

VOLUME VI / ISSUE 1

JANUARY/FEBRUARY 2008

# the ALG



## Cruisin' the Rhine River

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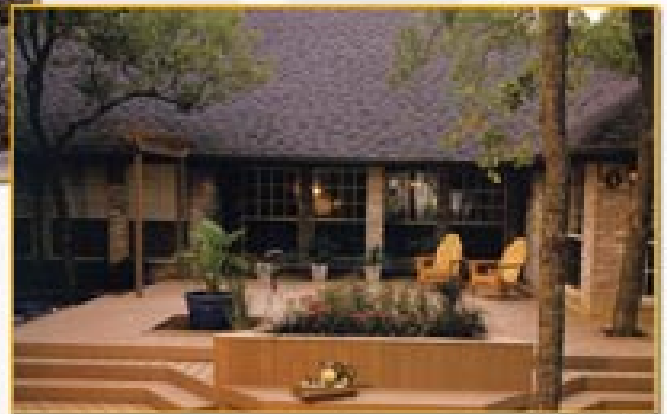
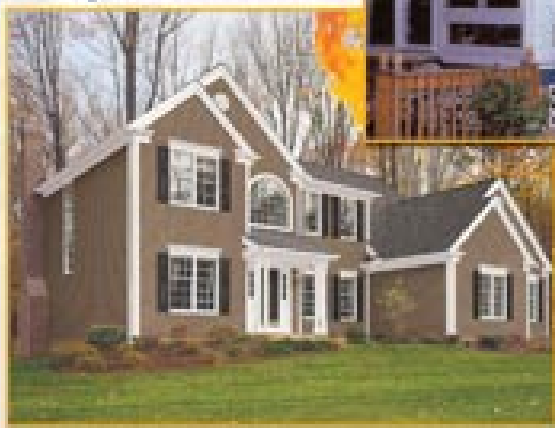


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## From the Bridge

### Commodore Dave Arthurs



I want to thank the Membership for their support at the Annual Meeting. You have elected the Bridge and Board to oversee the Club operations but without your support this task would be impossible.

As I reflect on the Annual meeting I am impressed by the passion exhibited by those who spoke during the Social Membership proposal discussion. We all want the same thing - the continued success of our Club. Proposals will be considered in the near future to address the Social/Associate class. It is key to our Club's continued success to promote new membership.

Please be assured that this Bridge and Board

will continue the work started by those preceding us. At the time I write this the Guest Dock and the Main J - K catwalk have been installed. Our volunteer crews are gathering to begin the finger pier assembly. Also, our new gas well is being drilled. This new deep well should have the capacity to supply the entire Club's natural gas needs.

We should all be very proud of our Club by recognizing the value these ongoing projects will bring - keeping us one of the best yacht clubs on the Great Lakes!

Again, thank you for the opportunity to serve.



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## On the Cover...

"This beautiful shot of a castle and town on the Rhine River is just one of many UNESCO World Heritage Sites that we enjoyed on our cruise."



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**C**ruising down the River Rhine is an unimaginable adventure and a must in your "things to do" list. Unfortunately, it does require a long flight, so our Trafalgar Tour listed day one simply as travel time. Our adventure began as we took off from Pearson Airport in Toronto at 6:30 PM on Saturday, May 12th. British Airways provided a good meal, new movies, eye covers & socks - but we couldn't sleep. With plane changes in Heathrow, to

ing, a much needed nap and later a delicious prelude to the excellent meals to come, completed a very long first day.

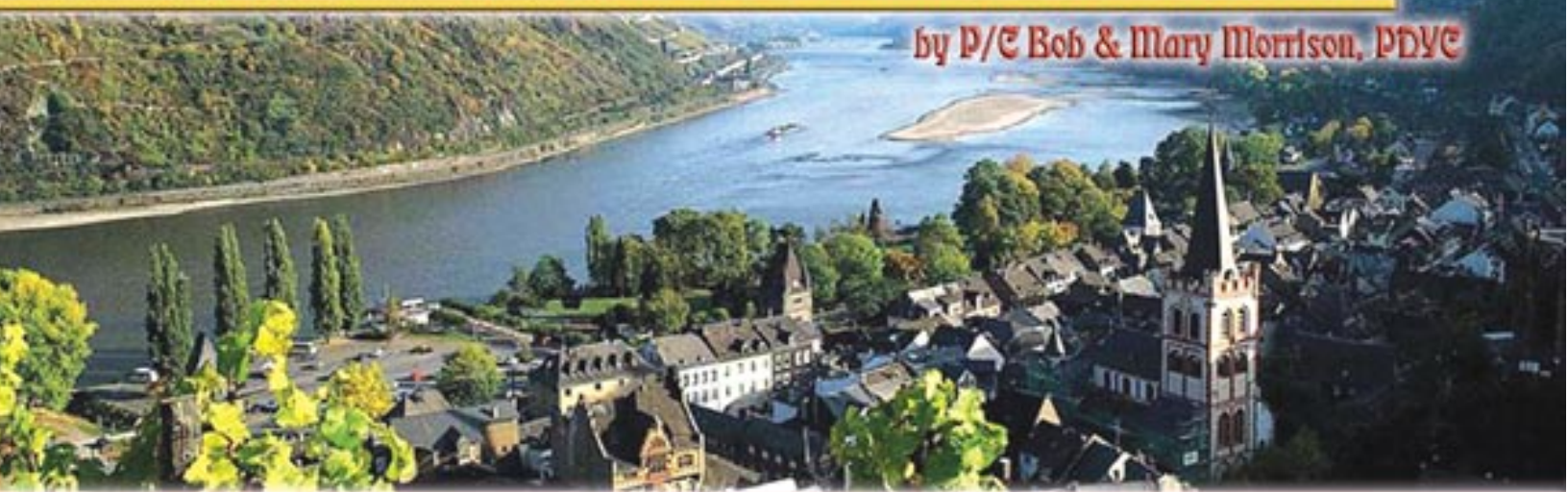
Day two featured a beautifully arranged bus tour which included walking through Medieval Briesach, Germany, touring the lush vineyards of the Alsatian wine route, and stops at the Medieval town of Colmar and the village of Riquewihr. Our ship Ambassador went on ahead to meet us at Strasbourg. A special eve-

stretch the dough and make delicious Austrian Apple Strudel ( he had pre-baked samples for everyone - delicious!!)

Uniwold and Trafalgar Tours have pioneered a system of headsets and receivers, so their tour guide could walk along quietly talking and everyone in the tour could hear. It worked very well in our drizzled tour of Speyer, Germany. We were shown statues, the UNESCO World Heritage Site Cathedral, and the most interest-

# Cruisin' the Rhine River

by P/C Bob & Mary Morrison, PDYC



Basil, Switzerland, we arrived at our ship, the *River Ambassador*, around noon (6:30 AM our time), time zone zombies! It was extremely well organized, buffet lunch was waiting, and our rooms were soon ready. We (and our Travel Agent) are still disputing our nearly \$500 each extra charge, that we thought would give us a luxury room with sliding door, but no balcony, at least a chance to look ahead or aft. We soon learned that EVERY room on the *Ambassador* was exactly the same, very BASIC, but at that point the best available. Apparently on this ship, location is everything, but for nearly \$1000, on a two floor ship, had we been better informed we would have chosen one floor lower. Mundane chores of unpack-

This beautifully striking four piece painting of the "Crucifixion of Christ" is found in the Unterlinden Museum in Colmar, Germany.



ning awaited us back aboard, with Captain Michael Schmidt hosting a welcoming cocktail party, followed by a sumptuous dinner.

Every meal was excellent. Also the open seating arrangement allowed us to meet and eat with new friends from all over the globe. Quite often we dined with a foursome from Australia, but also adored (and adopted) a cute little older couple from Poland, now living in Willowdale, who taught us to keep going despite any adversities. We also met cruisers from Fort Worth Texas, Hawaii and a rhumba couple from Dubai.

The next morning, we could have become a bit depressed, because it started to drizzle rain, but the ship provided huge Charlie Chap- man type umbrellas to get to the Strasbourg glass-covered Canal Cruise, and gorgeous Strasbourg Cathedral, with its animated clock. Free time allowed us to discover a fantastic Carousel in the Strasbourg Square. And then there was the wonderful lunch!! There was time for a brief nap, before the mandatory Fire Drill on the upper deck. The Captain joked that there was only one life boat, and that was for him, but we realized the river didn't seem much wider than Pt. Dover's Black Creek, and we could probably walk ashore at some points. During the afternoon, the chef surprised us with a demonstration of how to

ing Cathedral Bowl outside, which holds 1560 litres of wine. Whenever a new Bishop came to town, it was filled and residents drank to the new guy. Nowadays, the tradition continues, but residents are charges for the glass. The streets of the walled city of Speyer are wide, clean and gaily decorated with May Poles and sidewalk cafes and shops. But we were intrigued to also see the Jewish Ritual Cleansing Bath, established before 1128, and to walk down into the oldest Milwe in Germany, 33 feet deep to the ground water. We were back to the ship for their lunch, featuring delicious homemade soup (if only we could quit there, but there was also salads, pastas, and incredible desserts!) We passed on the "Incredible Optional Tour" to Heidelberg, on the advice of well traveled new lunch friends, and

Mary poses aboard this 1900 Carousel located in the city square of Strasbourg, Germany.







Another UNISCO Site is the Cologne Cathedral whose corner stone was laid in 1248 and was at that time the tallest structure in Germany.

opted for some downtime on the ship, and a leisurely backtrack of Speyer in the afternoon. Of course, there was the highlight of the day, the fabulous dinner and later dancing!

We finally enjoyed a relaxing morning on the ship, as we cruised toward Rudesheim. Time to enjoy the sumptuous buffet breakfast, and that second cup of coffee - then a Nautical talk with Captain Michael, with insight to the training of new Officers (and a chance to ask lots of questions). Our favorite bartender, Dalibor, gave a hands-on Cocktail Making Demonstration; who would volunteer to test the tasty concoctions? Then, of course, it was time for the delicious lunch! In the afternoon we took the walking tour of Rudesheim, Germany, with its avenue of shops and wine bars, then joined our marvelous Cruise Manager, Danika, for a tour of the Castle Vollrads; a working Castle/Vineyards, for a tour, demonstration, and wine tasting. The busses dropped us off at the ship in time for dinner. There was another "Incredible Option Tour" of dinner at a nearby restaurant with local entertainment (Um-pap band and singing). But of course, on the ship, fantastic dinner and more dancing!

Our favorite day was sailing the romantic 40 miles of the Rhine to Koblenz. After our anticipated great breakfast, and a forward to what we could expect from Danika, we cast off to see the Castles and Vineyards. Some were concerned that if there was a Castle, we might not be able to see or take pictures through the mist. But suddenly the sun came out! There was visible happiness from everyone, and just in time for the best spectacle in Europe! We

passed Castle after Castle, vineyards rising straight up the hills, and picturesque villages. The legend of Lorelei, the maiden who lures vessels to run aground was explained, and her song was played as we passed the impressive Rock. And then the real fun began! The bartenders brought up to the top deck the must-try Wheat beer, they carried up the keyboard and speakers for the traditional German music, and the waiters carried up the lunch of pretzels, Bratwurst, salads and deserts - you name it- everyone was happy! We eventually docked in Koblenz, Germany, with another very enjoyable walking tour of the city. High-



This was a first meeting for Captain Jack Sparrow and P/C Bob Morrison as they posed together at Madame Tussaud's Wax Museum in Amsterdam which we visited before returning to Port Dover.

