

The FLAG



Tall Ships Erie 2010



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From the Bridge

Rear Commodore Dave Heintzenrater

The Erie Yacht Club is that world that suddenly appears after making that winding trip down Ravine Drive approaching the clearing and gate house. There before you are the grounds, boats and facilities that form our private universe and its offerings on unique Presque Isle Bay. Our year round home provides continuous and endless activities and is appropriately equipped to please all with a long list of available amenities. The spacious and safe harbor with new state of the art dock and slip facilities tops that never-ending list that includes the wide array of boat handling equipment, the light house pavilion, picnic shelter and new playground to name a few. Inside, are the exciting grill room, private Bliss Room and large dining room available to provide the appropriate venue for Chef Caravaglia's delicious meals. Technology abounds with an antenna array that keeps us all wirelessly connected to the



world from every corner of the basin, grounds and clubhouse. We have a second to none web site that includes a treasure chest of information to be explored regarding our club, its activities and amenities plus instant on site weather conditions and a web camera that can be viewed from around the globe. None of this is possible without our excellent professional staff and our enormous list of volunteers. Our continued success is dependent on our member volunteers and we thank each and every one of you.

What a fantastic membership, what a magnificent club! Commodore Bliss would be amazed.



Directory

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On the Cover...

One of the all girl crew members aboard the tall ship Unicorn was working aloft on a beautiful summer day when this magnificent photo was shot. It represents the essence of tall ship sailing.



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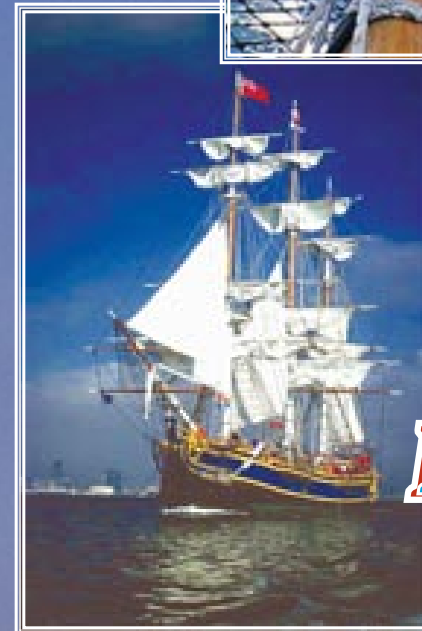
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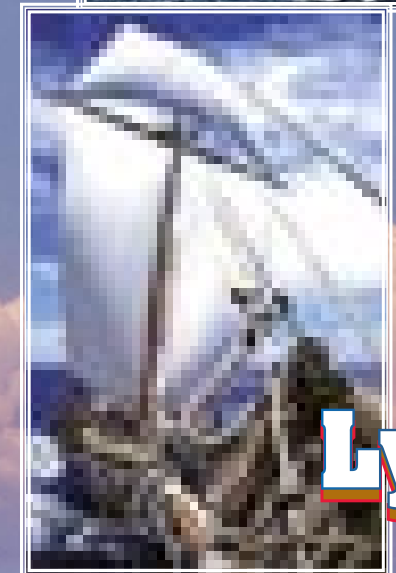
Tall Ships Erie 2010

by Paulette Dininny

The host vessel the
U.S. Brig Niagara
welcomes
her fellow vessels
joining her for the
Tall Ships Erie
2010 Celebration.



Bounty



Lynx

Mark your calendars for September 9th-12th and "Don't Give Up The Ship"! A fleet of striking ships will sail into Presque Isle Bay and drop anchor at Dobbins Landing and the Erie Maritime Museum for the first time in a decade.

When the lines are made fast and sails furled, the festivities will begin. The Bayfront will be abuzz with activity as thousands of visitors are expected to attend Tall Ships Erie 2010, a major fundraiser for Flagship Niagara.

The weekend will celebrate maritime tradition and history and offer the public a chance to tour the six ships, some of which have appeared in

movies and television documentaries, sailed the world, as well as raced on the Great Lakes.

