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The ELOG



Fire on Ice! The Icemen of the EYC



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On the Cover...

Chris Wolford aboard his Arrow Class iceboat, enjoying the sunset on our winter wonderland's Presque Isle Bay.



Officers

Commodore Andrew Hanks 476-7328
andy.hanks@venturefast.com

Vice Commodore Richard Vicary 456-6813
rpv@erie.net

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

Fleet Captain John Murosky 456-7797
jmuroskyec@aol.com

Directors

P/C Peter Traphagen 838-1225
cepete@erie.net

David Arthurs 455-3935
arthurs@spectrumcontrol.com

Nick Van Horn 838-6640
office@vanhornindustries.com

James Edgett 835-1120
mledgett@aol.com

David Penman 474-1648
itchjudy@adelphia.net

Edward Schuler 434-4724
proboatguy@aol.com

Richard Nagle 474-2934
rnnagle@adelphia.net

Log Staff

John Ashby..... 455-2757
jashby@ashby-adv.com

Irene Boyles 899-6606
tinytoona@aol.com

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

Sandy Will 833-0303
carosal@velocity.net

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

Judy Emling 833-3293
myphotos@velocity.net

Doc Bressler 833-1497
cbress4876@aol.com

Alex Webster 323-3954
chiroalex33@aol.com

Mike Orelski 899-7762
morel@erie.net

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From the Bridge

Vice Commodore Richard Vicary



Thank you for your support while I served as Rear Commodore. As I move up to the Vice Commodore position, my goals are very clear. My first priority is to continue to uphold the important Club traditions while being pro-active to new ideas and discussions. I'm going to be very dedicated to the membership and staff to ensure that these goals will be obtained. I hope to possess the ability to allow management and the dock committee the room necessary to accomplish their jobs. I'm looking forward to the many challenges that lie ahead and will vigorously perform above standard to overcome them. We also have to focus on our commitment to continually

grow and enhance our membership.

One future project that will be unavoidable will be docks and dredging. This will be a major issue that will require much discussion, input and strategic planning. We are also still looking into the pool issue. This certainly has been a very interesting matter to all members. We should be done with a final proposal in detail by February 1, 2004??

I hope all members had a fabulous Holiday season, and want to remind you to come down and support your Club during the winter months. I can be reached anytime at home, work or by email @ rpv@vicary.com.

Directory

Club House 453-4931
Fuel Dock/Guard House..... 456-9914
EYC Web: www.erieyachtclub.org

Club House Fax 453-6182
Canoe House 453-6368
E-mail: eyc1895@erieyachtclub.org

Fire on Ice!

The Icemen of the EYC

By Alex Webster



Four EYC Icemen charge across the ice on a "Hudson Rear Runner" under a reefed main sail.

One beautiful warm fall morning, I sat and talked with P/C Chris Wolford about the cold, ice, and snow. There was a stark contrast between the warm and sunny day against the countless pictures of an ice-covered bay. However, there is plenty of warmth in the excited way he spoke of ice boating; the chance to spend time with the people who share his passion for iceboats and all they entail.

Ice boating is believed to have begun from necessity, back in the 1600's. Trapped by the frozen canals in and around Amsterdam, an intrepid Dutch merchant strapped blades to his soft water boat to allow him passage to market with his meats. Over time, the concept was refined and immigrated with Dutch Settlers along the Hudson River in the late 1700's. Here ice boating became a pastime and a sport with the well heeled around the 1900's. These iceboats commonly known as a "Hudson Rear Runner", were considered an ice yacht since they ranged in length from 30 to 50 feet, weighed over a ton, and could carry four passengers. Wealthy sailors who wanted to enjoy their pastime in the winter months often owned these majestic crafts. These sailors would race the trains that regularly ran along the banks

of the river and claimed to reach speeds of up to 70 mph.

I also spoke with Dave Heitzenrater, another longtime ice boater, who helped many of my misconceptions disappear within the first few minutes. This is a sport with a vast following and plenty of participants both nationwide and worldwide. In fact, alternating between North America and Europe, there is a World DN Regatta, where the best ice boaters in the world search the "ice belt" for a chance to compete. Often they drive hundreds of miles between races to find suitable con-

ditions; these racers live for the chance to cross tacks at 70+ mph. This is not a sport for the faint of heart; at these high speeds everyone must know the "rules of the road". The National Ice Boat Authority has a constitution and published rules for racing iceboat fleets.

There is no doubt that this is a fast-paced sport. Everyone I talked to said they have been clocked at over 70-mph. Flying across a frozen lake just inches above the ice without a windshield (or brakes), must be a real thrill. Although there is no official record listed in the *Guinness Book of World Records*, it is commonly held that the record is 142 mph, established on Lake Winnebago by John D. Buckstaff in 1938.

There are generally two types of iceboats, stern steering and the class boats (a more modern design). These class boats are called the Sweet Sixteens, Skeeters, Arrows and DNs, to name a few. The DN was named after a contest run in the Detroit News for iceboat designs. At that time, ice boating was gaining popularity on Lake St. Clair because the conditions are generally quite favorable on this lake. The winner was published in that paper and consequently the boat became known as a DN.

Dave Heitzenrater started ice boating in 1973. He built his first boat, a DN, from plans alone. He laughed and said that he learned a lot from that first experience. A few years ago, he and his brother sold their DN and purchased plans for "Sweet Sixteen's". It took them two years to modify the plans and build the boat to their perfection. Dave says that he has been clocked at 70 mph on the bay. During the EYC Centennial, Dave was instrumental in planning a Regatta held here on Presque Isle Bay. Because you need plenty of wind, ice, and no snow, it is often said that it is difficult to organize an iceboat race on any day of the week.

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A whole pack of EYC Icemen frozen in time and place.

It Takes Special People

By John Ashby

Jim Finn presented a gift certificate from Quality Markets to Jim Hammill "Skipper of the Year" at the 13th Annual Frolic on the Bay.

This year's charity event, hosted by the Erie Yacht Club and supported by Commodore Perry Yacht Club and Presque Isle Yacht Club, was held on July 7th. The event welcomed 120 participants including clients with parents or guardians from MECA, Make-A-Wish, Special Kids Network, MDA and other agencies.



Jim Finn presents a gift certificate from Quality Markets to Jim Hammill "Skipper of the Year".