We took this shot of a "monumental" monument to Emperor William II while on a walking tour of Koblenz, Germany.



This is the Unterlinden Museum in Colmar, Germany which first opened in 1852.

lights were the monumental statue to Emperor William the 2nd, giant slabs saved from the Berlin Wall, and the humorous "spitting boy" fountain. We opted to take the Tour of Marksburg Castle, the only Castle on the Rhine that was never destroyed. It has been lived in for over 700 years, and is still lived in today. Seeing the castle was amazing, with its tiny beds, huge cooking fireplace that could grill a whole steer, and its collection of armor over the ages. It worked up an appetite for another gourmet dinner.

(continued on page 30)

# Inaugural Lake Erie Solo Challenge

by Brad Enterline

"Hey guys, does anyone want to crew tonight?" It was Wednesday afternoon on the deck of the Erie Yacht Club on a Family Jam race night and I was talking to a group of eight men who I knew loved to sail and race. It seemed at the time a logical and inviting offer. But I soon realized from their expressions of confusion and furrowed eyebrows that they were having trouble with this concept. They looked at each other and one said, "crew? What's that?" Then another chimed in "we don't crew" and we all laughed. Indeed they did not crew for others but rather they were the crew on their own vessels. They singularly were the skipper, grinder, foredeck person, navigator, tactician, jib and mainsheet trimmer, spinnaker handler, radio operator, chief cook and bottle washer.

Other than their apparent love for solo sailing there was nothing particularly uniform about them. Some were retired and some were younger. They came from Ohio, Michigan and Wisconsin. Three of the 15 had never before competed in a Great Lakes Solo Challenge and others had many races under their belts. One member set a new Great Lakes Single-handed Society (GLSS) record by completing three Challenges in 2007 by doing the Trans Superior, the Chicago Mac and the Lake Erie Challenges! The boats were small (Ranger 23) to larger with two 40 footers in the fleet. Some boats were old while Randy Handley's Tartan 3400 was brand new.

The Race itself began on Saturday, August 25th off the North Cape Yacht Club in La Salle, Michigan just north of Toledo, Ohio. Then north of Pelee Island to the Seneca Shoals Buoy off Buffalo and back to Erie. The course spans 271 nautical miles. The first boat to finish was Walt Norris' Hobie 33 which finished Sunday evening in a mere 47 hours and 21 minutes...don't bother with the calculator...that's an average speed of almost 5.7 knots! Most of the fleet however took a little longer, arriving early to mid afternoon on Tuesday. Even though the awards lunch took place Wednesday at noon at the EYC, you could see the concern for fellow racer and first time entrant Randy Handly who was still on the course and finished at 0600 on Thursday morning. That is almost 6 full days on the Lake alone. Everyone admired Randy for hanging in there and refusing to give up. I met Randy that morning and was somewhat surprised at his appearance...he looked well rested and alert!

The significant job of monitoring this fleet was in the competent hands of the Race Committee lead by Tom Munson, a veteran of many prior challenges. They set up their camper in the yard by the launch ramp with a good view down the bay and decent radio reception. All racers were responsible to check in every 6 hours during

the entire race. As Wally McMinn, the Chair of the Lake Erie event will tell you, it's all about the safety factor. No one on the race suffered any significant injuries and 14 of the 15 entrants completed the challenge. There was however some damage to boats and equipment. Early in the race a storm came through and challenged the racers and boats. Wally McMinn's 40 foot Catalina suffered a 90 degree bend in her boom; John Lubimir bent his whisker pole; Bill Kruger, on his Tartan 31, blew out his chute leaving nothing but the clues and head; Dave Evans on *Ratso* ripped out the block and bolts off the mast to his spinnaker halyard block as well as ripping and running over the chute.

So why do such a race? Well it is not something that is easy to explain. Oh there were lots of stories about the broken equipment, the sleep deprivation and sometimes fluky Lake Erie weather ("I tacked 23 times on Sunday but never changed course!" declared Blair Ardon). But mostly the comments centered on the camaraderie between the sailors, the beauty of the Lake and the integrity of the race and those who participate. Others have asked me "how do they know you don't turn on your engine?" Or, "can't someone just declare that they have completed the solo 100 mile, 24 hour qualifier and submit trumped up coordinates?" I suppose it's possible but what I tell those inquirers is that these sailors love the challenge and live to sail solo. Like this author, those who are interested want to sail the 100 miles to see if they can do it!



This is Tom Munson, Race Committee coordinator ... "he be the one in charge".



What struck me most was not the story of the winner or the fastest boat (those who race with me in the Family Jam C Fleet will understand!) Rather I was taken by the story of Phil Rubright, the skipper of *Novation*, a Tartan 37. You see, although Phil was the only one not to complete the race, I would say Phil was the inspiration of the whole event. Phil began his comments at the awards' banquet by noting that he was dead last in his class in the Huron Mac Solo Challenge. "So I thought I could do better. I guess I did not consider the possibility of not finishing!" Phil like most of the other racers decided to fly a spinnaker early in the race even though the forecast called for a strong cold front to come through. As the wind built, at one point *Novation* rounded up and the spinnaker wrapped badly around the head stay. Phil tried to untangle the chute for some time with no luck. But he did not give up. He then decided to attempt to get around the lee or east side of Pelee Island in hopes that the shelter would allow him to fix the mess. Unfortunately this did not work. He was tired and the wind was still blowing. Phil knew that under the rules he could go to port to try and fix the problem as long as he received no outside help. So he marked the place on his GPS where he turned on the engine (so he could come back there to continue the race) and headed for Scudder Marina. As he approached with 12-15 feet of spinnaker still billowing from his headstay, and 15 knots of wind about 12 locals (the entire population of Pelee Island according to Phil) came out to try to help this sailor land. Phil exploded 2 of his bumpers along with perhaps other ones donated from the landing party. "I did a little damage to the port side," Phil said. Once tied up, everyone wanted to board the boat to help douse the spinnaker and solve his problem. But Phil yelled, "no, you cannot help me because I am in a Great Lakes Solo Race and can not get help from anyone!" This seemed like a lousy rule to the Pelee folk but they honored Phil's request. So for more than approximately an hour and a half Phil tried to untangle the mess in a still blowing wind by himself with the countless suggestions of the onlookers. By now Phil was tired and frustrated. Then one of the ground crew had a particularly good suggestion: "Why don't you just come over to the bar and have a beer." So he did and he felt



Race participants (l to r) are Wally McMinn, Paul Nickerson, John Lubimir, Phil Nickerson, Dave Evans (kneeling), Steve Stoll and Randy Handley. This is how they all looked on Thursday morning after a good nights sleep ... and they are all smiles too!

remarkably better when he returned to the boat. At that point his plan was to wait till the wind died to fix the spinnaker so he went to sleep until the noise of the flapping chute diminished. At that point in the night he got up and was able to get the spinnaker down. He then slept another 90 minutes and was ready to continue the race.

Phil shoved off and as he was heading back to the spot where he turned his engine on he realized he had to disqualify himself from the race. But why? He accepted no help from anyone to fix his boat. No one boarded his boat. No one held part of the sail while he tried to untangle it. But Phil declared that in going ashore to have a beer he was not conducting himself as if he was on his boat and in a race. He consumed something that was not from his boat and therefore violated the spirit, if not the rules, of the race. No one from the race or the race committee would have known this. The bartender from the tavern at Scudder would likely not have contacted the race committee to advise that one of their participants had a cold Labbatts on the Island. But Phil knew, and that was enough. So despite the significant preparation for the race, he sailed home. Instead of going home and sleeping in his own bed he drove to Erie to welcome the other racers as they finished and stayed four more days to celebrate and congratulate the sailors as they arrived. He never made excuses or complained about his poor luck. So in my book, it is the honor of competing in the race, the heart and integrity that goes into it, that defines the

solo sailor, not necessarily the flag received or even the completion of the race.

At the awards' lunch questions were posed to the sailors; should we do this race again next year? Should we change the course? Should we do it every other year? The resounding chorus was not to change a thing. None of the racers had ever been to Erie or the EYC and all were taken with the beauty of our area, the facilities, our Club and its hospitality.

So now the challenge goes out to those in our sailing and racing community. Will we have an entrant from our area in the 2008 Lake Erie Solo Challenge? There is already a buzz locally with a handful of sailors who have expressed interest. There is even talk of a group qualifying sail, which must be accomplished and documented before the race in August. What better way to see if solo sailing is really for you? For me, I found out it was. On July 20th to the 21st 2007 I sailed 127 nautical miles over a 24-hour period to complete my GLSS qualifying sail. What a blast it was! But that is another story.

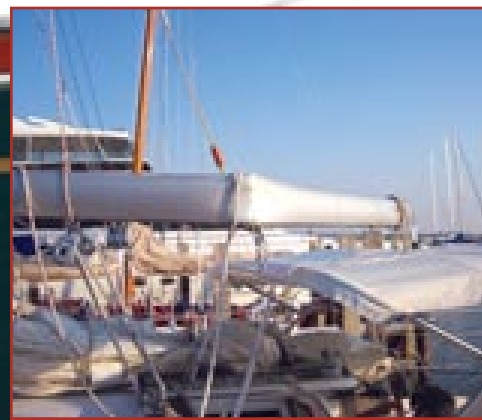
To find out more, visit the GLSS website at [www.solosailor.org/](http://www.solosailor.org/) or just contact myself or Greg Gorny and we would be happy to share some information. Also stay tuned to the Erie Yacht Club Racing Fleet announcements as we hope to have some of the GLSS representatives visit us this winter to put on a program about the organization and this event. So until then, see you out there...solo!



This is the "Mobile Command Center" that travels the lakes with the various GLSS races.



Dave Evans with some broken equipment and he's still smiling.



Hey look! Wally's got one strange looking bend in his boom. It must have failed the stress test.

# ***EYC Racing Recap***

The 2007 racing season was concluded just as it began with hundreds of owners and crew members enjoying themselves. The season was officially terminated with the entertaining awards banquet attended by 250 raucous sailors in November but the season had actually begun the previous November with the essential planning and scheduling.

The first public event of 2007 was the February Social Meeting with EYC member, author and guest Speaker Dr. David Frew introducing his new volume "Midnight Herring" describing US and Canadian Prohibition and local rum running in the 1920's. This extremely interesting and well attended program was followed by the March event which was a two day racing seminar on sail trim and racing tactics held here at the Erie Yacht Club by professional sailboat racer, attorney and certified instructor Todd Berman of world renowned North Sails.

March and April brought the complete refurbishing of the Flagship by the fleet membership and the EYC Staff. April's social event was the continuation of the racing fleet's Educational Series with classes on the racing rules and mark rounding with members Rick Diz and Greg Gorny. These entertaining and watchful old salts provided all of the instructions and incite necessary to successfully navigate around the race course and marks under the racing rules without any bruises to the fiberglass.

May brought a membership/social/owners meeting that included the introduction of the 2007 sponsors and the finalized racing schedule and presented the Race Instruction Book available for printing by everyone on the EY-CRF webpage.

After the hard water melted, the initial starting flag was raised in mid May with the first Family Jib and Main series race. It was followed by a full schedule of 44 races including the six day 50th Annual InterClub Cruise. The 66 boat





# ing Fleet

by Dave Heitzenrater

fleet spent the initial two days at the EYC and then cruised around Eastern Lake Erie ending in Buffalo, New York. First place in this regatta was awarded to our own *Powder Hound* skippered by Ronald Hamilton.