The *Flagship Niagara* League is organizing and presenting the event with local sponsors who have helped underwrite activities that will include ship tours, a parade of sail, opening and closing ceremonies, sailing excursions on smaller vessels, musical entertainment, movies, children's activities, tours of the Erie Maritime Museum and the rigging down of one ship as it prepares for a canal trip across New York state to the East Coast.

Visiting the tall ships will be an insight into the

world of sail and the chance to hear stories of historic events that surround many of them. Here's a preview of the ships that will be celebrating with *Flagship Niagara*.

Bounty is a full rigged ship from homeport Greenport, New York. Built in Nova Scotia in 1960 from original plans in the British Admiralty, the ship was used in the movie "Mutiny on the *Bounty*" with Marlon Brando. The *HMS Bounty* Organization LLC operates the ship and is dedicated to keeping her sailing as a way to teach the skills of square rigged sailing and seamanship. The ship most recently made a brief appearance

with *Niagara* in the whaling documentary "Into the Deep" by Ric Burns.

Lynx, a square topsail schooner from homeport Newport Beach, California, is a sail training vessel and serves as a classroom for the study of historical, environmental and ecological issues. She was designed by Melbourne Smith, who also built *Niagara*, and was built in Rockport, Maine. *Lynx* is an interpretation of a privateer built in 1812 in Fell's Point, Maryland. The ship's crew wears period costumes in keeping with maritime traditions in the early 19th century.

The *U.S. Brig Niagara*, of course, is a Brig with its

homeport right here in Erie. She is a reconstruction of Oliver Hazard Perry's flagship in the Battle of Lake Erie during the War of 1812. Built in the 1980's by the renowned historic ship builder Melbourne Smith, this is the latest of four editions of the *Niagara*. The original *Niagara* was scuttled with the rest of the returning fleet in Misery Bay within Erie harbor after the War of 1812 as a way of preserving her. In 1913, the ship was brought up and reconstructed upon her keel. Her mission is to interpret the War of 1812 history while promoting the Commonwealth of Pennsylvania and the Erie region. In addition, *Niagara* offers

sail training programs and teaches seamanship skills.

Pride of Baltimore II is a topsail schooner from homeport Baltimore, Maryland. The *Pride* was commissioned in 1988 as a memorial to the original which sank in a storm off Puerto Rico taking her captain and three crew members with her. She operates as the Goodwill Ambassador of the State of Maryland and represents the business, tourism and educational interests of the state. Her raked masts and abundance of sail make her immediately recognizable.

Road Amundsen, a brig from homeport Ecken-

“Life’s a journey not a guided tour,” a quote that my dad, Matt Niemic, wears on one of his favorite t-shirts. A quote he lives by. Whether it is a sail down the bay on a summer day, a fast run on the ice boat in the dead of winter, or watching a sunset on the deck of the Erie Yacht Club lighthouse, my dad has made sailing and the Erie Yacht Club a big part of his life and his family’s.

When I was born my parents bought a brand new Catalina 22, and let’s just say I haven’t stopped sailing since.

My dad named the boat Rakish, a word that he discovered when going through the dictionary backwards one evening. By definition Rakish means: dashing, jaunty, having a trim neat appearance, suggesting speed as said of a ship.

We lived in New Jersey at the time and hauled the boat to places such as the Chesapeake and Barnegat Bay on the weekends. Since I was only a few months old the first time they put the boat in the water, my dad bought seatbelts and strapped my car seat right into the cabin.

At the age of two we moved to Erie and my brothers Cutter, Jack and I have been raised sailing on the Great Lake ever since.

Each spring my dad would park Rakish in our driveway. My mom would wax the hull until it shined like the day they bought it.

The boat had become a large part of our lives. It was like a summer home on the water. Sleepovers in the marina, raft ups with friends, rowing around in the dingy my dad built, halyard swinging, and building structures out of driftwood at

halyard, Cutter at the helm, and my mom, dad and I trimming the sails.