A great time was had by all thanks to the wonderful sponsors and volunteers who helped make the day a success. Special thanks go out to member Marty Farrell and his company Infinity Resources for being Frolic's primary sponsor for many years.



Members Message Board

Visit the EYC website at www.erieyachtclub.org for the latest Club news. Check out the NEW Message Board from the homepage and communicate directly to fellow EYC members in an online forum. Sign up today to post your announcements, suggestions and/or Club activities.

Icemen of the EYC

(continued from page 3)

Fortunately, it all came together on a Saturday in February 1995. Over forty boats raced all day long. It was a fantastic event!

Chris Wolford has been involved in ice boating for many years and has several iceboats. He and his partners, Commodore Andy Hanks and Lee Johannesmeyer, own what many believe to be the oldest boat in the EYC fleet. *Snipe*, a Class C Hudson Rear Runner, was brought to Erie by rail from the Hudson Valley as a gift for Annie Scott Strong in 1900 for her eighteenth birthday. *Snipe* is 27-1/2 feet long, 18 feet wide, and can carry four passengers in her rope bed or car. Chris and his friends found *Snipe* sitting in the EYC basement where she was beginning to deteriorate from neglect. They purchased the ice yacht in 1986 for \$60 and spent over 1000 hours and several thousand dollars restoring her to mint condition.

I found it unique that people involved with this sport seem to believe in some superstitions. For instance, the most common superstition seems to be that you NEVER bring your iceboat out until there is ice on the bay. For if you do, you



The classic look of iceboat racing in "times gone by" which still occurs most every winter on Presque Isle Bay.

might anger the "ice gods" and be cursed with standing on land all winter. It seems to me that even the ice boaters who claim not to believe this hooey abide by this rule. However, that could be less to do with the ice gods and more to do with the wrath of other boaters! Of course, there is also Dave Beirig every fall planting "ice seeds" in the bay.

Along with the fun and speed of this sport, there are some common sense rules to follow to insure safety. There is the possibility of thin ice, or thin spots throughout the bay that could cause

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In the Galley

with Executive Chef
Bernie Erickson

By Sue Parry



From the elegance of a Commodore's Ball spread (above) to take out pizza, the EYC galley is at your service every day but Monday, throughout the year.

Bernie Erickson has been the EYC chef since 1990. He has a wealth of information to share about what it takes to run a successful yacht club "galley." Anywhere food is served, there are ongoing challenges, and Bernie has rolled with the punches on many occasions. He enjoys what he does and is pleased to have the opportunity to give readers a glimpse of his background and ongoing role at the Club.

Bernie's culinary interest began in his teens and may well be in the Erickson genes as many of his relatives have been in the restaurant business. He took his first cooking classes at Girard High School. Shortly after these classes, he began working at the original Station Restaurant where his father was a chef.

Bernie stated, "When my father's dishwasher quit, I filled in. Then I went on to work in the stockroom and pantry, and by the time I graduated from high school, I had moved up to being one of the line cooks."

Bernie stayed on as line cook for a year at the *Station Restaurant*. While there, he became serious about a culinary career. Then in 1980, he entered a two-year program at the Culinary Institute of America in Hyde Park, New York.

The curriculum required three months of hands on experience, and Bernie was fortunate to land his "externship" during the grand opening of *The Treasure Ship* in Panama City Beach, Florida. It was a replica of a Spanish galleon that featured three restaurants. Each one featuring a different cuisine: American, Italian and

classical French.

Looking back, Bernie feels he couldn't have had a better, or more challenging learning experience. One of the challenges especially stands out for him. As Bernie tells it, "We were ready to open the *Bit of Italy* restaurant when the chef had a gall bladder attack. He told me to just go down to his office where he had the cookbook with all the recipes that were on the printed menu. I thought, 'How hard can this be?' until I saw that the cookbook was all in Italian! I couldn't read a stitch of it." Fortunately, Bernie was able to quickly obtain an Italian cookbook in English from the local

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Over 13 years as the EYC's Executive Chef, Bernie Erickson's culinary interests began in his teens and follow a family tradition.



January February Calendar of Club Events

January

- 1st Annual Tom & Jerry (members only)
- 2nd Bingo (no reservations needed)
- 9th Bingo (no reservations needed)
- 16th Bingo (no reservations needed)
- 18th Kids Sunday Night at the Movies (movie not chosen yet)
- 23rd Bingo (no reservations needed)
- 30th Bingo (no reservations needed)

February

- 1st Super Bowl Party - big screen TVs, food, beer (reservations required)
- 6th Bingo (no reservations needed)
- 13th Bingo (no reservations needed)
- 14th Valentines Day Dinner & Dancing w/Mary Alice Brown (reservations required)
- 15th Kids Sunday Night at the Movies (movie not chosen yet)
- 21st Summer Party w/Key West Express & West Side Steve
- 27th Bingo (no reservations needed)

EYC Volunteers...

Thank You, Thank You, Thank You!

The Commodore's Appreciation Party

By Irene Boyles



Commodore Pete Traphagen hosted the 2003 event offering his "personal touch" to the Annual Commodores Appreciation Party.



One day a year the volunteers of the Erie Yacht Club *come out of the closet*. The Commodore recognizes those who offer their time, energy and skills to help make the EYC what it is today. These volunteers impact virtually every aspect of the Club from serving on standing committees to helping with the implementation of a new project and/or concepts like a swimming pool, or serving on the Historical Committee that helps to preserve the history of the Club. While their contribution is undeniable, volunteers are rarely recognized - usually they are the first to stay behind the scenes. The Erie Yacht Club could not be what it is today without the help of volunteers. They contribute not only their time and expertise, but also sometimes personal resources.

This past September, Commodore Pete Traphagen paid honor to the many volunteers of the Erie Yacht Club. He said the Club would not be what it is today without the help of the volunteers, and that their contributions to the Club are tremendous. Commodore Traphagen basically was saying time is one of the most protected resources people have today. Therefore, the hours these individuals give stuffing envelopes, proof reading articles, coordinating event details or simply supporting functions, is vital to the operation of our Club.

It was noted that many of the Club members probably do not realize just how many hours of volunteer support goes into helping the Club operate. Pete asked me how many hours a year I felt I volunteered my services. In response, I said, "I would guess that I put in fifty hours or more a year. It is really hard to estimate the number of hours; basically it is tough to calculate. Because you enjoy helping the Club, you just don't think about the hours you spend volunteering."

