Charters. It was well suited for cruising with four staterooms, all with heads, and a crew quarters with its own head in the forward triangle, great for two children. Our sailing yacht, the "Double Eagle" towed an inflated dingy with a 25 HP outboard.

## History

The San Juan Islands and the Canadian Gulf Islands located between Canada's Vancouver Island and the mainland are steeped in a history of discovery, settlement, gold rush, boundary line dispute and park land preservation. Captain George Vancouver claimed the islands for the British Crown in 1792. They were then occupied by natives of the Coast Salish First Nations who lived a semi-nomadic existence. The lack of maps and charts at the beginning of the gold rush and early settlements prompted the first mapping by a British cartographic expedition in 1858. This effort did not, however, determine the location of the boundary line between the United States and Britain (now Canada). A treaty in 1846 establishing the Oregon Territory located the northern boundary of the United States on the 49th Parallel and then westerly "through a cluster of worthless islands lying between the mainland and Vancouver Island". Island settlements by both Americans and British provoked many disputes, the most notorious being the "Pig War". Lyman Cutlar, an American, located his potato farm in the middle of a Hudson Bay Company (British) sheep

pasture. A Hudson Bay pig regularly strayed on his potato patch. Cutler registered his complaint with an unsympathetic Hudson Bay agent and receiving no helpful response, shot the pig. Cutlar was threatened with arrest, but questioned the jurisdiction of the Crown. He appealed to American Authorities for help. The American and British military both recognized that the San Juans strategically guarded the Strait of Juan de Fuca, the passage to the Pacific. Both amassed ships and armaments in the area. In 1859 Lt. General Winfield Scott was dispatched by President Buchanan to take command of the impending war. He proposed to James Douglas, the Governor of

British Columbia, that the islands be occupied by equal forces of Americans and Brits. With the problems leading to the Civil War in the U.S. and domestic problems in England, the boundary line issue was put on the back burner. Finally it was submitted to an impartial arbitrator, Kaiser Wilhelm I of Germany. In 1872 he gave the San Juan Islands to the U.S. and the Gulf Islands to the British. This finished the "Pig War", the last war between the United States and England.

## Geography

The Islands are tops of ancient mountains sculptured by massive glacial ice now covered



Our home away from home was our chartered yacht *Double Eagle*, a Beneteau 50, which came with an inflatable powered by a 25 hp outboard.



with the sea water of varying depths to nearly 1,000 feet. 172 islands in the San Juans have names but it is reported that there are more than 700 (when is a rock or reef considered an island?). The Gulf Islands of Canada add 200 more. Straits, passes and channels provide a magnificent seagoing highway among the hills and mountains rising above the gulf. While there is a similarity to the Virgin Islands of the Caribbean, the difference is bold and breathtaking.

### The Sailing Trip

Our ten person crew included Sally and me, our son, David Jr, his wife Anne and their two sons, Harrison (9) and Nels (7), our daughter, Carrie, her husband Robert Cacioppo and their children, Matthew (15) and Julia (14). The trip was well planned by David Jr and Anne, our real captains, who reside in



**David and Anne... our captains and navigators.**

Redmond, Washington, and who have sailed in the area five times before. Nothing like having cruise directors who can choose the best of the best!

Our first day out of Anacortes took us north through Rosario Strait with strong westerly winds, about 25 miles, passing by Clarke Island, named for a naval officer killed in the battle of Lake Erie. Anchorage that night was at Echo Bay in the Sucia Islands, the northern most of the San Juan group of islands. We had a perfect location with six other sailboats on the downwind side of the largest island in this cluster. It was a bit cloudy but the sprinkles held off so we could have a pleasant hike across rocky slopes on the isthmus of the island to Shallow Bay where several other boats had anchored for the night. The island was covered with huge Douglas Fir, Spruce and Cedar trees. Dinner on the boat followed, prepared by our son in law, Robert, who was the principal chef for the duration of the trip. He and our daughter, Carrie, founded the Florida Repertory Theater in Ft. Myers where Robert often adds to his talents as artistic director by delving into his avocation, cooking gourmet meals, for an auction item in the theater fund raisers. His dinners for eight have been bid up to over \$3,000 ! What a superb combination for a sailing adventure: - a tal-



**Entering Genoa Bay.**

ented racing skipper David, Jr. and a gourmet cook, Robert.

Day two took us along Boundary Pass, across the Canadian border to South Pender Island where we checked into Canadian Customs and took a swim in the community pool. Then further north into the Gulf Islands of Canada to Ganges Harbor on Saltspring, the largest of the Gulf Islands. The weather gradually improved from broken clouds to blue skies, which we had for the remainder of the cruise. Ganges Village is a pedestrian type seaside town with quaint shops and harbor side restaurants. During cocktail hour the children fished from the docks catching minnows and small crabs. We chose the "Oyster Catcher Seafood Bar and Grill" where we ate on a balcony overlooking the harbor. The last rays of sun painted a beautiful picture of sailboats in the harbor.

Day three was another northerly sail to Telegraph Harbor on Thetis Island, a diamond in the rough which has recently been rediscovered. There are neat accommodations for boaters with a park like picnic and play area.. Thetis is separated from Kuper Island



**The kids favorite sport was fishing off the docks.**

by a swale that high tide runs through each day. The two islands were named for Captain Kuper and his ship, H.M.S. Thetis, a frigate of 36 guns sent in 1850 to secure the islands as a Crown Colony. These islands are located exactly at 49 degrees latitude, the established northern boundary of the United States on the mainland. Robert grilled fresh tuna on an outdoor grill and Carrie prepared a mango tort

*continued on page 18*

**Sally and I admired the beautiful flowers that adorned the cottages at Genoa Bay.**







A "Classic Boat Festival" was being held in Victoria Harbor.