The 2007 schedule included the Koehler Cup overnight race to Ashtabula and return. This two race series brought the introduction of a new Maxi Division to our racing fleet that brought our total registration to 64 boats for the season.

The race continued through September resulting in the Boat of the Year being awarded to Russ Thompson's *Downtime* with Zurn Trophy being awarded to *Powder Hound*. The Class B Spinnaker Championship was claimed by Blake Ragghianti's *News*. There were four class champions: A,B,C,D within the Family Jam Division which were topped respectively by *Raven* and crew skippered by Dave Heitzenrater; Mike Mashyna's *Outlaw*; *Joker* sailed by A.J. Faccardi and *Zephyr* owned and raced by William (Biff) Maasz. The Regatta de le Femme was won by skipper Mary VanHorn and crew on Gary Fritt's *Glory*. The prestigious Yachtswoman of the Year Award was awarded to Beth Dubik Bloomstine with the 34th annual Gail Garren Award being presented to the well deserved PC Patrick K. Geary.

All of the individual race results as well as complete information on the Racing Fleet are always available on our first class webpage produced and managed by Holly O'Hare.

The 2007 racing season was very successful thanks to the skillful management of Chairman PC Ronald Busse with the many officers, committee heads and committee members. Again in the 2008, the season is expected to begin with hundreds of owners and crew members enjoying themselves under the direction of new chairman Matt Niemic. Come play with us!



**W**hen I travel, I travel in style. A new car. A new Garmin GPS Road Tracker. And, to add as much confusion as possible to this equation, a new cell phone in the form of a "BlackBerry". You see the confusion comes into play because I'm just not any good, at all, at reading and/or comprehending instruction books of any kind. And therefore, that was no way for a



This is the Boldt Castle's famous "Gazebo" as I was shooting photographs in the rain.

guy like me to set off on a "relaxing" vacation!

So then I chose an exotic, historic and adventurous destination ... I chose Athens. Yes Athens for my long awaited, way over due and definitely required vacation. Oh yes! That's Athens, New York in my case and it was a great vacation despite "myself".

You have never seen anyone as happy to be



The home of Jan VanLoon, built in 1706, overlooks the mythical Hudson River. It is currently being restored to its original condition having been purchased by the town.

driving down an Interstate as I was in that new car, with that new "I can't get lost anymore" GPS system and that new cell phone that I couldn't even attempt to answer let alone dial out on! All of which was no problem for me for I was just one "Happy Guy" winging it down the road singing a "Happy Days Are Here Again" tune because "Hallelujah brother I was on VACATION!"

My first port of call was Alexandria Bay, New York where I planned to gather some "up close and personal" material for a follow-up article to one I wrote last year on Boldt Castle located in the Thousand Islands at the eastern end of Lake Ontario. Upon arrival I found a neat little motel, just outside of town, the "Rockledge". I was lucky to find the Rockledge since "planning ahead" is another trait that seems to always elude me. Jill, the Rockledge innkeeper, was very nice, accommodating and could probably give Conrad Hilton a few tips on "down home" hospitality. I enjoyed a nice dinner at the Captain's Landing, a floating restaurant tied up to the shoreline on Alexandra

Bay. It's a good thing that I'm a boater because the high winds had created some decent sized waves and it was a bumpy ride for all we diners. I thoroughly enjoyed watching the ocean freighters churn their way upstream bound for the mid-western ports of the Great Lakes.

Upon returning to the Rockledge for a good nights sleep, I decided to tune in to watch a little news and the weather report on TV. In my case this can also be a problem. You see electronic buttons, as with instructions books, and you know how adept I am with those, can sure as heck get things messed up if one happens to touch the wrong one. So, I proceeded to do just that and after 20 minutes of frustration trying to get the thing straightened out, I decided to get all cozied up in my little two bedroom cottage with my paperback novel, I never leave home without one, for a good nights sleep.

In the morning it was back down to the waterfront where I scrambled aboard an Uncle Sam's Boat Tours "shuttle" for a mere ten

This beautiful Water Street mansion, built in 1803, has a commanding view of the river.



# MY ATHENS

This is the town of Athens nestled along the placid bank of the Hudson about 60 miles north of New York City. Personally, I prefer the Athens style of hustle and bustle found right here among the rolling hills of green and the easy tidal flow of the historic river.





This is Albertus VanLoon's home on the northside of town constructed in 1724. The Hudson is directly behind the house.

minute voyage out to the Boldt Castle on Heart Island.

Both my person and my spirits were continually dampened by the steely gray skies, chilled air and constant light rain. Although my underlying determination to forge ahead never wavered for I was, wet or dry, "on VACATION" !

The Island's outbuildings and the castle itself are all unique handsome structures. The grounds are exceptional which is the exact opposite of the less than spectacular landscaping which surrounds my little castle on Monaca Drive. Boldt Island is absolutely beautiful and extremely well manicured. Okay, so I can accept that since who else do I have to impress but me ... and being a boater I don't really relish yard work, nor do I spend much of my time in my own backyard.

Despite Mother Nature, I was still able to capture some nice exterior photos of the buildings and grounds until I became soaked through and chilled to the core. This unfortunate circumstance cut my landscape photographic endeavors to a minimum and I proceeded inside on a hasty retreat from those foul damp conditions.

The interior rooms, that have been renovated to date, are truly magnificent. The workman-

ship is excellent. The New York State Bridge Authority, the agency with the responsibility for the renovation and operation of the facility, is to be complimented on doing an exemplary job. Yet there is much to do and many years of work ahead to complete this monumental and extremely worthwhile task. All of which says nothing of the millions of dollars yet to be spent on this huge undertaking.

On my fourth or fifth shot of the interior I suddenly found myself with a dead battery. Now this should not have been much of a concern since I have three batteries of which two are always fully charged and ready to go into action except for the fact that they were back in my car on the mainland. What was it I said about "planning ahead"!

While waiting for the shuttle for my return jaunt to the mainland, I phoned Jack Schultz to get the "low down" on Lake Placid, New York which I thought would be an interesting spot to visit on my way to Athens. Jack knows Lake Placid well since his parents sent him there to Prep School in an attempt to inspire his intellectual being ... "Jack sure did love the skiing!"

I had an enjoyable enough ride to Lake Placid. I loved my new "wheels", despite the continu-

This is the town of Hudson on the east bank of the river ... Athens is on the west.



Volunteer firemen line up for a group picture in the late 1800's in front of the home where the Franzen's live today.

ing drizzle and that irritating slapping of those "misery enhancing" windshield wipers, as I traveled through the Adirondack State Park.

Lake Placid did not receive its best opportunity to impress me due to the somewhat foul weather conditions. My only impression came from a speedy two-way, two footed jaunting tour of both sides of the main drag while trying to dodge rain drops with a few other dripping wet fools who were enjoying the same pursuit. I did however spend a relaxed evening drying out and dining in the Hilton's lounge. I had a restful nights sleep in my "upgraded" room, "just trying to maintain a cheerful outlook while on my vacation", before I continued my adventure the next morning to my harbor anchorage ... Athens.

I had a somewhat "pleasant" ride down through the length of the Adirondack State Park, which probably covers close to 20% of the entire State of New York. And all this despite the continuing, overcast, damp, windshield wiper activating weather ... but I was still a "happy guy" for I was on vacation!

It is truly a miracle and I still can't believe that darn thing works and works so superbly. I refer here, of course, to my new Garmin GPS Road Tracker! Sometimes you take a wrong

(continued on page 31)



# VACATION

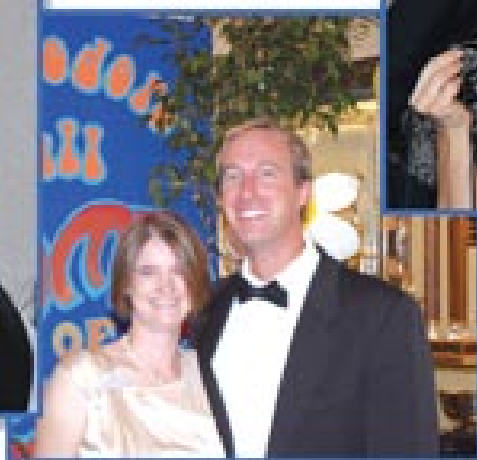
by P/C John Ashby

# HONORING COMMODORE JOHN MUROSKY

## 2007 Commodore's

The 2007 Commodore's Ball was held on Saturday, October 13th and what a "Ball" it was in commemoration of the Erie Yacht Club Commodore John Murosky. And what a Ball it was with everyone doing just that ... "having a ball".

Commodore Murosky hosted the affair with the able-bodied assistance and musical enrichment of "The Raven Band" as members partied and danced the night away. If you were not in attendance you missed a great opportunity to celebrate the night in honor of our 91st Erie Yacht Club Commodore. It was truly a night all those in attendance will not soon forget.



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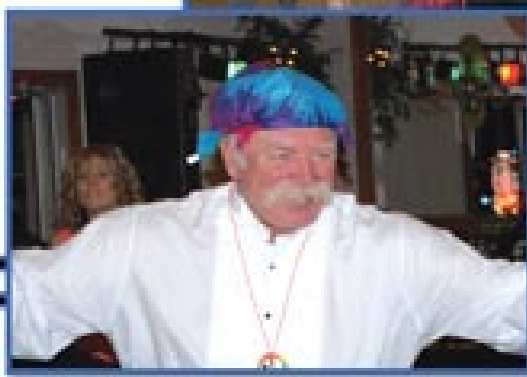
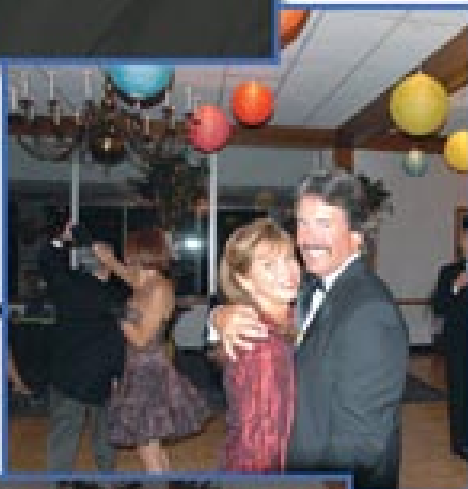
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# Eisenberg Winner of 2007 Thompson Trophy



Rich is pictured here with his proud father and longtime member Dr. Richard Eisenberg, Sr. who joined the EYC after returning from WW II.

Richard H. Eisenberg, Jr. was honored at the 2007 EYC Annual Meeting as the recipient of the coveted Thompson Memorial Award.

Rich's association with the Erie Yacht Club goes back many years. He attended the Reburn Sailing School, participated on the EYC race team and was one of the youngest sailors to attain the rank of "skipper". He is currently the Executive Director of the Bayfront Center for Maritime Studies, which he co-founded in 1998 as a way to reach the area's disenfranchised youths through sailing instruction, boat building and environmental studies. In ensuing years, and as a result of his leadership, guidance and irrepressible enthusiasm, the program has inspired over 10,000 students to become better citizens by developing confidence, self-esteem and team building. Rich has positively touched the lives of many in our community.

The Thompson trophy was founded in 1954 by 36 EYC members in memory of two brothers Joe and Mid Thompson of Port Dover. The brothers always offered a warm welcome and did whatever was necessary to help our members.