Tribute was also given to General Manager Mike Lynch, Banquet Manager Mary Tarbrake, Executive Chef Bernie Erickson, and all of the staff who help to make the Commodore's Appreciation Party a success.

The only reward a volunteer desires from his/her efforts is seeing others enjoying a great time, and/or reaping the benefits of a completed project. What the volunteer gets back is immeasurable. There are over one hundred volunteers who donate their time and resources in helping the EYC to be one of the finest yacht clubs in the country. Hats off to all volunteers of the Erie Yacht Club!



Abandon Ship

By Sandy Will

Cruisers who regularly tow dinghies, or have them stored for easy launching, are one step ahead of those who have none when their boat founders. If you venture offshore, you should consider purchasing a self-inflating life raft. The best come equipped with everything you need, including water ballast systems for improved stability, and survival kits packed inside.

Any life raft worth having will easily inflate by integral gas cylinder. They also should include paddles, sea anchor, bailer, repair kit, manual pump, waterproof flashlight, and flares in waterproof containers. Have your raft inspected and repacked annually. Therefore you will never have to wonder if it will work as the water climbs above your ankles.

A preassembled kit bag, preferably one that floats (stored in an easily accessible locker), can save your life in an abandon ship situation. This kit should contain at least a sea anchor and line, a knife, bailer, waterproof flashlight, first-aid kit, variety of flares, watertight containers of fresh water, a drinking cup, watertight

food rations (including a can opener), signaling mirror, chemical light sticks, and spare flotation cushions or PFDs.

"Prepare to abandon ship!" means just what it says—prepare. Make sure you put on your PFDs at the first sign of trouble. The strongest crewman should stand by the life raft and await the command to deploy it. He or she should have a sharp knife, a piece of line to use as a second tether, and the abandon ship kit.

Conventional wisdom says that you only get into a life raft when it is necessary to step *UP* into it. That means when it is no longer possible to stay aboard. Staying with a floating and potentially salvageable boat, even if you're tethered nearby in the life raft, makes you that much more visible to find during any rescue attempts.

REMEMBER to radio the following information before you abandon ship:

- Boat name and radio call sign
- Boat's position
- Boat's problem (engine trouble, sinking, etc.)
- What assistance is needed



- Number of people on board
- Length, model and color of boat

Don't think that this may never happen to you. Prepare yourself for the possibility, remember this information, and make sure you ABANDON SHIP if necessary. The boat can always be replaced—YOU CAN'T.



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Icemen of the EYC

(continued from page 4)

either you and/or your boat to go for a swim. Since the forces of the speed place significant strain on these boats, mechanical equipment failure is always a concern. This can be dangerous because of the high speeds that you achieve. If a runner comes loose, you can be pitched out and away from your boat and still have it chase you down the ice. If you are running at night, under a full moon, you should have lights on your iceboat and always stay in areas you checked during the day and know to be safe.

With all of the ways to be safe, the best, says Chris, "is to spend time with the community of other ice boaters". The more experienced ice boaters check the conditions often and know where not to sail. Every weekend when there is ice to be had, they are on the east wall of the EYC. After hours of sailing, or when the conditions were unfavorable, they socialized on land in the trailers provided by



Through speed and concentration Phil Wolford is shown "flying a skate" in his one man DN class iceboat.

Bill Schaal of Team Hardinger Transportation and John Willow of J.H. Willow Construction. This trailer is there for that purpose, to talk, exchange experiences, and generally mingle with the other ice boaters. Throughout the day, boaters are coming and going from the east wall after a few minute ride or, the "trek" to the Dobbins landing where they generally stop for a warm up at "The Wharf" before they come back and warm up again at the east wall or warm their toes at the EYC bar.

Some of the most fun these ice boaters seem to have is talking with each other and generally socializing with one another both on and off the ice. They often repeat stories to each other and, like old anglers, the tale gets longer and faster with each telling. If you have an opportunity on a sunny winter day, it is worthwhile to travel to the EYC east wall and watch this unique group of boaters enjoy their favorite winter pastime.



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In the Galley

(continued from page 5)

library, and with the help of other staff, he managed to translate the recipes just in time for opening.

To top off his training experience, Bernie was asked to run the "top of the ship" for a week at one of the other restaurants while the regular sous chef was on vacation. He feels these early "seat of the pants" experiences have been a real boon to his career.

Following school, Bernie went to Greensboro, NC to work for a restaurant chain called the *TK Tripps*. After a year of training, he was made Kitchen Manager (aka Chef) then went "on the road" to open additional locations. Bernie said, "I was moving around a lot, living out of a suitcase, and after more than three years, decided that I had enough." Bernie moved home and worked for a couple years as a chef at the *Barracks Restaurant* in Girard. Then he went on to work at the *Pufferbelly* for a year and a half before coming to EYC.

In his 13th year with the Club, Bernie takes great pride in the contribution he and his staff have made to the success of the EYC. "One of the things I look for in a kitchen staff is longevity, and we've been fortunate with that here. Leonard, our sauté cook, started just before me; our sous chef, Russ Sperazzo, has been here nearly nine years. Our daytime cook Linda, has been with the EYC for seven years."

Bernie encourages all of his staff, from dishwasher on up, to be aware of new products, recipes, and trends. He invites their suggestions and ideas. He keeps a library of trade and vendor publications for just that purpose. "Cooking is intriguing. People may know how to cook but don't know the why part. I try to teach that. What seasonings do to a dish and why. In turn, the staff takes more interest in what they're doing."

The number of Bernie's kitchen staff fluctuates seasonally. It is lowest during the winter months when there's typically less business volume due to weather, members wintering in warmer climates and so on. This requires a lot of flexibility on everyone's part and sometimes working a double shift if someone is sick or needs a day off. It also means Bernie spends more time as a "cooking" chef in addition to his executive chef responsibilities.