Genoa Bay harbors two yachts of yesteryear being preserved by a lover of old boats. One was an old schooner and the other a small version of a presidential yacht. We anchored near these yachts and the toured the community docks with their floating cottages adorned with flowers and metal sculpture pieces that had been cut and welded by local artisans. David grilled chicken kabobs prepared by Anne in a harborside grotto and then off on our trusty dingy to Double Eagle where they completed the pasta and salad for dinner. The children fished on the docks and on the boat during dinner preparation. They also dropped a crab trap that was part of our charter provisions. What a thrill for them to bring up the crabs after a night in the harbor.

The following morning, after the stalwarts on our crew went hiking and jogging in and around the village, we sailed southwardly in Haro Strait to the Strait of Juan de Fuca. Then

## Cruising the San Juans...

(continued from page 17)

with mangos that she transported all the way from Ft. Myers. After a perfect banquet under the stars the children played a makeup ball game until it was too dark to see.

The fourth day brought a wonderful passage threading our way through and around magnificent scenery of mountains, inlets and channels, making a great U turn first to the west and then south to Genoa Bay on the east shore of Vancouver Island. This was our longest sail: about forty miles. We most often motor sailed when the wind was light to keep up with the ambitious agenda that was planned by our captain. But sail or motor, there was never a time that one could not be completely consumed by the ever changing landscape surrounded by the emerald sea..



The beautiful and majestic Moran Lodge is located at Rosario Harbor.

The stately Empress Hotel was a magnificent backdrop for this photo in Victoria, BC harbor.



west in strong northerly winds to the channel leading in to Victoria Harbor on Vancouver Island.

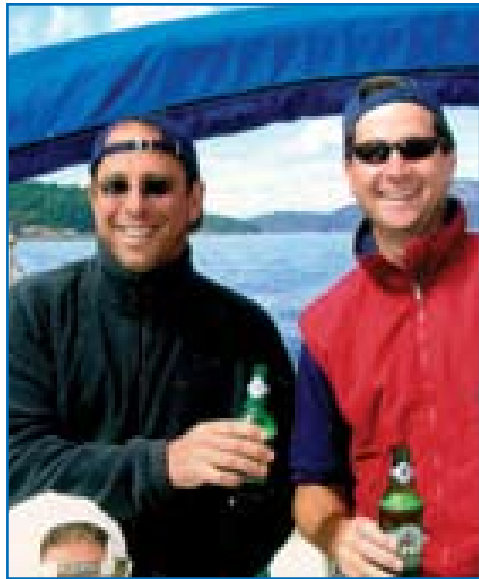
We motored up the channel passing seaplanes landing and departing, ferry boats from the mainland and dodging small water taxis that were designed like miniature river boats. The boat traffic was unusually heavy with old wooden yachts arriving for a classic boat show that filled the main harbor directly in front of the Empress Hotel. The dock master rafted us off a beautiful sixty foot yacht at a nearby dock a short walk from all of the downtown activities. The balance of the day was spent visiting the classic motor yachts and sailing vessels. I am sure that virtually every operable yacht built before 1940 and located in the northwest was in this show. We also enjoyed the street entertainers and the art and architecture of the capital dome, the Empress Hotel, the museums and government buildings.

Our Victoria visit continued until two p.m. the



This is just one of what seemed like a "zillion" water taxis in the harbor.

following day when we departed with a brisk twenty knot breeze eastwardly to San Juan Island where we checked into U.S. Customs at Friday Harbor. The route from there to Rosario Harbor on Orcus Island took us through passes around more mountains and inlets of the San Juans. It would be absolutely impossible to navigate these waters in darkness. Even in daylight the mountains seem to blend together so that an intended turn up a sound or pass is not obvious until you arrive at the turning point. But we made it to Rosario while still daylight and even had time for an evening swim in their pool before dinner.



Our cook, Robert and our captain, David celebrating a great cruise

The good weather held for our final day. After a tour of the outstanding lodge built at Rosario in 1908 by Robert Moran, a millionaire ship builder, we sailed and motored back to Anacortes guided, of course, by the silhouette of Mount Erie, the vantage for all boaters heading to the Anacortes harbor. Did I say it was a fantastic cruise? It sure was.



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Yunker comments about the EYC, "It is a wonderful place to dock, the facilities are great and the "dockside service" and club personnel were outstanding. We stayed at 15 different marinas or Yacht Clubs on our trip south and the EYC still offers the most and the best for visiting yacht persons. The "Boat Boys", Ted and Chris, are two great young and responsible entrepreneurs and I highly recommend them."

Yunker provided the following information about the boat: "She has a beam of 15'10" and weighs about 32,000 pounds when full of



fuel. She was designed with a lot of input from Jimmy Buffet, an avid fly fisherman who loves to catch sail fish on a fly rod. The boat has a walkaround deck allowing the fisherman to easily walk the entire boat while fighting fish. Unlike the conventional production boats that have a deep V design to assist in a smooth ride, the "Margaritavich" starts out with a deep V and flattens out toward the aft. The 15' 10" beam, hull design and interior layout of the fuel tanks etc, stabilize the roll when still fishing. The boat has a tuna tower which allows for the spotting of fish busting, birds which are in pursuit of bait fish, floating debris such as plywood, weed lines, color changes in the water, and vapor eddies showing a water temperature change. The tuna tower has a full set of electronic navigational controls.