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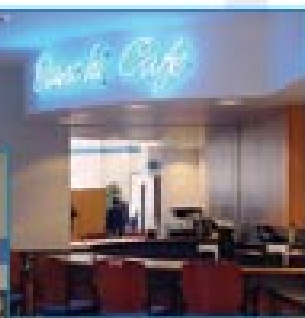
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# NIAGARA FALLS FROZEN?

## ALL THREE OF THEM!

Niagara Falls, the general term used to describe this famous member of the "Seven Wonders of the World", is actually comprised of three separate waterfalls at the great precipice in the Niagara River separating New York State and the Province of Quebec. The three falls that actually make up Niagara Falls are the American Falls, the smaller Bridal Veil Falls and the most spectacular, the Canadian/Horseshoe Falls.

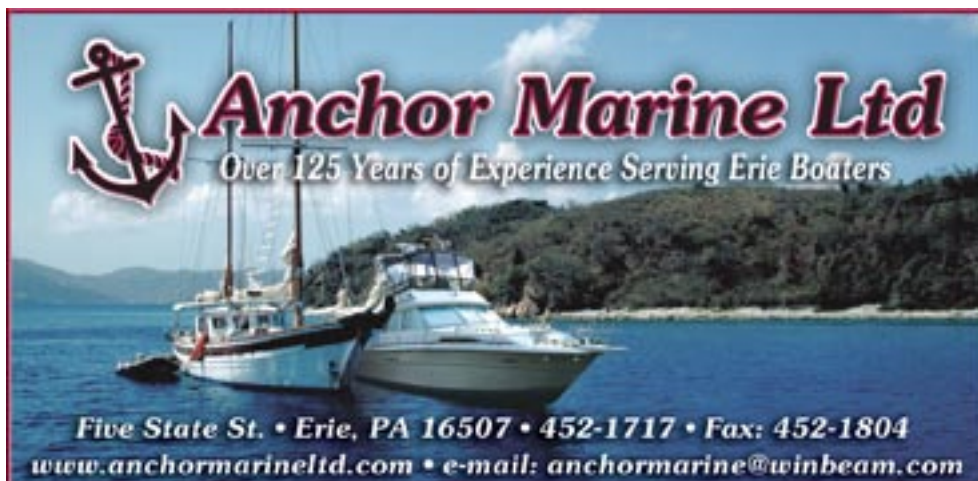
Some of you may have seen a "forwarding e-mail" through the last few years that states that this phenomenon, that has awed honeymooners for over a hundred years, had frozen in 1911 with an attached picture or two attached. The fact is that the Falls never actually freezes up solid as Presque Isle Bay seems to do most every winter. What actually occurs is that ice jams up river from the falls block the natural flow of the great river's volume of water down to a mere trickle as compared to its normal hundreds of thousands of gallons per second that cascade over her towering granite walls.

The neat trick of nature has happened more than once in modern history. The Buffalo Express reported this instance in 1848 when temperatures and water flow constricted to a mere trickle generated this account: *"The falls of Niagara can be compared to nothing but a mere mill dam this morning. In the memory of the oldest inhabitants, never was there so little water running over the Niagara's awful precipice, as at this moment! Hundreds of people are now witnessing that which never has, and probably never may again be witnessed on the Niagara River."* The article continued ... *"Last night at 11 o'clock the factories fed from the waters of this majestic river were in full operation, and at 12 o'clock the water was shut off, the wheels suddenly ceased their revolutions, and everything was hushed into silence. Various are the conjectures as to the cause; the most reasonable of which is that Lake Erie must be making a grand delivery of ice, and this the mouth of the Niagara, although large, is not quite enough to take in the whole at*

*once, and that the consequences are, back water."* And I thought I used a lot of comas in my scribing!

Many of the photos used here are obviously taken from differing periods in time but that certainly does not detract from their awesome magnificence.

Much of the Niagara River was frozen in 1912 around the Falls resulting in a tragic accident including three deaths. A number of spectators were standing on an ice bridge across the river when suddenly it broke loose from the shoreline dumping the several traversing people into the frigid dangerous water. Those three that could not make it back to shore plunged into the river and plummeted over the Falls to their deaths on the boulders below. This is another tough lesson in "don't mess around with mother nature".

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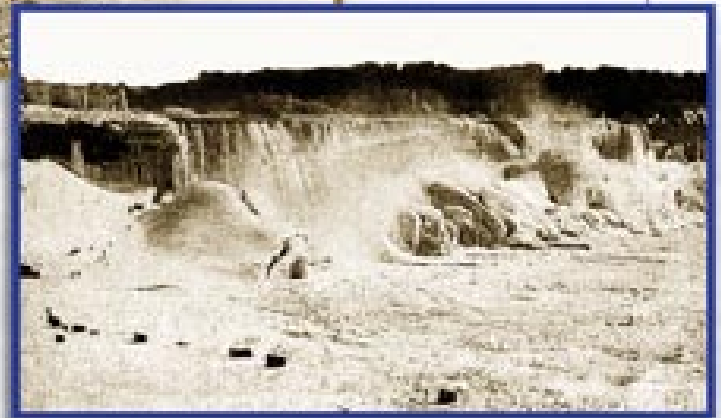
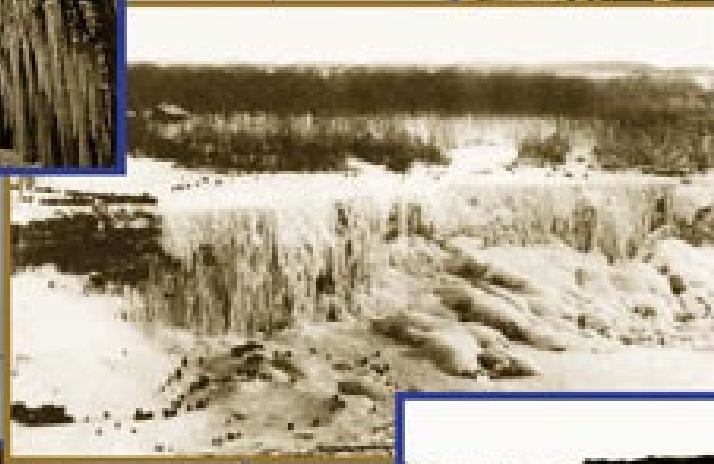
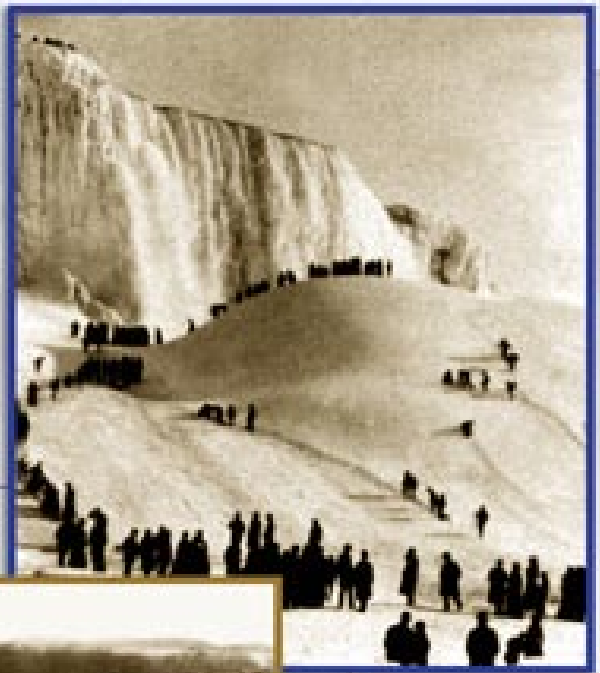


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## "Ringing in a New Era" **Dreamer's** Bell Presentation



Those present at the informal ceremony were (l to r) Dave Bierig, Paul Brugger, Bob Arlet and Doug Klaber as *Dreamer* looks on from the EYC haul-out well.

Another milestone is reached in the long lived annals of the good ship *Dreamer* built in 1929. An exquisite bronze bell was presented to three of her newest owner's during a simple yet frigid November morning ceremony at the EYC haulout well. This one of a kind bell was masterfully created by longtime EYC member/artist/sculptor Paul Brugger. Paul is an award winning "lost wax" bronze sculptor and has been a member of the EYC since shortly after WW II. His many sculptures have found critical acclaim both locally and nationally for many years adding prestige and notoriety to the presentation.

*Dreamer's* new owners began her restoration in the fall of 2005 when she was purchased and delivered to the EYC by truck from a Buffalo marina's yard. The highly skilled craftsmanship found in member/owners Dave Bierig and Bob Arlet and others has transformed *Dreamer* into a true work of art herself.

If you have seen *Dreamer* plying the waters of Presque Isle Bay and Lake Erie this past summer then you have played witness to her beauty on the water and her long yachting legacy. Her magnificent new custom ships bell only helps add another chapter in her long and memorable heritage.



"Round peg escapes square hole"

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# Sailing

Those of you interested in the International Space Station (ISS) should enjoy this series of dramatic photographs of NASA photos shot on the STS 118 mission in the summer.

There were four scheduled space walks on the mission but two had to be canceled when an astronaut found a hole in his glove and the other when Hurricane Wilma threatened mission control in Houston forcing them to depart the ISS and head home a day early.





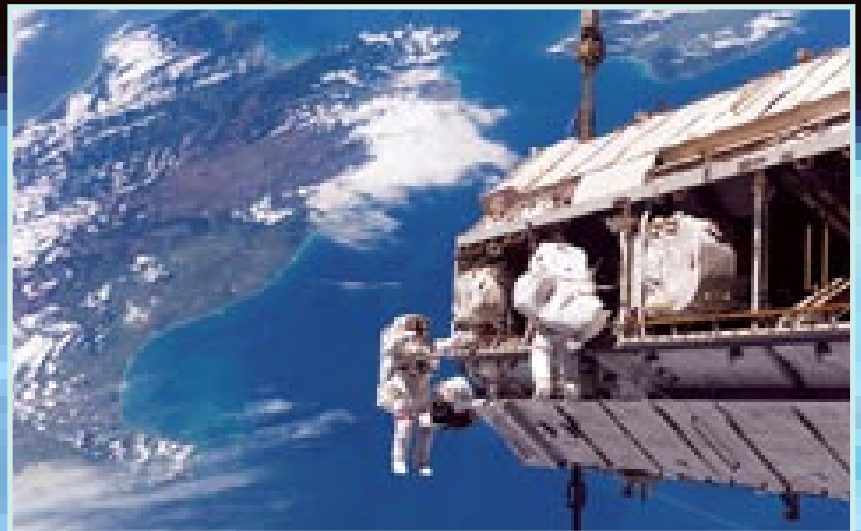
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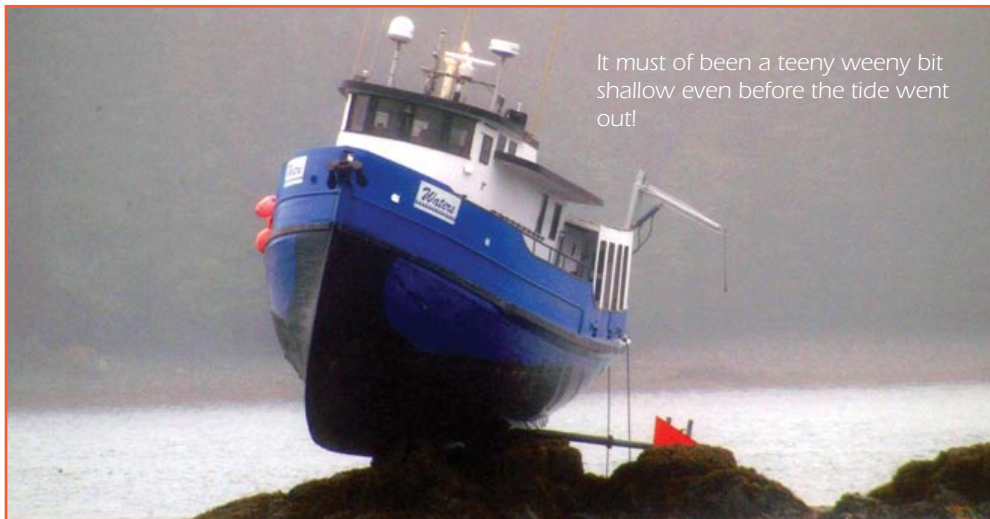
Additionally, a reported three inch gouge in the heat tiles under the right wing, echoing the devastation encountered on an earlier Columbia mission, also threatened Endeavour, yet she landed safely on August 21st.