My dad has taught me that sailing is more than a sport or activity. It is more than a Wednesday night JAM race or trip to Port Dover, Canada. It is a lifestyle. He has taught me that sailing can be competitive and recreational, but most importantly he has instilled in me a love for sailing.

By providing me with the opportunity to sail, take lessons, and teach sailing to others, he has given me a gift that is greater than anything I could ever ask for.

I have made countless memories over the past 20 years of sailing with my dad, but there are some that stand out more than others and have significantly impacted the sailor I am today.

I was 9 years old on my first trip to Port Dover. And who took me? My dad. It was a father daughter trip and I will never forget the first time I laid eyes on the Long Point Lighthouse. Since then I have sailed to Port Dover at least a dozen times and no two are ever the same.

On one particular family trip to Port Dover, we came around Long Point wing-on-wing going over 8 knots in the middle of a storm.

My dad and I were the only two on deck to experience the thrill

waters of Antigua was a once in a lifetime experience.

Though we were on a small boat that belonged to Sunsail, I had never experienced anything as neat as being surrounded by boats over 70 foot in length only inches away, with winches that sounded like air horns as they let off their sheets. I hope that someday I will be able to return to Antigua whether it is with my dad or a family of my own.

A few months after our vacation, or “holiday” as our new European friends called it, our family, along with two other boats, Entson and Incommunicado, sailed from Erie all the way to Put-in-Bay, Ohio on a trip that took 12 days all together.

We stopped by at least seven different ports and covered hundreds of miles enduring all weather conditions varying from 8-foot seas to not a breath of air at all.

Throughout the entire journey we became closer as a family. Who wouldn’t after spending

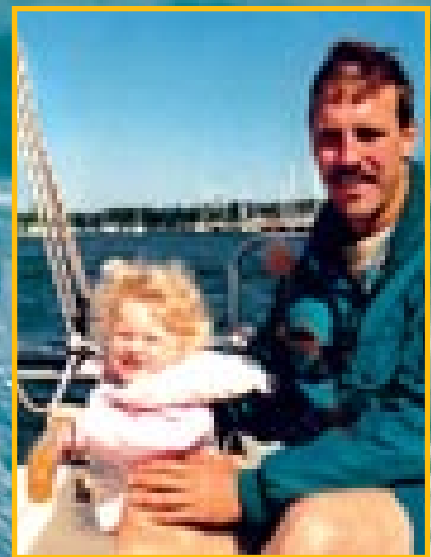
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My Dad!

by Caitlin Niemic

Dad sure is looking good sailing in Antigua just before he lost his rudder ... my how things can change!

One of my very first times at the tiller and my Dad was right there to guide me.



the beach, are all things that we did as a family every weekend in the summer.

When I was 11 years old my parents sold our Catalina 22 and bought a Catalina 30. To this day I can remember our new boat coming down the steep winding EYC road with parts of trees stuck in the mast and shrouds. The new and bigger Rakish needed a lot of work but it allowed our family to learn the boat and appreciate it even more.

It has now been 10 years since my dad bought the Catalina 30 and it has taken our family on countless adventures and journeys. My dad has made it a point to make sailing enjoyable for his family and everyone that has been aboard Rakish.

For him, sailing truly is a family affair, and if you have ever seen Rakish out sailing you may notice Jack flying around on a spare

as we surfed down waves and got through the rain that had been beating down on us for hours. Not once during that trip did I feel unsafe or scared because my entire life my dad has made sure that I have had the confidence and comfort on a boat to handle such situations.

In the spring of 2005 our family vacationed to Antigua where we stayed at a Sunsail resort. While in Antigua, my dad, Cutter and I participated in one of the races during Antigua Race Week. Racing with some of the best sailors from around the world in the warm turquoise



Mom, Dad and me at Point Abino’s Buffalo Canoe Club checking out the fleet.