Marlin continued his explanation of the uniqueness of the boat by describing the "buggy top" of the tower, designed to lay down so the boat could be run through the New York Barge Canal which requires less than 21 feet in overhead height clearance. The interior consists of a forward stateroom, a galley and dinette. The head is especially unique with the hand crafted counter top, full shower, and drawers. The interior walls are made of Koa wood and the floor is made of bamboo. The cockpit is completely covered with teak.

Other features of the boat include a water maker which converts 8 gallons of salt water per hour to fresh water. The saltwater converter also supplies an ice chipper machine used to fill the fish locker to keep the fresh fish cold. She is equipped with a satellite TV and a satellite cell phone system, which allows for TV and telephone reception anywhere in the world. The boat also has a CCD camera looking into the cockpit and underwater while capturing fish.

The trip back to Florida on "Marlin" began September 17, 2005 at Erie Yacht Club and ended September 30 in West Palm.

"Margaritavich" ... "Marlin".

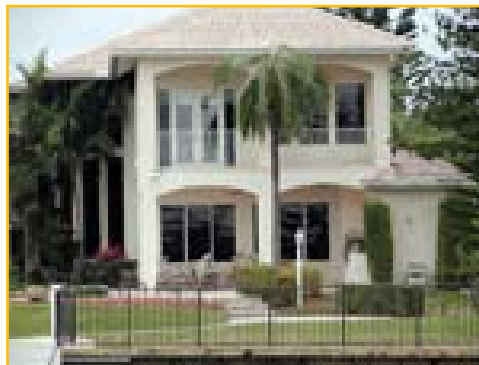
"Gotta stop wishin... Gotta start fishin".

Two men adhere to the above philosophy and are the main topic of this article. They are Jimmy Buffet, who needs no further introduction, and Marlin Yunker. Marlin is an entrepreneur originally from Cleveland, now sharing his time at a home in West Palm Beach, Florida (his primary home) and a home on Chautauqua Lake in New York.

The quote "Gotta stop wishin... Gotta start fishin" from Jimmy Buffet's "Pirate Looks at Forty" also expresses how Marlin Yunker looks at the world. Both Buffet and Yunker own the Rybovich 42' Express Walkaround. According to information from Rybovich News, Hull #1, owned by Buffet, is the first in the 42' Series to have eight boats, at about one million dollars a piece, produced each year. Marlin also is the owner of a Rybovich 42' Express Walkaround, called "Marlin".

Members at the Erie Yacht Club enjoyed having Yunker's boat "Marlin" docked at EYC much of this past summer. Many took advantage of the presence of this unique boat for an informal tour. Marlin used EYC as a base for many trips on the Great Lakes, ending September 16th when he and his crew took the boat to Florida.

Buffet is a singer, songwriter, yachtsman, pilot, and entrepreneur and the owner of this fabulous boat. Yunker is also a yachtsman, pilot, and entrepreneur (leave out the musical part) and owner of this fabulous boat. Buffet collaborated with the President of Rybovich on the development of this very special boat. The 42' Express Walkaround series is also known as the "Margaritavich" series in honor of Buffet.



The Younker's southern home in West Palm Beach has Marlin's dock right at the front door.

A little history about the two boats - the composite fiberglass hull and deck were constructed in New Orleans then transported by truck to the Rybovich boat yard in West Palm Beach, a 830 mile journey. The boat was debuted at the Fort Lauderdale International Boat Show the end of October, 2003. Yunker's boat was purchased in West Palm the end of March 2005.



Bbbbbeauuuutiful ... seven bladed props. I bet they cost more than my first year in college.





Pictured on Younkers old boat are the author, Marlin and Lynda.

As this goes to press, Marlin is in his West Palm home, I would assume fishing. Hopefully by now the memories of the latest hurricane are just that - memories. He did have nine palm trees uprooted along with roof damage and was left with no electrical power. Luckily, he was able to use the generator from that fantastic boat of his, he back wired it into his house for eleven days! He has a lovely wife, Lynda, who keeps the home running perfectly. Lynda is an amateur photographer, winning many prizes in the West Palm area. On a personal note, they have three great kids and five lively grandkids. Marlin and Lynda will be back to Erie this summer, and we would like to welcome "Marlin" back to Erie Yacht Club. They are members of Chautauqua Yacht Club, and hopefully future members of Erie Yacht Club.



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# January Calendar of Club Events

## January

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- 12th 1/2 Way to Summer Happy Hour In the Grill Room  
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- 13th Bingo 7:30pm
- 20th Bingo 7:30pm
- 27th Bingo 7:30pm
- 29th Jazz Brunch 11 - 2pm  
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Pat never really got use to handling the big Pacific starfish that came up in the traps along with other "junk" fish.

## A Fishing Story...

(continued from page 5)

adventure, that was made possible by their friend Jon Grucza, was absolutely wonderful and they could not thank him enough for this marvelous opportunity.



The Pacific Starfish are attracted to the Redfish bait as much as the Dungeness crab are and they measured up to 3 feet in width.



A shark joined in with a crab and other assorted "junk" fish in a trap that Pat had to sort out and toss the "junk" back in the drink.

Well, I don't know about you but just this one story pretty much convinces me that Kathleen and Pat Doyle's marriage, like their zest and zeal for an adventurous lifestyle, was definitely made in heaven.