For purposes of literary accuracy, the center left photo is of an earlier STS mission blast off and the photo below it was also used as the background shot for this photo essay's presentation.



# Yachting

## You Can Never Be Too Safe.



It must of been a teeny weeny bit shallow even before the tide went out!

**T**he recent grounding of a small cruise boat in heavy fog while in the Black Rock Channel near Buffalo points out the hazards of running in conditions of reduced visibility. It's hard to fault the cruise boat. The visibility was nil; they had reduced speed to the point where they

were just barely making headway, and they had a lookout properly posted low and forward. The low water levels hindered them as it has substantially reduced the room a large boat has to maneuver.

Many boaters who read or heard about this

accident were surprised to hear that the cruise boat is not equipped with radar. Surprisingly. The Coast Guard doesn't require radar for vessels less than 1,600 tons, unless engaged in towing, but it's a good bet they will probably install a set soon.

At one time or another we all have been caught on the water in conditions of reduced visibility. It can be frightening, especially when we know there are hazards around us, such as other boats, shallow water, or other bottom obstructions. With cooler lake temperatures and the possibility of warmer weather this summer, there is a strong likelihood that Lake Erie may occasionally be shrouded in what is termed advection fog.

The Inland Navigation Rules, which all boaters are required to follow, are very specific in what our responsibilities are when operating a boat in reduced visibility. Navigation lights should be on, and we should run at a safe speed for the conditions. Sounding a fog signal is also required and may be the only way another boat can identify you. The fog signals are actually pretty simple. While anchored, you are only required to ring a bell for five sec-

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# Safety & Seamanship

by Captain Dennis Daniels

onds at least every minute. While underway, you sound a prolonged blast of five to seven seconds at least every two minutes; and if you are drifting, you must sound two prolonged blasts every two minutes.



As you have probably heard, the Coast Guard and other law enforcement agencies have stepped up their on-water inspections this year. One of the more common findings is a lack of a bell. Although not required by Federal law, a bell is mandated by New York State for all boats 26' and over. This is a relatively inexpensive item that is necessary if you are to comply with the Navigation Rules while operating in fog.

Although the Navigation Rules are viewed as a complicated and difficult set of laws to understand, many of the rules are very simple. One of the more commonly asked questions received of all boating instructors is whether there is actually a speed limit on the water. Certain areas do have specific speed limits, such as in the Erie Barge Canal or the Buffalo River, but more importantly, all boaters are required to operate their boats at what is called a "safe speed" at all times. "Safe speed" is defined in the rules as simply a speed that will allow you to avoid collision. This makes very good sense. If you properly assess the conditions you are running in, you can run at whatever speed you like; but if a collision does occur, you obviously could not have been running at a safe speed.

The Navigation Rules are important and cover much more than operating in fog and safe speed limits. The rules also cover your navigation lights, right-of-way situations and much more. When we approach the busier part of summer on the water, we should remember that when two power driven boats are meeting head-on, both should turn to the right or

starboard and pass port to port. Size of the boats makes no difference. When overtaking, the boat being overtaken always has the right of way. This is an important rule to remember while in the Erie Canal and you want to pass another boat.

The Navigation Rules are very important to all boaters and is an important part of all boating courses taught by the Coast Guard Auxiliary and the United States Power Squadrons.

With winter upon us, it is always a good idea to think of boating education for you and your family. The United States Power Squadrons and the Coast Guard Auxiliary offer excellent courses. Many states now require a safe boating course to operate either your boat or a personal watercraft. And if you really want to educate yourself and become a full United States Coast Guard Licensed Captain or to just become a truly skilled boater, you can take courses to achieve that goal from schools like my "Seatech Marine Training" school. Seatech, which is a fully accredited school by the USCG, has graduated over 2,000 of the approximate 10,000 licensed Captains across the entire United States.



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# Ice Boating

## January, 1947

Submitted by Toni & Dave Sample  
(Author Unknown)



Our Noble Club has several boats, with runners on, instead of floats.

They're painted up so very nice, designed to sail across the ice.

Their owners worked the entire Fall, to get them ready, sails and all.

Then sat them down, all but lost, to wait the coming of the frost.

The holidays went flying by, and still their craft were high and dry.

Till finally, just to be nice, Jack Frost brought forth an inch of ice.

The boys fared forth, a hardy crew, it mattered not if skates went through.

And, sliced up unsuspecting fish; this ice boat stuff was just their dish.

One whole weekend, they had their fling, and then the coming of the Spring.

Come, Spring, with gentle southern zephyrs, complete with lowing of the heifers.

I hope the Spring has come to stay, with summer well along the way.

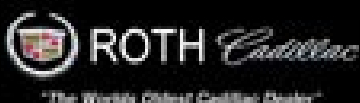
Give up, you guys, the winter ain't. Get hep! It's nearly time to paint.

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A sailor cannot live by wind alone,  
sometimes he requires food & beverage  
and that means a...

# “picnic!”

by P/C Ron Busse & P/C Dick Robertson



In 1997 the Erie Yacht Club Sailing Fleet was reorganized into its current configuration with a Spinnaker Division for the purest racers and a Family JAM (Jib And Main only) Division for increased camaraderie and racing experience. It was not long before the fleet had grown to a substantial number of participants. Today, the EYCRF boasts over 70 boats and is supported by many sponsors and hundreds of crew members.

In the past, we traditionally all got together only once a year for the Annual Awards' Banquet and occasionally on the deck for mid-season flag presentations. P/C Dick Robertson thought it would be a good idea to have a mid season party, a picnic if you will, where everyone could get together in a relaxed atmosphere for an extended time of story telling and levity. As Dick was then racing *PIGS AT SEA*, it was only natural that the theme of the picnic should be a pig roast at his farm. And the rest is history so to speak.

The picnic grew year after year to include more people, tents, fireworks and fun. The



annual event made a brief stop at P/C Pete Gorny's house before arriving this year at the Club's brand new covered lighthouse deck. This allowed even more people to attend including our invited guests from the US Coast Guard. At the center of the activity was the masterful cooking of Gerry Urbaniak, P/C Dick Robertson and our current Rear Commodore Tom Trost who prepared the traditional pig along with wings and dogs .. mmm, mmm good! A great "Boombox" along with the bottomless keg and marvelous other goodies, which many of the participating sailor's donated, included side dishes all made for a grand affair which shall not soon be forgotten. So, to all you sailors and would be sailors, please feel free to join us in 2008 ... and get your lives on the right course, the EYCRF race course. Remember, "there is nothing happier in life than a partying sailor".






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# 2007 Yachtswomen of the Year

by Dave Heitzenrater



Beth Dubik Bloomstine the winner of the "2007 Yachtswomen the Year Award."

Erie Yacht Club's Racing Fleet annual Yachtswoman Award was established to recognize a female racing sailor who as a representative of the racing fleet has demonstrated she has excellent racing experience, knowledge and skills. The promotion and encouragement of women's sailboat racing in our fleet is the purpose of this exciting award.

Beth Dubik Bloomstine began her sailing career at the age of eight learning to sail on Flying

Juniors at the Erie Yacht Club's Reyburn Sailing School. After four years in the program she advanced through the levels and obtained the highly respected "Racing Skipper" designation beating out other boys including her brother Chris who merely obtained "Skipper" position. Her youthful racing skills earned her the right to be selected to represent the Erie Yacht Club at various Interlake Yachting Association Regattas at Put-in-Bay, Ohio plus other Lake Erie Ports racing Flying Juniors and Thistles.

Beth continued racing with crews of one or two persons in small boats where her jib and spinnakers trimming abilities were realized. She raced with family and friends on Lightning, Thistle, Fireball, Sidewinder and Hobbie Cats sailing with her brothers and noted Thistle skippers James Byerly who now sails in Seattle as well as the late beloved P/C Captain Jack Bierley. She crewed with Erie Yacht Club racers Dave Loesel, Doug Loesel, Mark Rickloff and James Rickloff traveling to regattas around Lake Erie and such one-design hot spots as Chautauqua and Pymatuning in which her crew work helped earned various awards. She raced in the 40 boat fleet at the 1973 Sidewinder Nationals in Monroe Michigan and scored a 3rd place in this two person dingy.

She continued racing with the family on larger boats and raced in many Interclub Cruises and regattas at Put-in-Bay, Ohio where they returned many awards to the Erie Yacht Club. She remained an important crew on the family cruiser/racer *Spirit* in the early and mid 70's, chocking up trophies in both the PHRF and MORC divisions including the Koehler Cup in '75, Mayors and Governors' Cups and many top finishes in the local MORC class including 1st place in these 1977 MORC races: Spring Series Memorial Day Race, Firecracker Regatta, Triton Cup Race, Labor Day Race and the MORC Station 31 Match Race Tournament.

After many years racing around the buoys her racing career temporarily took a back seat for the sake of family and business although she continued to be associated with the sport by assisting her daughter Megan through the Reyburn School who excelled and later became an instructor at the school.

She has returned to active racing action on Brother Chris's boat *Masego* as a genoa and kite trimmer, jobs she has mastered since the 70's. She has also emerged in the significant position of yacht crew advisor / team builder.



Beth is joined by previous winners on left Char Mashyna and Mary Beth Dunagan Horst.



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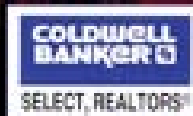
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# 20 Gail C Aw



The Gail Garren Award is presented in honor and memory of Gail Garren who was a long time Race Committee Chairman for the Erie Yacht Club to recognize one person who in the opinion of the committee has contributed the most to our sport during the season through outstanding achievement consistent participation and sailing sportsmanship.

The 2007 Gail Garren award is presented to EYC Past Commodore Patrick K. Geary. Pat began boating as a power boater but soon found the love of sailing. In 1975 he was introduced to our sport on a 41' C&C with PC Captain Dick Gorny and his family on the yacht "Banshee". In next to no time, in fact just the following summer, he was found racing his own Catalina 22. He subsequently worked his way up purchasing a Catalina 27 and then a move to a larger Ranger 33.

Although his personal time spent racing somewhat diminished due to work commitments, he has made the time and gave forth the effort to stoutly support our EYCRF and its predecessors for many past seasons.

In 1997 Mr. Geary was elected to the position of Erie Yacht Club Fleet Captain and through his tour up through the ranks to Commodore he helped in the development and overall promotion of our racing fleet. He helped in-





roduce the very successful Family Jam Concept to the fleet and as a small example of his commitment to the fleet he provided T-shirts emblazoned with our logo and racing schedule that was used as a promotional tool and fundraiser source.