Along with a strong staff, Bernie considers continuous improvement key to keeping members and guests coming back. He especially emphasizes the importance of member input. "I need to know what members want in order to do the best job that I can. If there is some-

thing you go to another restaurant for because we don't offer it, I'd like to know that because maybe we could have it here too. Or if we change the menu and take off something you particularly liked, let me know, and maybe we can offer it as a special from time to time. There are a few members who tell me if something's wrong so that I can correct it, and I appreciate this kind of constructive feedback very much. Others sometimes call me with menu restrictions, and I'm happy to work with them too. If I don't know what's wrong, I can't fix it, so I hope more people will get their comments to me either directly, through their server, or through Brian, our assistant manager."

In general, LOG readers may not realize the scope of functions/services covered by Bernie and his staff. For instance, members can order most items on the menu "to go" (not just the popular EYC pizza). Also, in season, boat catering is available and proves a real boon to those who want a "no fuss" experience on the water. Throughout the year too, the kitchen prepares for a full gamut of regular and special occasions including Sunday Brunch, all the membership social events such as the Christmas

party, New Years party, Commodore's Ball, picnics, weddings, showers, various theme events, business and charitable functions, and on and on.

Over his long tenure in the Club kitchen, Bernie enjoys recalling a number of highlights and anecdotes. "For me, the biggest success as well as biggest headache was the Bicentennial celebration in 1995 at Rainbow Gardens. It was not only the most elegant event I had ever prepared for, it also required doing everything off site. It was wonderful and people still talk about it, so I feel very good about that." By contrast, Bernie remembers an event that didn't go so well. He was doing a wedding, and the client wanted two ice sculptures of swans kissing. One of the swans shattered coming out of the mold, but fortunately the bride's mother was forgiving, and she and Bernie came up with another way to meaningfully showcase the single swan. "Anything can go wrong in this business, and I'm always grateful for people who appreciate that," comments Bernie.

Now that winter is upon us in Erie, Bernie wants to call attention to the fact that he has added many comfort foods to the menu, including items that appeal to children. Also, higher beef prices are reflected on the menu and will probably stay that way until at April. This is influenced by supply and demand, and as Bernie explains, it is only restaurants whose mainstay is beef, or large chains that spend thousands of dollars on pre-printed menus, which have not raised their prices through this period of higher beef costs.

When Bernie is not handling his many executive chef duties, he can be found on the home front with his wife Paula and sons Michael and Jacob. His wife, at one time, was the EYC Catering Manager so she fully appreciates the demands on her husband to do his job well and keep things successfully "cooking" at the Club.



Chef Bernie flames up a Bananas Foster per a member's special request.



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The Fleets In... Dover Days 2003

By Irene Boyles



The Fleets In! The Canadian fleet that is, from Port Dover Yacht Club all doing what they do best... "Partying!"

Our Canadian friends started to arrive at the Erie Yacht Club on Thursday, July 31, to take pleasure in DOVER DAYS 2003. A total of fourteen boats from the Port Dover Yacht Club, plus a number of boats from other ports in Canada, crossed Lake Erie to spend the weekend at the Club. Mike Lynch and his staff did a great job to make our Canadian visitors feel welcomed. They not only provided a van with a driver to transport the Canadians to any place in Erie, but plenty of delicious food and entertainment at the Club. Bocce and volleyball were also available for their enjoyment.

The early arrivals were able to enjoy the Club's weekly Thursday night "Sunset on the Deck" with music provided by DJ Toby. Friday night they indulged in good food and the enjoyment of reminiscing about previous visits to the EYC. Saturday's activities started with snacks and cocktails at Conrad and Jan Stachelek's home on South Shore Drive. They hosted over thirty Canadians and ten EYC members. The Canadians not only enjoyed snacks and cocktails, but a beautiful view of the bay overlooking the Club. After enjoying a few hours of Conrad and Jan's hospitality, our friends



In a salute to our Canadian friends, EYC members John & Midge Ginader, PDYC Commodore John Vanhalfeven and party hosts EYC members Jan and Conrad Stachelek display the Canadian "colours."

returned to the Club where they enjoyed the music of the Graduates and another breathtaking sunset.

Commodore John Vanhalteren and his wife Deb were among the boater's from DYC. Commodore Vanhalteren said, "We planned a boating trip to various ports on Lake Erie making our final stop at the EYC for the Dover Days. I was surprised when I got here to see the turn out from Canada!" P/C Bob Morrison remarked, "I have been crossing Lake

Erie for years, staying at the EYC. I have had a great time in all of my visits here and plan on returning in the future." R/C Robin McFarlane told me that she has been crossing Lake Erie since her early childhood. She also stated, "I have made the crossing every year since 1991. Everyone is so friendly here, and I always enjoy my visits very much!"

A big Thank You to all EYC members and staff for making our Canadian friends welcomed!





Red Sky at Night, Sailor's Delight

By Sandy Will

Over the years, everyone from farmers to sailors has looked for ways to read the weather. While we can't always guarantee they'll work, here are some old adages I hope will keep you warm and dry. I hope you enjoy these.

SIGNS OF GOOD WEATHER:

- A red sky in the evening means that the next day will be clear.
- A rainbow in the morning usually indicates clear skies for the rest of the day.
- Birds flying high in the sky means good weather will continue throughout the day.
- Wind blowing from the west is a sign of mild weather to come.



SIGNS OF BAD WEATHER:

- A red sky in the morning is a sign of bad weather later that day.
- A rainbow in the evening predicts rain the following day.
- When the moon has a halo at night, it's a sign of rain or snow.
- Birds flying low in the sky is an indication of rain.
- When spiders repair their webs and make them bigger, it can be a sign of bad weather to come.
- Wind blowing from the east indicates harsh weather.
- If flowers close their petals a storm's brewing



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The Yacht Club Cycle

By Al Mastics

Article taken from Vol. XXXV. No. 8 August,
1984 edition of Mid-America Boating.



Our original clubhouse was dedicated on July 18, 1895 the wood from which was transported by barge to our present site and used to build the "Canoehouse". The Canoehouse was used as our temporary clubhouse.

Yacht Clubs have been around since England's King Charles II, 1775 to be exact, when yachts were the perquisites of rich men. During the 200 years that have elapsed yachting turned into a democratic sport. People of modest means discovered that they too could enjoy it. And, like the yachts, the clubs of their owners have also become modest to a great extent.

As in all organizations where there is a constant turnover in membership, there is a constant change reflecting altruism, new ideas both good and bad and even greed.