Oh yeah, did you hear about the time they signed onto a crew to go "handline" commercial fishing for Bluefin tuna off of Gloucester, Maine. Pat went as a "deck hand" and Kathleen signed on as "chief cook and bottle washer" while at sea. Then there was the time they went "clamming" in Nantucket Bay and Pat went "scalloping" near the Outer Banks on a commercial "dragger" out of Nantucket. Then there was "grouper" in Florida and "dolphin" in the Bahamas and ... "their adventure continues".





# P/C Ron Busse Receives 2005 Gail Garren Award

by Dave Heitzenrater



## GAIL GARREN AWARD 1973

*The Gail Garren Award is presented in honor of Gail Garren who was a long time committee chairman for the Erie Yacht Club.*

*The award is presented to recognize one person who in the opinion of the committee has contributed the most during the season through outstanding achievement, consistent participation and sailing sportsmanship.*

The 2005 Gail Garren Award is presented to an individual who has been a consistent participant for decades in racing and racing activities from dinghies to off shore yachts here at the Erie Yacht Club.

He is known for his friendly, persistent and permanent positive attitude. He is always there with a helping hand and important constructive suggestion for marketing our racing fleet contributing to its current level of success.

He has served our racing fleet for many years in one of the most important positions in the fleet. A position which most sailors will have nothing to do and in fact will robustly avoid. He is our racing court administrator, judge and skillful people handler as Chairman of the Racing Protest Committee.

He has most recently served as an informative, knowledgeable yet entertaining instructor at the fleet's spring racing clinic and even more visibly as the Master of Ceremonies at the fleet's Marine Auction.

He is a true racing sportsman and the Consummate Corinthian sailor; The 2005 Gail Garren Award was presented to Erie Yacht Club Past Commodore, Ronald Busse.

1973	DICK & BETTY WALLER/ DICK & JEAN WEINHEMER
1974	TOM KUEBLER
1975	BRUCE RAIMEY
1976	HENRY AMTHOR
1977	JOHN DAMCOTT
1978	THE CLAXTON FAMILY
1979	JOHN DAMCOTT
1980	DAN CLAXTON
1981	HENRY AMTHOR
1982	JOHN ASHBY
1983	DAVID HEITZENRATER
1984	GRETCHEN SMITH
1985	VIRGINIA PIANKA
1986	JOHN WOLFORD
1987	B. MAY
1988	DAVID PARRY
1989	PAT CLAXTON
1990	FRED WEISER
1991	KIT KERSHAW
1992	DAVID HALLER
1993	JOHN & MIDGE GINADER
1994	JOHN McGRANE
1995	MIKE MYSHYNA
1996	THE WOLFORD FAMILY
1997	DAVID HALLER
1998	BOB HESSINGER
1999	DAVE HEITZENRATER
2000	DAVID AMATANGELO
2001	MOLLY WATTS
2002	DIANE MITRA
2003	ROBERT NETKOWICZ
2004	TOM TROST
2005	P.C. RONALD BUSSE



## February Calendar of Club Events

### February

5th	Super Bowl Night Festivities Start at 4:00pm Beer Special, Super Bowl Buffet, Five TV's including 12 ft. screen in the Ballroom Reserve your Table early
10th	Bingo 7:30
14th	Valentines Night Dinner Buffet with Mary Alice Brown performing 5pm to 9pm Valentine's menu with special entrees
17th	Bingo
24th	Bingo
25th	116 Days til' Summer Party with Entertainment by Six On The Beach

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## Paws On Board...

(continued from page 11)

user. Clean surroundings are essential to a cat. If not to her liking, there may be a mess.

Going ashore achieves the best results for

ing is to permit your pets to roam free. Some people are really afraid of cats and dogs. Some are allergic to them. Others just do not want uninvited guests. Discourage strays or unleashed pets from coming aboard your own boat – they may not want to leave you. When travelling, follow the rules of the marinas



**Wally and Marilyn Flower and Ellie and Peter Scibetta with their canine traveling partners Cappy and Mickey in Port of Lexington, MI.**

dogs. When not possible: some dogs are paper trained - some use astroturf. There is a portable dog potty that looks and feels like real grass. It has scented synthetic sod over a plastic drainage tray. Some dogs have been trained to go on command. Any of these take work and not all dogs will cooperate.

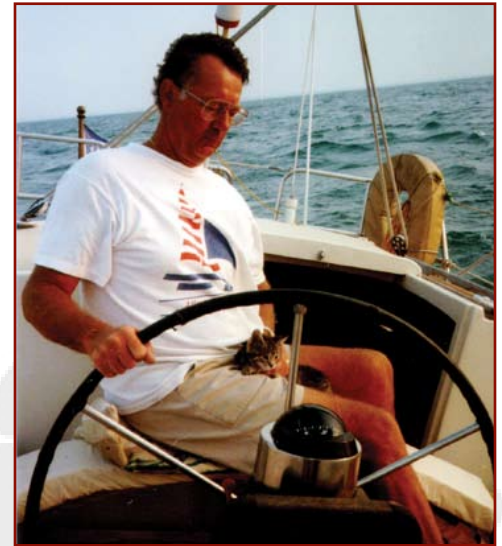
### Making Themselves Heard

Barking is a natural way for dogs to communicate with us. It can be a nuisance, or it can be a sign of impending danger. There are bark collars that, if used properly, will teach your dog the difference between bad and good barking in a safe and humane way: one sends a mild electronic correction when the dog barks; another uses a citrus scent that distracts the dog from barking; the third is an ultra sonic sound heard only by the dog. Few recommend a muzzle – better to keep your dog below. Always know why your dog is barking before using unnatural means to control it. “Treat you pet like the living, feeling creature he is and he will be less likely to bark”. (The Humane Society)

### Pet Etiquette

The most serious transgression when cruis-

ing is to permit your pets to roam free. Some people are really afraid of cats and dogs. Some are allergic to them. Others just do not want uninvited guests. Discourage strays or unleashed pets from coming aboard your own boat – they may not want to leave you. When travelling, follow the rules of the marinas



**Cats too, especially when you start them young, are great pets to have on board like Becky Ann who's learning helmsmanship from Dave Sample aboard *Soiree*.**

your pet will love you forever.