My parents enjoying a chilly fall sail around Presque Isle bay.



A perfect day for driving off the wind at 60 mph on that beautiful hard water in January 2007!

Death is so “gauche”!

Are Unhealthy Lifestyles Worth \$500,000,000,000 Annually?

by Peter S. Lund, M.D.
EYC Fleet Surgeon

There is an estimate by the Agency for Health Care Research and Quality (AHRQ) which gave the cost of the 10 most expensive health care conditions at greater than \$500 billion. At the top of the list are heart conditions at \$76 billion, asthma and chronic obstructive pulmonary diseases at \$54 billion, high blood pressure at \$42 billion, and type II diabetes at \$34 billion.

While some of the people affected with these conditions could be based on heredity, it is also true that some of these conditions are the result of self-inflicted unhealthy life styles. These unhealthy life styles result in unnecessary suffering, an unhealthy nation and increasing health care costs. Two expressions come to mind, “An ounce of prevention is worth a pound of cure.” And the famous philosopher Pogo, said, “We have met the enemy and he is us”.

The Erie Yacht Club and its

members can be proud of the major step they took in making the clubhouse tobacco free and by being one of the early adaptors therefore setting the example for our community and state wide. This helps not only the smoker but even more importantly the innocent bystander from second hand smoke. Getting people to quit is estimated to save over \$100 billion. Minimally we owe it to the non-smokers to provide clean air so they are not exposed to the harmful effects of tobacco smoke.

Weight management is another area of concern. Eating correctly and exercising plays a significant role in combating heart disease, high blood pressure, and diabetes. These diseases cost our nation over \$150 billion per year.

High on the list of self-inflicted conditions is trauma which is listed as number 2 or \$72 billion a year in health care costs. Simple measures such as seat belts and using protective gear such as bicycle and motorcycle helmets can reduce injury and health care costs.

This past fall there was a huge debate on how to insure this nation. Now with Health System Reform enacted into law, the uninsured may be a thing of the past but rising health care cost will continue. We as members of the public must share some responsibility to control health care cost and that includes living a healthier life style.

In future issues of the Erie Yacht Club Log I hope to raise awareness on some simple Health care issues. Hopefully, this will allow us to be healthier and happier as we have fun on our glorious waterfront.

Listed below are some of the health care conditions and their estimated costs:

1. Heart conditions \$76 billion
2. Trauma disorders \$72 billion
3. Cancer \$70 billion
4. Mental disorders \$56 billion
5. Asthma and chronic obstructive lung diseases \$54 billion
6. High blood pressure \$42 billion
7. Type 2 Diabetes \$34 billion
8. Osteoarthritis and other joint diseases \$34 billion
9. Back problems \$32 billion
10. Childbirth \$32 billion

Source Agency for Healthcare Research and Quality (AHRQ)

For those interested in more wellness programs you can visit the Pennsylvania Medical Society website www.mypfamilywellness.org





by Pam Masi

26th Annual Erie Yacht Club Charity Regatta

Supporting Your Local



It's Regatta Time! Join us for the premier yachting celebration of the year. Sailboats, power boats, sponsors and spectators all gather to enjoy the Caribbean theme festivities, award presentation, the music of the SAM HYMAN BAND and the friendly competition this event has developed! And, we all look forward to the enthusiasm and camaraderie this end-of-summer bash has come to deliver.

A great time for a great cause - all of your support, hard work and financial contributions will benefit the Greater Erie County Chapter of the American Red Cross and their efforts to support the Erie community. The premise of the Regatta is, and always has been, to raise funds that would remain local; funds that will support our community and neighbors right here in Erie County.

Your support of the 2009 Regatta benefited our community in many ways. A record number of assistance was provided in Disaster Relief in Erie last year with three large scale, state declared disasters including the Granada Apartment fire, massive flooding affecting over 200 families and the largest fire in the Erie Chapters history - the Presque Isle Drive fire, leaving 33 families homeless. Disasters and emergencies are unpredictable but with your

support the Erie Red Cross can maintain its promise to be there to provide assistance to victims in times of need.