He was the owner of the Oar House, a nautical boutique and gallery from where many of our past trophies and awards were painstakingly designed and acquired. Many of these beautiful awards remain in our trophy case today.

He is especially deserving of this award although most recently he has been absent on the actual race course but evidence of his commitment to our fleet can always be found at our parties and events. He, through his employer, has been our most generous and consistent fleet sponsor. Our fleet is extremely thankful and appreciative of this generosity.

Despite his many contributions to the fleet, you may have never actually seen or met him given that he is always on the move. The few that have the experience speak of his smiling face, quick wit and jovial attitude. On most summer evenings Pat actually can be found with his wife Sue on his Irwin 42' Center Cockpit Yacht *Captured Angel*.



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# Cruisin' the Rhine

(continued from page 5)

Our last day aboard, May 19th, featured a pleasant cruise to Cologne, Germany, and a short walking tour which included the UNESCO World Heritage Site Cologne Cathedral, whose cornerstone was laid in 1248. It is the tallest Gothic structure in the world and claims to display the bones of the Three Wise Men in its golden, fenced-in, Shrine of the Magi. A leisurely afternoon gave time for a Sailaway drink on the Sundeck, the Disembarkation briefing, and even a nap, before the gala Farewell Dinner.



We learned from our town guide, while wearing headphones on a tour of the medieval town of Breisach, Germany, that this statue was the work of Augusta Bartoldi who also sculpted the Statue of Liberty.

We awoke in Amsterdam, and were extremely happy that we had booked a hotel there and could extend our holiday two nights longer. The ship very efficiently organized luggage into flight departure times and despite my fears, our clothes did not go home without us. We were allowed to stay onboard and enjoy a last buffet breakfast before our taxi took us to the Tulip Inn (very Hollandish name?) Of course our room was not ready that early, but they provided a luggage storage, so we were off to explore Amsterdam! Our little map led us across bridges, along tourist-lined streets, and eventually to their famous Dam Square,



These are a few of the "boathouses" found along the picturesque canals in Amsterdam where we flew out of on our way back home to Canada..

and Madame Tussaud's Wax Museum (and a photo of a very life-like Captain Jack Sparrow for our grandson). One word of warning: Never, never, step into the busy bicycle path without looking - it is their main mode of transportation, they don't really watch for tourists, and they go really FAST! It was a gorgeous afternoon for the absolutely required Canal Cruise, with unique, year round houseboats lining each side, a total maze of canals (do they drop bread crumbs to find their way home?) Our hotel was central and adequate for our needs, but it had no restaurant - and of course, just as we left for dinner, it started the drizzle thing again. We had no choice but to buy the hotel's umbrella at 12.50 euro (nearly \$20 bucks at that time) - the topper was that it was so big that we couldn't get it into a suitcase and it would be considered a dangerous weapon on the plane, so we had to leave it for the hotel to sell again! Our last day was relaxing, as we found a cute waffle house for breakfast, browsed the floating flower markets, bought wooden shoe like slippers for our grandkids, and dined at a nearby hotel for our farewell dinner. A totally charming city!

Coming home seemed easier as we left Amsterdam in daylight, transferred to Heathrow, and arrived in Toronto the same afternoon (if you kind of forget that time zone thing). We patted ourselves on the back for having pre-booked a limo to deftly navigate that 4pm Toronto traffic, and bring us safely home, as they say "tired but happy". What an amazing adventure!



The authors toast with steins of fabulous German brew right below where the cover shot was taken along the Rhine River.



This is the Cathedral Bowl of St. Martin and St. Stephen, also an UNESCO World Heritage Site, holds 1,560 liters of free wine for the residents when a new Bishop arrives ... today they charge for the glass!







This is the Athen's street used for the "War of the Worlds" movie scene where the people fled down this hill in sheer panic as the Giant Killing Machine Robots were in hot pursuit.

## My Athens Vacation

(continued from page 11)

turn .... right? That is, of course, if you're anything like me, since I not only don't read directions very well but I also don't always "take" directions very well either. And that means that no matter what that tiny little lady living inside that tiny little Garmin GPS Road Tracker tells me to do ... I don't always do it. But as it turns out, she's always right! So when I make that wrong turn, knowing "this has 'got' to be the place where I 'have' to turn" she always saves my butt by simply saying "re-calculating" and she gets me back on course again. So thank you again, little lady inside that little Garmin Road Tracker, because I pulled right up to the front door of the home of Pam and John Franzen in Athens, New York.

The Franzens have three children either in or recently out of college so they pretty much live alone in their vintage, rambling Athens home. John is a retired attorney yet Pam still remains gainfully employed therefore John and I quartered on the Franzen's recently purchased 36 foot trawler. This nifty little ship is conveniently

This is the old Athens ferry slip also used in the same Tom Cruise movie that saw all the panicked drivers crashing their cars in attempt to escape from the Giant Robots.



birthed at a small private marina on the Hudson River less than three blocks from their home.

Athens, is a quaint, historic and comfortable little town, originally known as Loonenburgh c/o Mr. Jan VanLoon. Van Loon's home, as well as his brother's home, are still standing today. Jan Van Loon was probably born in about 1650. According to traditional sources, he came to New Netherland from Luyck in Holland. In November 1675, Van Loon was in New York where he took the oath of allegiance to the King of England. Van Loon was quite a unique and colorful character. He once created a personal debt, the equivalent of 10 dollars, and upon being urged to pay the same, he answered that he does not know why he should pay 10 gl. in beavers, so he refused to pay and requested that it remain in abeyance until the arrival of the Honorable

You remember "Rumplestiltskin"? Well this is his bridge currently undergoing a major refurbishing as she spans the Hudson.



This is the Hudson Athens Lighthouse which currently only functions as a green channel marker. There is a fund raising effort going on to try to save her from the wrecking ball.



Wow ... I'm not sure what is making John so damnable happy, his new boat, being retired or having me as a guest? It can't be me!

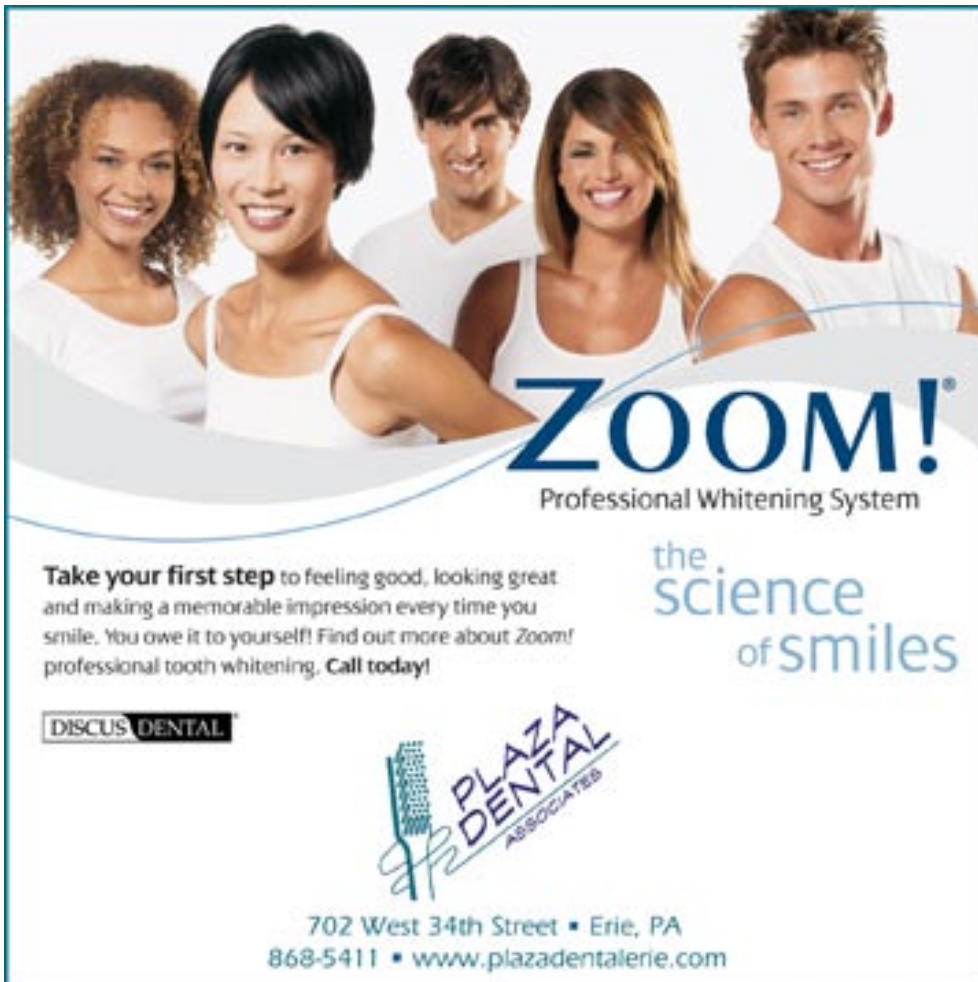
Governor General. Following his marriage, he relocated to Albany where he was known as a "master smith". By that time, he acquired land in the upper Hudson Valley. That tract today includes both the towns of Coxsackie and Athens and was originally known as the "Loonenburgh Patent." Van Loon died around 1720.

Since I was a small lad, I thought that I did not like seafood. Well that is with the exception of shell fish ... you know shrimp, Alaskan king crab, lobster and I do love those claws, and clams, oysters various ways etc. Today I am not so sure that I don't like the fish part of seafood anymore. Every night we were out at a different seafood restaurant and I was lovin' it! Is this what happens to you when you take vacations? If so, maybe I'll have to get into the vacation habit cause it was all "mmm, mmm good".

Pam would join us for breakfast, the sit down kind, on the days she didn't have to be into work early, she is the Nurse Supervisor at a kidney dialysis facility. And that was really nice also since I normally do not partake of "sit-down breakfasts".

(continued on page 36)





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WALLER'S WIZDUMB  
66 **MORALS** 99  
SUBMITTED BY  
T/C DICK WALLER



One day a farmer's donkey fell into a well. The animal cried piteously for hours as the farmer tried to figure out what to do. Finally, he decided the animal was old, and the well needed to be covered up anyway, so it just wasn't worth it to try and retrieve the donkey.

He invited all his neighbors to come over and help him. They all grabbed shovels and began to shovel dirt into the well. At first, the donkey, realizing what was happening, cried horribly. Then, to everyone's amazement, he quieted down.

A few shovels later, the farmer finally looked down the well and was astonished at what he saw. As each shovel of dirt hit his back, the donkey would shake it off and take a step up.

As the men continued to shovel dirt on top of the animal, it continued to shake it off and step up. Pretty soon, everyone was amazed as the donkey stepped over the edge of the well and happily trotted off.

**MORAL #1**

Life is going to shovel dirt on you - all kinds of dirt. The trick to getting out of the well is to shake it off and take a step up. Each of our troubles is a stepping stone. We can get out of the deepest wells just by not giving up. Shake it off and take a step up.

The donkey came back later and bit the farmer who had tried to bury him. The gash from the bite got infected and the farmer eventually died in agony from septic shock. They buried him in the well.

**MORAL #2**

When you do something wrong, then try to cover your ass, it always comes back to bite you!