As stated at the beginning, these are just highlights of the information available to make boating with your pet both tolerable and enjoyable. There are many other resources that can enhance your understanding of such a courageous undertaking. Best of luck!

(This article received a courtesy review from Dr. Caroline R. Scibetta of the McKean Veterinary Hospital.)

### from the “Genesis”...

...Virtually all the cruising aboard the *Genesis* has been with the four of us, Peter and Ellie Scibetta and Wally and Marilyn Flower – along with our dogs, “Mickey” and “Captain” (Cappy). In recent years, our summer cruises have averaged a little over 1000 miles per trip, averaging three weeks per itinerary. Travels have included the five Great Lakes, Lake St. Clair, Georgian Bay, and ports along the way.



**“Pit Stop” while in the Trent-Severn Waterway... dogs have to “hit the head” sometimes too.**

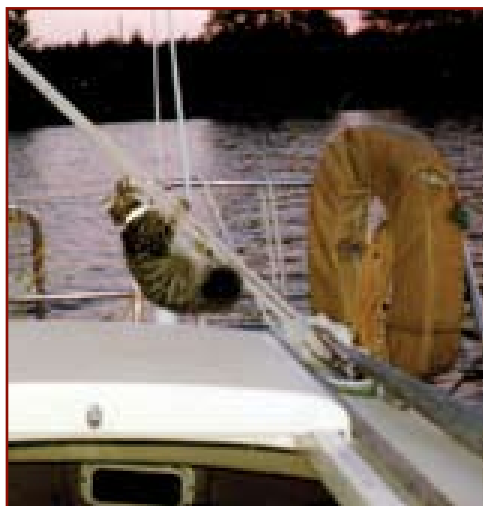


"Mickey" is a Wheaten Terrier and crews the *Genesis*. "Cappy" is a Sheltie and crews the *Rewolf*. The pets are three years old at this time and are only three weeks apart in age. Their first cruise together was at the age of six months. The pictures are living proof of their compatibility with the boat and each other.

Peter and Ellie Scibetta

#### from the "Soiree"...

...In 1987, at the age of 5 weeks, "Becky Ann", a silver tabby "shop" cat, became *Soiree's* second mate. At 5 weeks Becky was carried aboard. At the time, she could not jump from the cockpit floor to the cushions. Her first sail was a two week tour through the Welland Canal and circumnavigating Lake Ontario. During the trip she never got sea sick. She "swam" with us while sitting on a high density foam cushion. She rode on the Captain's shoulder when we'd go ashore in the dinghy. By the time we returned to home port from that first trip, she was walking the boom, and had found her "comfy" place in the center of the Dodger. Throughout the years Becky sailed with us we tried different approaches when at dock: we attempted tying her in the cockpit until she tried to jump off and became a "boat fender" (in Port Dover); we tried letting her run loose on the boat until she fell overboard and swam half the distance of the EYC Basin because she could hear her "Captain's" voice visiting on a nearby boat. She was rescued that day with a large fish net. We never bought or did anything special for or with Becky. When we travelled to other ports



**Cats love to climb the rigging on sailboats ... this practice is not recommended while underway.**

and left her on board, we left the screens in, fans running, plenty of water and food and usually the radio playing for company. Becky was the best travelling companion on a boat you could ever want. We think the secret was getting her on the boat when she was very young. She travelled by sail boat, car, van, rail, and plane. She never ate while we were under way, but as soon as we got tied up she'd chow right down. She was a great cat and a truly remarkable sailor.

Toni and Dave Sample



# Sun Pillars

by Tom Madura

This photo, taken by Kathy Dundon from the EYC deck during one of last summer's Thursday Night Happy Hours, shows a relatively rare atmospheric phenomenon known as a "sun pillar". Sun pillars are similar to the "halos" or "rings" sometimes observed around the sun or moon, but pillars occur only at sunrise or sunset.

The appearance of a sun pillar requires the presence of very small, flat ice crystals in the atmosphere. These ice crystals form at very high altitudes, typically from 3 to 6 miles high, where it is always cold. We see them as wispy, cirrus-type clouds. As these microscopic, plate-like crystals fall towards



the ground, air resistance causes them to lie almost flat and to flutter back and forth, much like falling leaves. When the sun is near the horizon, some of its light gets reflected off of the flat bottoms of the crystals as they flutter downward. The fluttering motion reflects the light off the crystals at many different angles, so that crystals at different heights can reflect light to the same place, causing an observer to see a vertical column of light, as shown in the diagram. The effect is particularly dramatic when the sun is below the horizon, but still illuminating the high altitude ice crystals. The darker sky then makes the sun pillar more visible.