One commodore whose name has been long lost, termed it "The Yacht Club Cycle", and put his thoughts into writing. The description is timeless. Luckily, the late Walter X. Brennan preserved the words in "Yachting News" years ago. Here is the original:

"A yacht club, unlike almost any other kind of club, is essentially a man's club.

Boiled down to its essentials, a yacht club should comprise a locker room where you can keep your old clothes and gear and a small room, very small indeed, where a few active boat owning members can get together and game. There might be a small bar, but that is a non-essential when you get right down to it.

Too many so-called yacht clubs go social. There must be a dance floor and, of course, with that goes a ladies' retiring room. Then, in order to make it com-

plete, there must be a check room, kitchen and a first class bar. Someone gets ambitious and the floating indebtedness goes up when a large, modern swimming pool goes in. That means bath houses. Then some other crowd will feel the need of a tennis court or two, maybe badminton, lawn bowls or what have you. In the meanwhile the he-men of the club begin to feel that they are crowded out. They demand a billiard or pool room - perhaps both. That usually means a service bar and more help to hire.

The club goes in for modernistic furniture and the skipper who comes ashore in his dirty "white" pants and worn out sneakers is looked down upon as a social outcast by the dowagers who line the terrace each afternoon. The smell of copper paint is anathema to them and someone suggests that the dirty old boat yard out back be turned into a sunken garden and a graceful fountain in the center just where the good old Julie K has been hauled out every winter for the last ten years.

It is about this time that some of the younger members who own boats begin to feel the need of organizing their own yacht club where they can have a better facilities for yachting activity for about one-quarter the annual dues. By twos and threes they drop away from the yacht club gone highbrow, finally to convene again in the cabin of good old Julie K, where Jim Smith suggests they orga-

nize a new yacht club - for members who own boats only. It's a good idea. Jim, and the gang fall for it.

The new club comes into being. A committee investigates available buildings or property and another committee goes for the financial end. A small sum is raised by public-spirited members of the new club, and a little building, not much more than a shack goes up. It is mostly locker room where gear may be aired and dried and a work bench where engines can be taken and fixed up by members themselves. A small dock is run out and a float installed. A new shiny white flagpole sports the yacht ensign and the new club's burgee. Only boat owners are members.

In the fall of the year at the annual meeting a new commodore is elected. He wants to make a name for himself by improving the club so he raises funds for installing a bar. Next summer there is a regular steward on the job who doubles by tending bar. A porch has been added to the building and a few cast-off porch chairs from the homes of members make their appearance. The club steward painted them up and it's all so attractive that the commodore's wife decides that she ought to hold a bridge party some afternoon during the week. The commodore agrees.

The ladies are amazed how cool it is down by the water and, with mounting bills, the commodore gets the club to vote an amendment to the constitution whereby more members can be taken in... "non-boat" owners. The revenue is

continued on page 14



The formal opening of the old clubhouse at our present location was on August 22, 1919. The tent beside the clubhouse was used to cover the dance floor for the gala event. The dance floor was later used as the floor of the Club's lockerhouse.

Retire and Go Sailing

By Jane Schwab



Schwab's sailboat *WINDS WAY* prepares to move out of one of the Wellands locks as the huge doors begin to open at the locks far end.

My husband Don had always planned on taking a long cruising vacation on our boat. We purchased *WINDS WAY* in 1984 and the first business at hand was to teach the first mate (me) how to sail.

Don had been a boater for a good number of years. His father had built a sailboat when Don was just a boy and he had been a crew member on *KILARY* for several years. I would tag along on the races and they would teach me sailing techniques on the return trip. It was not easy for a 50 plus landlubber to be taught the ropes by a couple of avid racers. But as I look back, it was a baptism in FIRE and WATER. After this training, talk of the "Big Cruise" didn't seem to bother me as much.

WINDS WAY was getting set up for extended cruising, and by the first summer of Don's retirement, we were hyped and ready to set sail. My initial idea of a long cruise was maybe two weeks. Well, seven weeks after our departure from EYC, we had experienced a wonderful trip on Lake Ontario and part of the St. Lawrence River. What I really want to tell you is the story of our trip on the Welland Canal-downward bound and upward bound.

The Welland is an intimidating journey in itself. We had accepted advice and every piece of fending equipment offered to us from the Myerburgs and Klabers so the boat would be well "bumpered".

Our daughter Amy met us in Port Colborne to help with the downward trip.

We arrived at the pleasure-craft dock at 8:45 a.m. to start rigging the boat and to contact Seaway Welland by radio for instructions to proceed. We didn't get the call to enter the canal until 11:35 a.m., as commercial vessels have priority over pleasure craft. Initially, we were the only boat leaving the dock. But before reaching the first downbound lock (Lock #8), a small powerboat joined us for the trip. Since there were only the two boats, we were not required to raft off.

We got the hang of how things should happen in the canal very quickly. The locks are so huge and the boat so small by comparison, it could be quite frightening. But because you are very busy watching for the red and green lights at the approach to each lock, handling the control lines which are thrown to you by lock attendants, and making sure the

boat is fended off the wall, you really don't have time to worry.

We found the waiting areas between the locks to be very rough. Therefore, fending off them was also important. Our radio was cutting in and out from time to time and we used some of the waiting time to repair it back to good working order. Motoring between the locks was very peaceful and a chance to recoup for the next lock.

While exiting Lock #4, a new problem arose. The boat's throttle handle came off in Don's hand (sheared bolt) and a Chinese fire drill ensued. I took the



"Human Fenders" Jane Schwab and son-in-law Ken Elder work the poles combating the turbulent conditions as the lock fills, on the way "up" to Lake Erie.

helm, our daughter Amy went to the engine compartment to manually attend to the throttle and Don grabbed a pair of vice grips for a temporary fix. We immediately notified Seaway Welland of the

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Yacht Club Cycle

(continued from page 12)

worthwhile but before doing so plans must be made for some means of entertainment. Then comes the dance floor. More non-owners come in. The bar is increased and kitchen added. There is now a steward, a cook, two waiters and a bartender. The club is booming.

The old beach out back is cleared and some gay umbrellas make their appearance. A service bar goes in for bathers. Bath houses are built. Part of the locker room is eliminated to make way for a powder-puff for the ladies. The little yard where boats were hauled out is made over into a parking place for automobiles. The club belongs to every parent organization including the International Motor Boat and Sailing Association.