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# Erie Yacht Club

## Informational Insert

# Give Yourself and Your Family the Gift of an Erie Yacht Club Membership

The Erie Yacht Club, founded in 1895, is one of the oldest and finest yachting organizations in the entire nation. The EYC features year round activities including summer yachting and Club activities such as Sunset on the Deck Thursday Evenings; Sunday Dining and Dancing at the Lighthouse; terrific local, regional and national Sailing Regattas; the Frolic-On-The-Bay Cruise for Special Needs Children; the Sailing Regatta for MS Fund Raising Extravaganza; EYC Family Summer Picnic with clowns, rides and games; a highly active weekly EYC Racing fleet; and Winter on the Ice activities including Ice Boating, Cross Country Skiing and Ice Fishing on Presque Isle Bay's ice. You'll enjoy all the year round series of Club Events and Parties to choose from including Bingo and Boating Educational presentations. The EYC features year round full service dining in the Club's Grill Room and the Commodore Bliss Room, Ballroom events, and catering services for Receptions and Parties featuring a full service bar and the best in member entertainment. Member events include 'Oktoberfest', '131 Days 'til Summer Party', 'Valentine's Dinner with Mary Alice Brown', 'The Wines of Southern France Banquet', and 'Sunday Jazz Brunches' to name a few. You'll enjoy over 100 events during the course of the year! For boating enthusiasts, how about a host of nationally recognized boating events like the Snipe National Regatta, The Lake Erie Inter-Club Cruise and the US Sailing Team National Competition, not to mention the Club's Spring, Summer and Fall racing series and one of the top notch Sailing Schools for both children and adults to be found anywhere in the country. Or perhaps you would just like a beautiful place to spend your evenings with unquestionably the

most scenic view on all of the Great Lakes ... that is second to none.

Then there are our state-of-the-art boating facilities that represent the finest to be found in the entire region. All this, and great camaraderie, all available to you as an EYC member. So begin building your Erie Yacht Club gift of memories by becoming a member today.

### Adults

Must be over 21, and have two EYC Regular Member sponsors. Membership begins with 'Associate' Status, where candidates share all privileges of membership except access to boat dockage. Immediately after your Associate Membership is approved, you can apply for 'Regular Membership' which gives you unlimited use of the Club and its facilities, including dockage (based on a point system) and voting rights. Initiation is \$4500 USD. The annual dues for an Associate Member is \$520.

### Juniors

Junior Membership - Any person (age 16-34) who is sponsored by two EYC Regular Members. Will share all the same privileges as the Associate Members. These members automatically become Associate Members on their 35th birthday, and can apply immediately for 'Regular Membership'

### Junior Family Membership

Any person (16-34) sponsored by a parent, or custodial grandparent who is a Regular Member of the EYC. These members automatically become Regular Members on their 35th birthday. This class is reserved for children, (or grandchildren) of Club Members.

### Junior & Junior Family Fee Schedules

| Your Age                                  | Initiation Fee | Dues     |
|---|----------------|----------|
| 16-20                                     | \$ 0           | \$ 67.00 |
| 21-25                                     | \$450.00       | \$167.50 |
| 26-30                                     | \$1,125.00     | \$335.00 |
| 31-34                                     | \$2,250.00     | \$502.50 |
| 35- Jr. Members Transfer to Associate     |                | \$520.00 |
| 35- Jr. Family Member Transfer to Regular |                | \$670.00 |

Interested in applying? It's simple! Contact Gerry Urbaniak, Membership Chairman by addressing a letter to him requesting membership information c/o Erie Yacht Club P.O. Box 648 Erie, PA 16512 or by Email at: [gerorem@gte.net](mailto:gerorem@gte.net)  
We welcome your membership inquiries.





# January



| Sunday   | Monday                        | Tuesday  | Wednesday  | Thursday   | Friday   | Saturday  |
|--|-------------------------------|--|--|--|--|---|
|  |                               | 1<br>Tom & Jerry<br>11am - 1pm<br>New Years Day<br>Club Closed | 2<br>Mid-Week Buffet<br>Always Fresh<br>5:30-9pm \$9.95              | 3<br>Dinner Special:<br>Smoked Strip<br>Steaks     | 4<br>Bingo 7:30pm<br>All Proceeds Benefit<br>Jr. Sailing<br><br>Dinner Special:<br>Cajun Bacon<br>Wrapped Shrimp | 5<br>Catch the NFL<br>Playoffs at the EYC<br><br>Dinner Special:<br>Beef Wellington |
| 6<br>Champagne<br>Brunch<br>11am-2pm \$11.95<br>Catch the NFL<br>Playoffs at the EYC<br>Dinner Special:<br>French Coq au vin               | 7<br>Lounge Opens<br>at 4 pm  | 8<br>Dinner Special:<br>Homemade Meatloaf                      | 9<br>Mid-Week Buffet<br>Always Fresh<br>5:30-9pm \$9.95              | 10<br>Dinner Special:<br>Candy Rubbed Ribs         | 11<br>Bingo 7:30pm<br>All Proceeds Benefit<br>Jr. Sailing<br><br>Dinner Special:<br>Wild Boar Rack               | 12<br>Catch the NFL<br>Playoffs at the EYC<br><br>Dinner Special:<br>Chicken Oscar  |
| 13<br>Champagne<br>Brunch<br>11am-2pm \$11.95<br>Catch the NFL<br>Playoffs at the EYC<br>Dinner Special:<br>Scallops over Capellini        | 14<br>Lounge Opens<br>at 4 pm | 15<br>Dinner Special:<br>Spaghetti & Meatballs                 | 16<br>Italian<br>Mid-Week Buffet<br>Always Fresh<br>5:30-9pm \$9.95  | 17<br>Dinner Special:<br>Buffalo Burgers           | 18<br>Bingo 7:30pm<br>All Proceeds Benefit<br>Jr. Sailing<br><br>Dinner Special:<br>Pepper Rolled<br>Tuna Loin   | 19<br>Dinner Special:<br>Shrimp Fri Diablo  |
| 20<br>Champagne<br>Brunch<br>11am-2pm \$11.95<br>Catch the NFL<br>Playoffs at the EYC<br>Dinner Special:<br>Beer Battered Haddock          | 21<br>Lounge Opens<br>at 4 pm | 22<br>Dinner Special:<br>General Tsu Chicken                   | 23<br>Japanese<br>Mid-Week Buffet<br>Always Fresh<br>5:30-9pm \$9.95 | 24<br>Dinner Special:<br>20 oz. Sirloin<br>Platter | 25<br>Bingo 7:30pm<br>All Proceeds Benefit<br>Jr. Sailing<br><br>Dinner Special:<br>Veal Piccata                 | 26<br>Dinner Special:<br>Sirloin of Lamb  |
| 27<br>Champagne<br>Brunch<br>11am-2pm \$11.95<br>Texas Hold'em Porker<br>Tournament 2pm-6pm<br>Dinner Special:<br>Seafood Asparagus Crepes | 28<br>Lounge Opens<br>at 4 pm | 29<br>Dinner Special:<br>City Chicken                          | 30<br>French<br>Mid-Week Buffet<br>Always Fresh<br>5:30-9pm \$9.95   | 31<br>Dinner Special:<br>Breaded<br>Pork Chops     |  |   |



# February



| Sunday  | Monday  | Tuesday                                      | Wednesday  | Thursday   | Friday  | Saturday   |
|---|---|--|--|--|---|--|
|   |   |  |  |  | 1<br>Bingo 7:30pm<br>All Proceeds Benefit<br>Jr. Sailing<br><br>Dinner Special:<br>Chicken Princess | 2<br>140 Days 'til<br>Summer Party<br>with Key West<br>Express<br><br>No Other Food<br>Service Tonight |
| 3<br>Champagne<br>Brunch<br>11am-2pm \$11.95<br>Super Bowl Tailgate Buffet<br>with all your tailgate<br>favorites 5pm-9pm \$9.95<br>Reserve your table 453-4931 | 4<br>Lounge Opens<br>at 4 pm  | 5<br>Dinner Special:<br>Eggplant Lasagna     | 6<br>Ash Wednesday<br>Seafood Mid-Week Buffet<br>5:30-9pm \$9.95   | 7<br>Dinner Special:<br>Beef Short Ribs  | 8<br>Bingo 7:30pm<br>All Proceeds Benefit<br>Jr. Sailing<br><br>Dinner Special:<br>Fish Fry         | 9<br>Dinner Special:<br>Smoked Red<br>Trout  |
| 10<br>Champagne<br>Brunch<br>11am-2pm \$11.95<br><br>Dinner Special:<br>Shrimp Egg rolls  | 11<br>Lounge Opens<br>at 4 pm   | 12<br>Dinner Special:<br>Chicken Fried Steak | 13<br>Polish<br>Mid-Week Buffet<br>Always Fresh<br>5:30-9pm \$9.95 | 14<br>Valentines Day Buffet<br>Gene Leone & the Spa<br>Quartet<br><br>Reserve at 453-4931  | 15<br>Bingo 7:30pm<br>All Proceeds Benefit<br>Jr. Sailing<br><br>Dinner Special:<br>Fish Fry        | 16<br>Dinner Special:<br>Veal Chop<br>al Orange  |
| 17<br>Champagne<br>Brunch<br>11am-2pm \$11.95<br><br>Dinner Special:<br>Calzone   | 18<br>Lounge Opens<br>at 4 pm   | 19<br>Dinner Special:<br>Liver & Onions      | 20<br>Mid-Week Buffet<br>Always Fresh<br>5:30-9pm \$9.95           | 21<br>Sunset Happy Hour<br>to Benefit the Rejourn Racing<br>Program 5pm-8pm<br>Entertainment with Matt Kramer<br>Dinner Special:<br>Ox Roast with<br>Baby White Potatoes | 22<br>Bingo 7:30pm<br>All Proceeds Benefit<br>Jr. Sailing<br><br>Dinner Special:<br>Fish Fry        | 23<br>Dinner Special:<br>Stuffed Jumbo Shrimp  |
| 24<br>Champagne<br>Brunch<br>11am-2pm \$11.95<br><br>Dinner Special:<br>Seafood Alfredo   | 25<br>Club Closed for<br>Annual Shutdown<br><br>Re-Opens Tuesday<br>March 4th | 26<br>Club Closed for<br>Annual Shutdown     | 27<br>Club Closed for<br>Annual Shutdown                           | 28<br>Club Closed for<br>Annual Shutdown   |   | <b>NOTE:</b><br>EYC Members are<br>permitted to use<br>Lakeshore, Kalkwa &<br>the Erie Club            |



# Great Summer Opportunity

The Erie Yacht Club is currently looking for a qualified individual to become the new Director for our Reyburn Sailing School. The duties of the Director cover all management areas of the program which include the responsibility for:

- Supervising all instructors.
- Preparing equipment for the summer season.
- Preparing equipment for winter storage.
- Safety of students and staff whether on or off the water.
- Manage all in-season operations of day, adult evening and race team programs.
- Instruct when necessary on and off the water.
- Oversee maintenance of boats.
- Plan and coordinate all regatta activities.
- Manage instructor scheduling.
- Meet with Committee as necessary.
- Supervise instructors on effective on-water & classroom teaching techniques.
- Provides year-end report covering school programs and instructors.
- The length of this Director's employment is approximately three months.