If the sun is higher in the sky, the light can reflect off the tops of the crystals, producing a pillar below the sun. These are usually somewhat less dramatic, however, since the overall sky is much brighter when the sun is high.

So the next time you're enjoying one of these gorgeous Eire sunsets from the EYC deck, if you see a "sun pillar", even if it's in the middle of July, you'll know that your daiquiri isn't the only place you'll find ice!





Line made fast on a Cleat.



The Galley.



The Head.

I walked down the little dock (finger pier) beside the big boat (sailing yacht) and I heard a voice from downstairs (below) say "Come aboard". Then, as my foot was about to step down on the floor (top sides) of the boat, I heard a very quick, "Stop". "Take off those high heels before you step aboard." "Well," thought I, "what a strange thing to say (command)." (Of course, I didn't know that my body weight (psi - pounds per square inch) on that little heel could easily damage the surface of the plastic (fiberglass) and most certainly through the vinyl covers on the open porch (cockpit) cushions. I guess that's why people who sail (sailors) wear flat (boat) shoes. I almost snagged my now bare foot on the tie up thingy (cleat), tripped on a rope (line) and knocked my knee into the big metal drum (winch) as I made a hasty shoeless scramble to get on the boat. Once on board I looked furtively through the doorway (companionway) into the living room (main salon) and kitchen (galley) downstairs (below). I could see into the pointy end (forward) bedroom (v-berth) and noticed a bathroom (head) just off to the left (port). The windows (hatches) had curtains to pull for privacy when it was tied up (in port). I don't think you'd need them if you were just spending the night floating (at anchor) out someplace. On the front wall (bulkhead) on the right (starboard) side was a clock. It felt like drink time to me! I turned to take a look around at what else was upstairs (above) and looked into the back (aft) room (cabin). I could see the bed (berth) and closet (hanging locker). From the cockpit (strange name) I noticed the nice tent (dodger) over the front doorway (companion-

way). I could see the tall pole (mast) and the right angle pole (boom) that the big (main) sail folds up (furls) onto. There was a blue thing (sail cover) wrapped around it. Up front (forward) there was a real thin metal pole (forestay) with a rather big round contraption at the bottom (roller furling) and a sail (Genoa) wrapped (furling) around it. The ropes (sheet lines) from this sail ran back to the middle (center cockpit) of the boat. There are two other thin metal ropes (standing rigging) connecting to the floor (top sides) on each side of the boat. I think they kept the pole (mast) from falling off the boat (steadied the mast). The boat also had white plastic ropes (life lines) wrapped around the entire boat. What a great decorating idea! It was time to put on the ugly floating jacket (PFD - personal floatation device) and prepare (make ready) to go for a boat ride (cast off). Hope you enjoyed your 'grammatical visual trip' of the boat, if you want to come with the man who runs the boat (Captain) and his wife (First Mate) for a ride (sail) just say yes, yes ("Aye, Aye").



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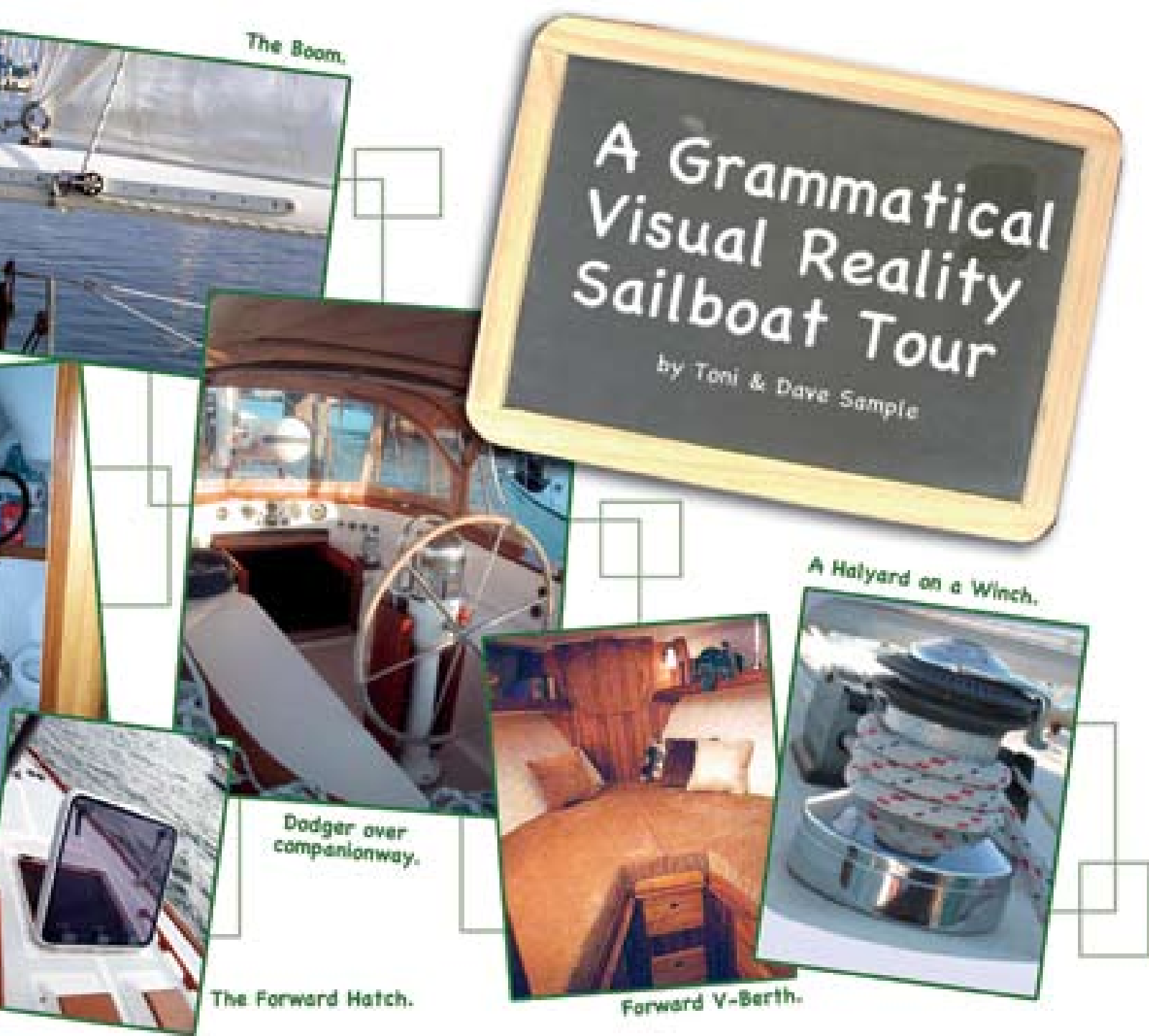
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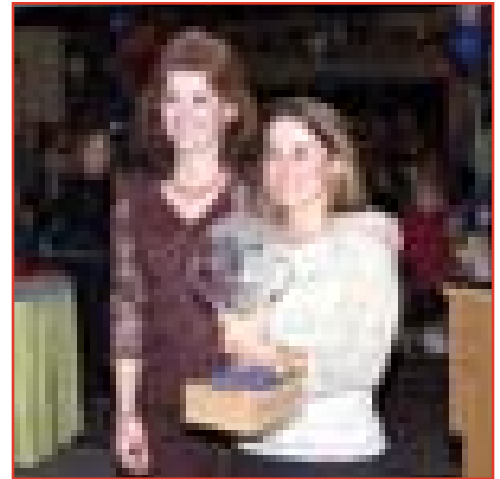
To encourage and promote women's sailboat racing, the Yacht Club's Racing Fleet annually recognizes a female racing sailor who as a representative of the EYCRF has demonstrated having excellent racing experience, knowledge and skills. This year's selection committee consisted of Diane Mitra, 2004 awardee Mary Beth Dunagan Horst, Greg Gorny, Mike Mashyna and committee chair Dave Heitzenrater.