Some of the younger members are a little disgruntled. It's no longer a yacht club and they can't come out on the porch unless they are fully and correctly attired. They hold a meeting, informal of



Formal Ground Breaking Ceremony for the present clubhouse were held January 27, 1968. The aerial photo above was taken at this years Sailing Regatta for MS by Irene Boyles for use in your new EYC Log.

course, on the Julie K, now in her third generation. A committee is appointed to investigate sites for a new building. But, what's the use? It's the same old story again which can be repeated indefinitely on a ten-year cycle. WHICH CYCLE IS YOUR CLUB IN?"



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Naval Academy, Sailing & the EYC

By JO3(SW/AW) Lacy Montgomery Trident Staff Writer
(Edited Reprint)

Sailing is a sport some midshipmen learn when they arrive at the Naval Academy, but for Midn. 1/C Alexa Bestoso it comes as second nature. With encouragement from her father, she started sailing and attended classes at the Reyburn Sailing School at the Erie Yacht Club in Pennsylvania.

Though she was only 9 when she started taking classes, she not only learned the basics of sailing but also was inspired by the coaches and their drive to improve her as a person and a sailor. "The coaches from Erie always believed in my sailing abilities, even when I lost confidence in myself," said Bestoso. "They instilled in me the belief that hard work always pays off and encouraged me to not get down on myself."

Bestoso's coaches at the Naval Academy also believe in her ability. "Alexa gives everything she has to sailing," said dinghy coach Geoff Becker. "I believe her drive is strong enough that if she wants something she will do what it takes to achieve it."

One goal Bestoso has achieved is earning her spot in the single-handed North American Championships. Bestoso credits her superb sailing to hard work and good coaching. "I had a lot of confidence going into the event because I knew I had worked harder than the competition," said Bestoso. "My coaches worked very hard with me in the weeks before the qualifying regatta. They have always been available when I need someone to practice with or have questions about that boat."

Though her love for sailing and being on the water is what keeps her motivated, Bestoso admits she also enjoys the stiff



Alexa Bestoso sailed at the ICSA North American Women's Singlehanded Championship in November placing 5th... "great job Alexa."

competition. At the ICSA North American Women's Singlehanded Championship in November, Alexa placed 5th competing against the 15 best women Laser sailors in the country.

Not only has Bestoso's hard work paid off for her, it has improved the entire women's team. "She has been practicing constantly and everyone on the team sees her hard work paying off. The ladies on the team have followed in her footsteps and are practicing more on their own and are seeing their own skills improve."

Though Bestoso worked hard for the single-handed North American Championship Regatta, she also knows her team has what it takes to end the season and her time at the academy in one of the top spots in the collegiate double-handed national championship in Oregon during the spring.



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EYC Auxiliary...

Get Involved

By Dee Bressler



The welcoming committee at a recent EYC auxiliary luncheon. (left to right) Sue Murphy, Trish Johnson, Rosemary Weaver, Mary Tarbrake (EYC Catering Manager) Virginia Sheeran and Dee Bressler.

There seems to be a great misconception about "membership" in the Erie Yacht Club Auxiliary. Actually, the Auxiliary welcomes all members, spouses of members and their guests to their luncheons and other events. You do not

have to be an active member in our organization to attend our monthly luncheons. Although we do require that you make reservations if you wish to be in attendance. You can do that by calling me at 833-1497, to place your reserva-

tion. We do have a calling committee to remind our members and friends of the date for the next luncheon, inform them of what the program will be, and what is on the menu. Anyone interested in being placed on our calling list, please call me. I will see to it that you are not forgotten.

Our regular luncheons are held on the first Wednesday of most months at 12:00 noon, with lunch served at 12:30p.m., and the program commencing around 1:00p.m. These luncheons are not fundraisers; they are simply a way of getting together. The only fundraiser we have is the May Luncheon & Fashion



Arthritis Foundation's Executive Director and EYC Auxiliary member Sandy Will was the featured speaker at a recent luncheon meeting.

Show. This function has funded many projects for the benefit of the Club. For example, the landscaping, which everyone seems to enjoy, was initiated and partially funded by the Auxiliary. The underground sprinkling system for the Club gardens is another project paid for by the Auxiliary. We also donated \$500 to the Reyburn Sailing School, purchased the plate warmer which is used at most buffets, and presented the silver trays and a candelabra to the Club which is used for special parties and events. Just recently, the Auxiliary arranged and paid for the large mirror which enhances the east end of the Function Room. These are only a few of the accomplishments since I have been a part of the Erie Yacht Club Auxiliary.

The luncheon programs vary from October's Erie Zoo program, November's Sandy Will program on arthritis to December's program with Sue Lechner from the Erie Playhouse.

If this article has peaked your interest a little, please call me. Whenever you attend one of our luncheons we will automatically add your name to our calling list. Please join us; we are a friendly group and we have fun.

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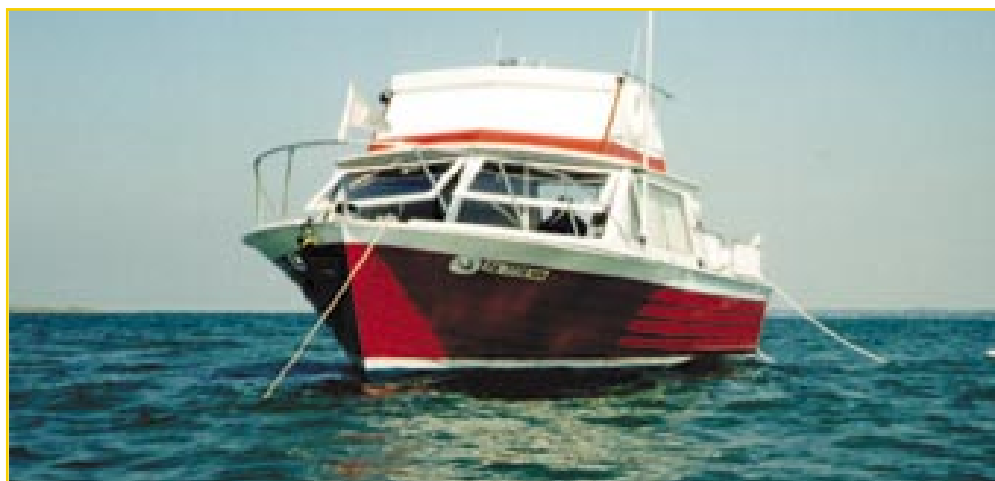
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Wooden Water Wonders...