The position is well suited for knowledgeable retired teacher or a teacher with summers off. Interested parties please send letter of interest to:

Erie Yacht Club  
Junior Sailing Committee  
P.O. Box 648  
Erie, PA 16512  
or e-mail to [gm@erieyachtclub.org](mailto:gm@erieyachtclub.org)

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**pre·serve (pr-zûrv)v.**  
*pre-served, pre-serv-ing, pre-serves v. tr.*

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- 2.) To keep in perfect or unaltered condition; maintain unchanged.
- 3.) To keep or maintain intact

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## My Athens Vacation

(continued from page 31)



There is something to be said about a good solid foundation when building any house so look at the curvature of the brick work in this very old Athens home.

The Franzens own a number of boats, as many of we boat/water lovers do. Theirs include the 36' trawler, a 30' sailboat, a 17' dinghy class sailboat and two 12' kayaks. That's 102 feet of more things to worry about, take care of, pay storage, pay upkeep and pay insurance on. Oh! Sorry. I know that is no way to look at it if you are a boat/water lover ... now is it?

The only boat in the Franzens' boating arsenal that I had little experience with was the kayak. So John and I did some kayak-

ing on the Hudson and guess what ... "I loved it". So when I returned from my vacation I added a kayak to my boating arsenal. Next spring I plan to add fishing and touring the Peninsula's shorelines and inland waterways in my new kayak to fun things to do on the water.



This is one of many inlet tributaries all along the Hudson I shot one day while John and I were out cruising on his trawler *Pearl*.

There are so many more elements of this thing called "vacations" that I thoroughly enjoyed on my recent seldom taken vacation that I could go on and on. But the number one thing that made this whole experience absolutely wonderful was the time I was able to spend with old friends doing what we all love ... "being on the water".

So now I think I am going to make this new habit of mine, "vacations", a habit that I don't plan to ever break.



# Wisdom of Larry the Cable Guy...



1. A day without sunshine is like night.
2. On the other hand, you have different fingers.
3. 42.7 percent of all statistics are made up on the spot.
4. 99 percent of lawyers give the rest a bad name.
5. Remember, half the people you know are below average.
6. He who laughs last, thinks slowest.
7. Depression is merely anger without enthusiasm.
8. The early bird may get the worm, but the second mouse gets the cheese in the trap.
9. Support bacteria. They're the only culture some people have.
10. A clear conscience is usually the sign of a bad memory.
11. Change is inevitable, except from vending machines.
12. If you think nobody cares, try missing a couple of payments.
13. How many of you believe in psycho-kinesis? Raise my hand.
14. OK, so what's the speed of dark?
15. When everything is coming your way, you're in the wrong lane.
16. Hard work pays off in the future. Laziness pays off now.
17. How much deeper would the ocean be without sponges?
18. Eagles may soar, but weasels don't get sucked into jet engines.
19. What happens if you get scared half to death, twice?
20. Why do psychics have to ask you for your name?
21. Inside every older person is a young person wondering, "What the hell happened?"
22. Just remember -- if the world didn't suck, we would all fall off.
23. Light travels faster than sound. That's why some people appear bright until you hear them speak.
24. Life isn't like a box of chocolates. It's more like a jar of jalapenos. What you do today, might burn your ass tomorrow.







Do these cold arctic winds make you long for the warm summer days? Do these long winter nights make you dream of long summer days? Well, "good news", everybody! It's time to stop dreaming and get ready for a Summer Beach Party at the Erie Yacht Club! Dust off those tropical shirts! It's time to find your favorite sun-dress, grass skirt or bathing suit! The coldest part of winter, early February, is time for our "140 Days 'til Summer Party"!!

What says "Summer!" like smoky, tangy, barbecued ribs, or the taste of homemade honey-fried chicken, both just exploding with freshness? How about a generous helping of scrumptious steamed mussels? The Erie Yacht Club summer picnic buffet continues with grilled hot dogs, homemade baked beans, fresh raw veggies and corn on the cob. Grab some sweet, ripe watermelon, and a cool, rich helping of Jell-O salad surprise. Still have room for desert? Step up for a 'sliver' of Key Lime Pie or maybe some Mango Pie!

Picture yourself at Put-in-Bay, the party capi-

tal of the Great Lakes, while you enjoy that terrific buffet and listen to West Side Steve, the Skipper of the Lake Erie Booze Patrol. We can always count on West Side Steve, direct from Put-in-Bay, to treat us with songs of Lake Erie and spin tales of nautical-lore at its best!

Picture palm trees swaying in a warm breeze while you enjoy the signature music of Erie's own Key West Express. Count on Key West Express to fill the air with the sounds of summers past and future and conduct a terrific limbo contest for EYC! Who can't help but smile?

Everywhere, there will be 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 any better than this! You can have it all when you need it the most: during the cold, blustery days of winter!

Cold? We will have the heat cranked-right-up

to mid-summer-July temperatures, so be sure you dress accordingly!

So don't forget to make your reservations to attend the "140 Days to Summer Party" on February 2nd! Let West Side Steve, the Skipper of the Lake Erie Booze Patrol, take you into "maximum-summer-party-mode"! Dance the night away to the tropical music of Erie's own Key West Express.

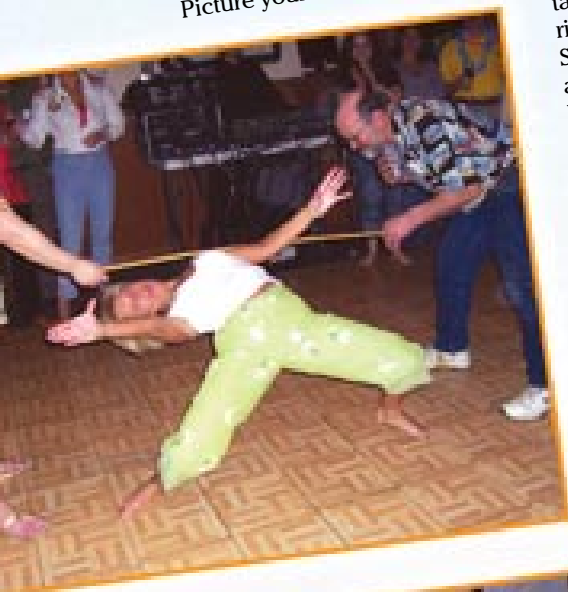
Don't miss the Erie Yacht Club's "140 Days 'til Summer Party". Great food, great drinks, great music, great friends and great fun!

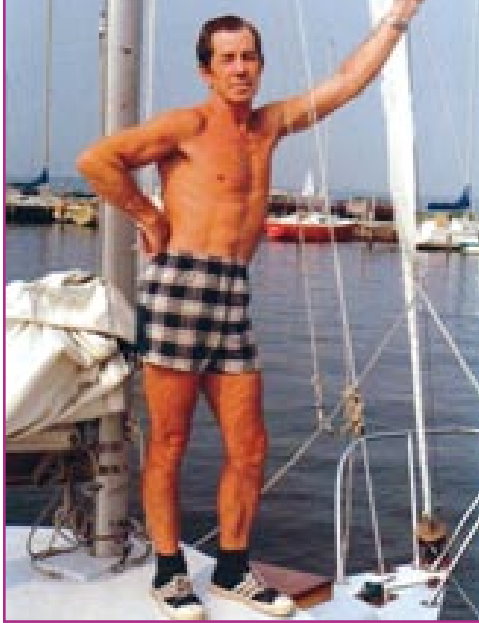


# BEACH PARTY!

CELEBRATE 140 DAYS 'TIL SUMMER

BY DAN DUNDON





Fred Sickert, Sr. is the one who set the course for the *Roland* and the entire Sickert family.

The tale of Roland, a legendary knight in medieval Europe, is told in *The Song of Roland*, a classic poem that was written in the 11th century. According to the poem, Charlemagne's nephew Roland had an unbreakable sword that he used in the fight for Christianity. It is believed that the poem was sung to soldiers during the First Crusades, inspiring them as they headed off into battle.

The strength and courage of Roland must also have inspired Heintz Cornberg when he built his boat in the late 1960's and named it after the epic war hero. He built the 25' Piver Trimaran at his home from preexisting plans. Around the same time, his neighbor Gil Stevens also built a trimaran using the same plans. Stevens' boat eventually ended up in Florida.

But just a few years after the two trimarans were built, Fred Sickert, Sr. who lived between the two neighbors bought *Roland*. And the boat remained in the Sickert family for the next forty some years moored at the Erie Yacht Club.

The Sickerts enjoyed those years with overnight stays on the boat and family trips to Canada. They have many a fond memory of days spent together on the trimaran.

"It was a very lightweight boat," says Fred Sickert, Sr. "So it was fast even in light winds. We'd set the sails once and sit back and relax and still pass other boats out on the lake that were barely moving." He adds jokingly, "You could practically sneeze and the boat would go!"

When his son Fred Sickert, Jr. got to his teen-

The Sickert ladies out on another warm summer day aboard *Roland* enjoying the calm waters of the Presque Isle Marina.



Brother Willie Seckert on duty helping other family members on *Roland's* launch day.

age years he was able to take the boat out by himself along with his friends for short cruises in the bay or to Seagull Point for a day at the beach.

As Fred reached his twenties, he and his friends were able to sail the boat around the peninsula to a favorite hot spot at the time, the Peninsula Inn. They spent many a weekend there relaxing, listening to the bands, and enjoying beverages delivered right to their boat by bikini clad waitresses.

# The Song of Roland

by Himee Dicolia

Fred, Jr. eventually bought *Roland* from his dad and for years continued to enjoy traveling to destinations along Lake Erie, including Cleveland, Put-In-Bay, Dover, Barcelona, Dunkirk and Port Dover.

But as time passed and Fred became a steady crewmember on *Powder Hound*, he was ready to part ways with *Roland*. His friend D.J. Krahe offered him a half-gallon of Captain Morgan's in trade for the boat, and the deal was sealed. and the original booze cruise was born.

"D.J. put a draft system into the transom of the boat with a keg inside the hull," says Fred. "You could stand in the water off the back of the boat and pour yourself a beer!"

D.J. took the boat to the infamous Pottahawk Days; a weekend-long party held every July when thousands of boats from Canada and the U.S. anchor along a sandbar not far from Turkey Point.

"As you can imagine, the *Roland's* draft system was a big crowd-pleaser that year!" laughs Fred.

As it turns out, this very same tap system may have in fact saved *Roland* and her crew. On



While *Roland* provided the Sickert family with years of many fond memories over the years she lives on as a bar in a friend's home.

the trip home from Canada that year, a storm came up quickly, as is often the case on Lake Erie. A wave ripped off the hatch and the boat began filling up with water. But as luck would have it, the empty keg of beer in one of the hulls helped keep the boat afloat just enough to make it home safely to the Erie Yacht Club.

But sadly, *Roland* went on to suffer another blow not long after, when the boat broke off its mooring and landed on the rocks of the Club. The damage to the starboard hull was extensive. And this time it was for the old trimaran.

In the classic poem "The Song of Roland", the hero comes to a very dramatic death after a long and arduous battle. In a case of real life imitating art, *Roland* the boat also experienced a dramatic end when the last owner, D.J. took a chain saw to the hull and finished her off for good. And now, the only remaining part of *Roland* is her bow, which is soon to become a bar in the home of Dave Hamilton, friend of Fred Sickert, Jr. and co-owner of *Powder Hound*. Though no epic poems will be written about this particular *Roland*, I can only imagine the stories that will be told and retold in her memory, perhaps over a Captain Morgan's, around the bar that is built with her bow.



Fred Sickert, Jr. sails *Roland*, wing and wing, down Presque Isle Bay on a beautiful day.





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