The 2005 recipient grew up sailing at the Erie Yacht Club and began instructing in our Junior Sailing Program in 1983 then served as Director of the program 13 years ago from 1992 through 94. She became a regular member of the EYC in 1987. In 1994 she moved to Annapolis, where she served as the Director of the Sailing School for the Severn Sailing Association and continued until 1996. Also in Annapolis she served as a J-World Instructor

from 94 to 96 teaching both the Learn- to-Sail and the Learn- to-Race programs on J-22s and J-80s.

She has served as a US-Sailing Trainer, teaching Level 1 and Level 2 Instructors and has certified over 300 instructors nationwide including classes held here at the Erie Yacht Club. She currently serves as a member of the US Sailing National Training Committee.

While she enjoys all types of sailing, her preference is Small Boat One Design sailing. She began crewing in Thistles in the 80's moving onto the J-24 in the early 90s, then J-22s and currently the Snipe.



**Holly O'Hare receiving award from 2004 recipient Mary Beth Dunagan Horst.**



**Holly working the bow as Team Stroutgear captures a bullet at the 2005 Womens Rolex J-22 Regatta.**

This year, (2005) she competed in a number of Women's and Co-ed One design regattas around the country. She skippered at the Women's Snipe Challenge in San Diego, and the Women's Snipe Nationals in Connecticut finishing 6th overall.

As crew, she and her husband competed in the Vanguard 15 Midwinter's and Team Race Championships in Florida, they also sailed in the Championship Fleet in the Snipe Nationals held in San Diego plus a number of other local events.

She served as foredeck on Team Stoutgear, a sponsored J-22 racing in the Chesapeake Bay Yacht Racing Association qualifier for the Adams Cup, she finished 11th in the J-22 Mid-Atlantic Regatta and finished 7th in the Rolex Women's International Keelboat Championship all held in Annapolis. The Rolex is a prestigious event that draws women racers and teams from around the world. She had finished 9th on the same team in 2003.

Summarizing, she has over 30 years of sailing experience and has sailed in 6 Snipe Women's National Regattas, 4 Snipe National Regatta's 3 US Snipe Masters, 1 World Snipe Masters, 2 Interclub Nationals, and 4 Rolex Women's International Keelboat Championships as well as numerous North American, Atlantic Coast, East Coast, Mid-Atlantic, Olympic Class and Midwinter Championships in Snipes, Thistles, JY15s, Vanguard 15s, and J-22s.

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She is the also the co-chair of the 2006 Snipe National Regatta Committee and she was instrumental in landing the Snipe National Regatta to be held here at the Erie Yacht Club in July of this year.

She continues her local racing ties as she currently sails with her brother Chris on a Cal 33 *Andicapp*. She has raced in many of our Interclub Regattas and is a current co-owner of a DN in our local iceboat fleet. In 2005, in addition to racing with her brother, she was a principal organizer and part of the team that physically rebuilt the EYC Junior Sailing classroom facilities. She remains as a special consultant to the EYC Junior Sailing Program.