FOXFIRE

By Sue Parry



Parry's 28ft. Lyman Islander *FOXFIRE* at anchor off Presque Isle on a perfect day for fun and sun.

(Author's Note: This is the first in a regular LOG series featuring EYC wooden boats and their owners.)

Dave Parry's love of wooden boats began at summer camp as a child in the 50's, but didn't culminate in ownership until 1974 when he bought *SEAHORSE*, a 1959 Chris Craft, 23 ft. Sea Skiff Ranger. In the five years he had the boat, he put on a new deck, re-varnished the wood, and rebuilt the windshield.

Dave recalls, "As soon as I had her in nearly mint condition, I sold her back to the previous owner who was from Chicago. He told me it was the best boat he'd ever owned. I learned later that when he died, the boat was sold to the Playboy Club, restored and moved to their club at Lake Tahoe where it unfortunately hit a submerged rock and sunk during a water skiing exhibition. She's still there in 80 feet of water, if anyone wants to go get her!" Parry quips.

In 1980, Parry left the wooden boat arena to buy a 20' fiberglass Chris Craft Lancer, which he sold in 1984 to pave the way for the purchase of a sleep aboard wooden boat. He said, "I also wanted to go back to wood because I found out how much I enjoyed working on wooden boats. It was becoming my hobby."

Little did he know that his next boat would have such an interesting history and illustrious future. He named her *ADMIRAL*, a 1942 Chris Craft, 32 ft. Deluxe Enclosed Cruiser. As David tells it, only six were made because production stopped when World War II started. "Mine was believed to be one of two delivered new to the Erie Yacht Club

from the manufacturer. But both were the wrong color grey instead of white and were subsequently confiscated by the United States Coast Guard (USCG) for use in the war effort."

In 1946 the boat was auctioned off and later purchased by EYC member Harold Will's father who had it until a year before Parry bought it. "I learned that the design was a prototype of a semi-displacement hull that didn't come into mass production until the late 1950's. On its maiden voyage with me as captain, I opened her up to see how fast she would go and because of the semi-displacement and being overpowered; the stern came right out of the water!" Parry stated.

"Another time," Parry recalls, "after I had installed a stereo system with port and starboard speakers, I was coming back from the beach with the Beach Boys blaring, and the vibration literally shook open one of the bottom planks. This resulted in about eight inches of water sloshing around in the bilge!"

While Parry owned *ADMIRAL* he removed many coats of paint from her sides, hull, and also had his first experience replacing planks. He emphasizes he couldn't have done it without the help of friend and mentor Pat Doyle who has been an invaluable teacher and assistant on most of Parry's major boat projects.

Toward the end of the '89 boating season, Parry decided to sell *ADMIRAL* because he couldn't justify the cost of storage to work on her year round. This would have been required to keep up with the extensive maintenance. He sold her through *Wooden Boat* magazine to a

restoration expert, who moved her to Smith Mountain Lake, Virginia where she was restored and used as a prop in the movie "What About Bob" with Richard Dreyfuss and Bill Murray. (It's uncertain whether her "acting" career advanced any further.)

Dave adds, "The person I sold *ADMIRAL* to bought the boat believing it had an extensive war record. On rebuilding the boat, he found no evidence of this until he removed the engine and found the lead block the Coast Guard would use to I.D. lost boats. Taking this I.D. number to the USCG archives in Washington produced hundreds of old photos of the boat's service and also identified the boat as one of the 'Ghost Fleet of the Lakes'. (These are USCG boats sold after the war but not taken off the 'Role of Ships'.)

Fast forwarding to the present, Parry's current craft, *FOXFIRE*, is a 1966, 28' Lyman Islander with a fly bridge, which he purchased from Mark Murphy in 1990. Murphy had owned it since 1979 but decided to get another boat when a survey by a restoration expert indicated the cost to restore it would be more than the boat was worth.

The expert, who had worked at the original Lyman plant in Sandusky, OH, used a silver-tipped pen to mark all planks needing to be replaced. Over the next six years, Parry, with Doyle's help, replaced them all: eight amidships, four in the stern, and two in the transom. The late Joe Sample also became a mentor and offered invaluable advice about fashioning the stem planks, which had to be shaped due to the curve in the bow. This required an inordinate amount of skill, and the impressive results gave David a great sense of accomplishment.

David has continued his labor of love over the years to keep *FOXFIRE* up to snuff and on the side is always "sniffing" out other restoration opportunities. Most recently, he has rescued a couple dinghies from becoming firewood, completely refurbished them, and found them new homes.

FOXFIRE has afforded many long distance cruising experiences since 1990 but now Parry mostly enjoys just working on the boat, cruising around the bay and anchoring in the lake to swim with family and friends. With mixed feelings, *FOXFIRE* is now for sale, but until the right

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David "Admiral" Parry at the lower helm of his current classic wooden wonder **FOXFIRE**.

Wooden Water Wonders

(continued from page 16)

buyer comes along, improvements continue to keep Parry's skills honed as he perseveres to give the regal little lady the respect she deserves.

As a final project David dreams about a wooden trawler to cruise around the Great Lakes with his wife, visiting ports he once traveled when he was a Great Lakes seaman on the steamship **WILLIAM G. MATHER**, which is now a floating museum in Cleveland.

May your dreams come true, Captain!



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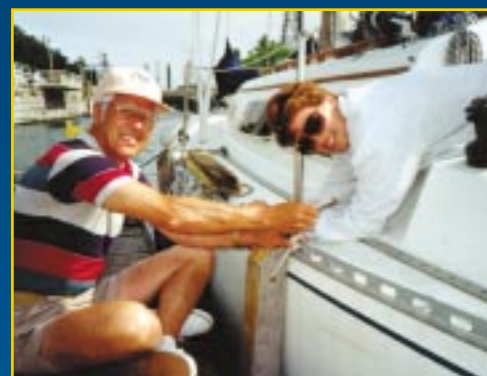
(continued from page 13)

problem. After this incident, it seemed they moved us right along—probably thinking "Let's get this bunch out of here".