**Holly with her husband Gavin at the helm, who is the Navy's "Dinghy" Sailing coach at Annapolis, rounding the windward mark during the 2005 Snipe Nationals.**

You may also know her as the Erie Yacht Club's Web Page Administrator.

The selection committee, in the company of three hundred guests attending the annual awards banquet held at the Erie Yacht Club on November 19th proudly presented the 2005 Yachtswomen of the Year to Holly Wolford O'Hare.



**Our Holly doing what she loves best both as work and for pleasure ... sailing.**

# EYC Sailors Among Top Ranked in Nation

by Holly Wolford O'Hare & Aimee Nicolai



**"Blasting" to reach the mark... what a rush!**

in its young racers. This past July, the Reyburn Sailing School sent four teams to Put-in-Bay to compete in the I-LYA Junior Regatta (better known as Junior Bay Week). Representing the EYC were skippers Danny Bloomstine and crew Becky Bestoso, Chris Simon and crew Maegan Dubik, Caitlin Neimic and crew Sam Wagner, and Mike Bloomstine and crew Peter Ricklof.

At Bay Week a fleet of 28 sailboats competed in the 420 class in a series of races taking place over four days. All of the EYC teams showed an impressive effort with two teams sailing their way up to the Gold Fleet and the other two to the Championship Fleet. In the Gold Fleet, Caitlin Neimic and Sam Wagner finished 7th overall, while Mike Bloomstine and Peter Ricklof finished 8th overall. In the Championship Fleet, Danny Bloomstine and Becky Bestoso claimed 2nd place, while Chris Simon and Maegan Dubik ended the series in 7th.

A second place finish at Junior Bay Week qualified Danny and Becky to go on to race at the Bemis Trophy Semifinals hosted by the North Cape Yacht Club in LaSalle, Michigan.

After two and a half days of racing, the team captured a first place win.

Winning the semifinals allowed Danny and Becky to progress to the U.S. Sailing National Championship to compete for the Bemis Trophy. This year, the finals were held at



**Becky Bestoso out on the "trapeze" while on a weather leg during National Competition.**

Newport Harbor Yacht Club in Newport Beach, California. Danny and Becky raced against the best sailors in the country, including many kids from the westcoast who have the advan-

[continued on page 30](#)

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## Top Ranked Sailors...

(continued from page 29)

tage of racing year-round. And yet, they still turned in a very strong performance, ranking 11th in a fleet of 22 boats. Congratulations to Danny and Becky and all of our young sailors on an outstanding year of racing!

The EYC has also had two other big wins in the Bemis Series in recent years. In 2000, skipper David Parker and crew Chris Barrett won the Quarter Finals at Put-in-Bay, as well as winning the Sportsmanship Award. The team progressed to the Bemis Trophy Finals held in San Francisco where they again won



**Maegan Dubik and Chris Simon prepare to sail at Junior Bay Week.**

the Sportsmanship Award. And in 2003, with Brydon Parker at the helm and Erin Wolford crewing, the EYC again brought home a first place win from the Quarter Finals at Put-In-Bay.



**Sam Wagner and Caitlin Neimic bring their boat in after a day of racing at Put-In-Bay.**

## The College Scene

Once graduating from the Reyburn Sailing School many of our top sailors go off to sail in college. Currently, there are more than 200 active colleges participating in intercollegiate sailing. Racing occurs on every weekend during the fall and spring seasons and many weekends during the winter.

The Reyburn Sailing School helps prepare our young sailors at all levels to enter the college sailing scene. The vast majority of college sailing is done in double and single handed dinghies including the FJ, 420, Laser, and Laser Radial, but some programs do have intermediate sloops, offshore and cruising



boats, or sailboards to offer their members. Regardless of the type of program it is all about fun and friendships.

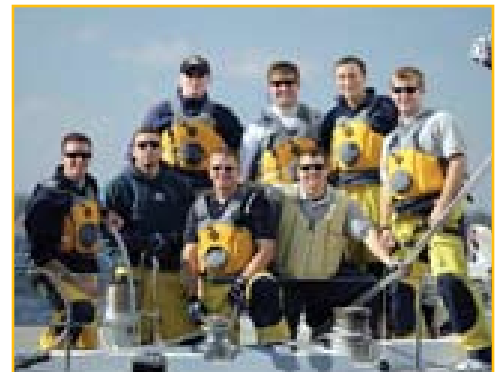
Many of our sailing school alumni and staff are currently participating in a college sailing programs throughout the East Coast. Currently, Pat Bloomstine sails for John Carroll University in Cleveland. Lindy Dahlkemper sails for Coast Guard Academy and starts A division as crew and skippers many women's events. Matt Richwine, a former member of the Jr. racing team sails for Cornell. David Parker is in his second year at the United States Naval Academy. He often skippers A and B divisions for the intercollegiate team. When not skippering he fills the role as heavy-air crew at major co-ed events. Leigh Loesel also attends the Naval Academy and serves as tactician for the offshore team. Leigh and



**EYC teams prepare their boats to race at Junior Bay Week.**

his team recently won the prestigious Lloyd Phoenix Trophy for the US National Offshore Championship. Other recent graduates from Navy sailing include Julie Lillis and Alexa Bestoso, both of whom sailed exceptionally well for the team.

For more information on college sailing visit [www.collegesailing.org](http://www.collegesailing.org).



**U.S. Naval Academy's Offshore Racing Team with EYC's Leigh Loesel, tactican being the second from the left in the top row.**



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