We took a two-day layover in Port Dalhousie to visit with friends and to have our son-in-law Ken fix the throttle handle. Ken works for Neptunis Yachts in St. Catharines, Ontario. With all things ship shape once again, we continued on a wonderful cruise that took us to many ports on the north shore of Lake Ontario, through the Bay of Quinte, the Thousand Islands, and back to the south shore of Lake Ontario. An adventure at every port and fodder for other stories.

After six weeks of cruising, we arrived at Niagara-On-The-Lake to prepare for the journey back up the Welland. This time, both our daughter and son-in-law would be with us. Ken was very excited about the trip. He had grown up in Welland and had watched the boats come and go over the years, but had never had the opportunity to be aboard one. It was nice to have such an enthusiastic crewmember.

The trip up the canal is a lot harder than going down. The water is filling and churning making the boat more unsteady, so we were very busy fending off the wall and taking in the control lines from above instead of feeding them out



Don Schwab with daughter Amy Schwab Elder secure the "bumpers" in advance of making passage up the locks of the Welland Canal.

We were again the lone boat in the locks. We understand that when several pleasure craft make passage together, rafting will likely be required. The upbound trip was problem free (thank goodness) and we exited the canal after 8 hours.

The history of the Welland Canal dates back to 1829. A trip to visit the museum at Lock #3 is very worthwhile. But to experience the canal first hand aboard a boat is unforgettable!



EYC Junior Racing Team



Back Row: Dan Gloekler, Brydon Parker, Pat McCain, Mike Reim, Chris Simon, Brandon Detzel, **Middle Row:** Mallory Kwiatkowski, Lexi Richards, Maegan Dubik, Erin Wolford, Meredith Gourley, Danny Bloomstine, Pat Bloomstine, **First Row (Coaches):** Jon Stull, Mike Crotty and Dave Parker. (Absent: Coach Chris Barrett and Amanda Thompson)

The Erie Yacht Club sent seven teams to participate in the Inter-Lake Yachting Association 2003 Junior Put-In-Bay Regatta held July 21-24. Brydon Parker and Erin Wolford took first place in the Championship fleet while Danny Bloomstine and Lexi Richards placed

third in the Commodore fleet. Pat Bloomstine and Amanda Thompson placed fourth. Team coaches include Mike Crotty, Dave Parker, Jon Stull, and Chris Barrett.



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Close Call Fishing

By Alex Webster



The truck was teetering on its bottom and its two portside tires, with both starboard tires in the air, making for a difficult rescue.

An afternoon of fall fishing nearly turned tragic at the EYC lighthouse in early November. It was a crisp and cold Sunday morning with the sun bright and a clear blue sky for EYC member Mickey McMahon and his brother Tom McMahon. The two of them decided that it was a perfect day for fishing off the east wall at the EYC lighthouse.

Mickey had retrieved the minnows at Hanson's and had set up for perch fishing on the rocks east of the lighthouse.

When Tom arrived, they tossed their lines a few times and decided to move Tom's pick-up truck closer so they could hear the Steeler's game on the truck's radio.

After Tom backed his truck closer and exited his vehicle, Mickey said that everything seemed to slow down as he watched as the truck began to back toward them. Tom ran to the truck and opened the driver's door. As he was attempting to enter the vehicle, he slipped on the rocks and fell to the ground. The truck, which had slipped back into reverse, continued toward the water. With Tom on the ground, one of the truck's wheels ran over his left leg and he ducked just in time as the open door passed over his head by mere inches. The truck continued its travel and came to rest on the rocks precariously perched on the two port wheels.

With the door open, the truck still in reverse and the Steeler's game running in the background, Tom's first concern was not his truck, or his fishing gear, Mickey says, but the bottle of wine that

by now had rolled off the open tailgate and into the frigid bay.

They called West End Auto Body, which promptly dispatched Harry Wolf to rescue Tom's vehicle. With Harry's patience, professionalism and skill, even with the now large crowd of spectators, he managed to right the vehicle on flat ground by pulling it sideways off its precarious precipice. Later Harry speculated that he thought that it was probably going to "wind up in the bay."

Fortunately, Tom and the truck are fine. After another hour of fishing and only six fish, the brothers decided maybe they had used up all of their luck for one Sunday and headed home. With only a few bruises, Tom was able to drive himself up the hill.

Needless to say, after the vehicle was safely on flat ground again, they applied the emergency brake, just as everyone should always do when they park near uneven ground, the water, or both.





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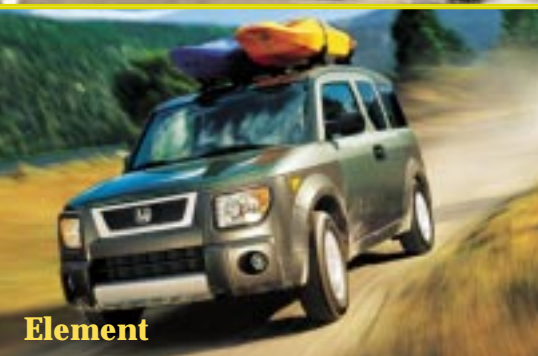


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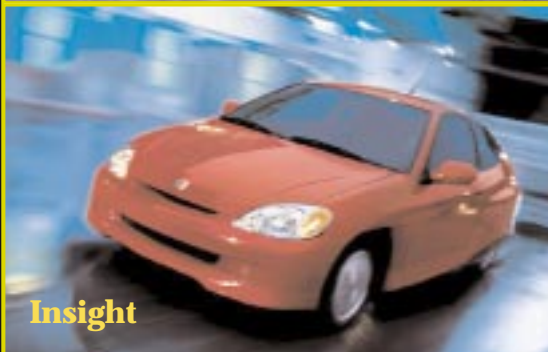


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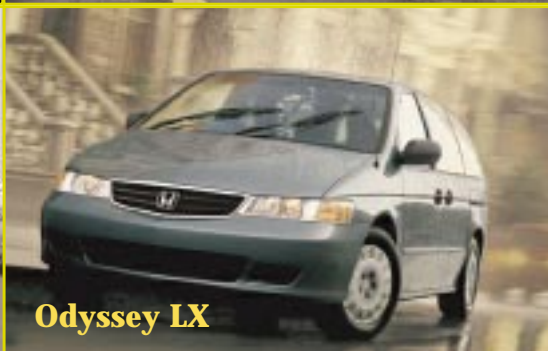
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