The Erie Chapter of the American Red Cross has served the Erie community for over 93 years and is solely funded by the generosity of our local donors. Many of the services provided by the Red Cross are federally mandated; services that must be provided in each of our communities but are not federally funded, nor duplicated by any other social service agency. The Red Cross is also one of the top-rated charities in spending, with ninety-one cents of every dollar raised going to programs and services.

Locally the Red Cross responds to disasters and emergencies 24 hours a day, seven days a week. Immediate help is provided to bring victims back to self-sufficiency by aiding with temporary housing, food and clothing, emotional well-being, medical necessities and other immediate needs. Fires and flooding are the most prevalent here in Erie but other

emergency services include: weather-related shelters, response to gas leaks and long term power outages, emergency communications and services to our deployed military personnel and response to many other unexpected events.

Being prepared saves lives! The Red Cross is the number one provider of disaster prevention, preparedness and response education. Our local chapter trains people in our community to do extraordinary things by being prepared in the event of an emergency and empowered to take action. Health and safety classes offered through the Chapter include: CPR/AED, First Aid, Learn to Swim, lifeguard training, safe babysitting and many more. Red Cross instructors also provide an array of di-

saster curriculum, that meet the standards of education for our schools at no charge to train our local youth in life-saving skills.

So please join the Erie Yacht Club in support of the Red Cross Regatta on August 29th! The five-mile bay race begins at 12:00 noon, followed by the after-race party with live entertainment from the Sam Hyman Band, Caribbean theme festivities and food, trophy presentation, rubber ducky race, and all the fun and

camaraderie you've come to expect from this premier boating race for the past 25 years!

Log on to the Erie Yacht Club's Web site and click on the Red Cross logo to enter your sailboat or power spectator boat. Mail or fax to the local chapter or drop it off in the Red Cross Regatta box in the office at the EYC. Sponsor a boat, donate prizes and supplies, make a financial contribution, or volunteer for the event

by calling the Greater Erie County Chapter of the American Red Cross at (814) 833-0942 ext. 226 or 225. You may also learn more about the Red Cross Chapter or download the entry form at www.erieredcross.org.

Many thanks to the Erie Yacht Club membership for their outstanding support and partnership to ensure that this event is not only the largest local charity Regatta, but the most fun!

Help us to support the local Red Cross efforts "to be there when help can't wait!"



Your super creative, diligent and hard working Boat Parade Planning Committees (we, two) have been hard at work to assure you of a wild and crazy day on the waters of Presque Isle Bay. Among the several out of the hundreds of Boat Parade Themes we considered, we picked our favorite and that is "Rock Around the Dock". Are we good or what? This does not require any further discussion it's a great decision and you'll love it!

The idea of the theme is to allow you maximum planning leeway to be "enterprising and creative" and, hopefully allow a variety of fun interpretations. Let your imagination run wild on decorations and

Boat Parade 201



Rock Around the Dock!

by Tom Madura & Dan Dundon

crew costumes! The more outlandish the better!

We will be enlisting a fair and impartial Panel of Judges, assuring no "local favoritism". Entries will be judged on their creativity, enthusiasm, and most importantly adherence-to-the-spirit-of-the-theme. As an example, if your boat has the best hula-dancers and the theme was Gang-

sters-of-Chicago, maybe your boat would not do well in the judging?

Remember, we're looking for YOUR interpretation of "Rock around the Dock"!

So, besides a ton-of-fun and the chance to have a great time among many like-minded folks on a variety of outlandishly decorated boats, what's

in the EYC Boat Parade for you? Fabulous Prizes - that's what! First, Second and Third place awards, including EYC dinners for six, four and two, as well as other EYC goodies and stuff from EYC Ships Store!

During July, you can register for the EYC

Boat Parade by stopping by the EYC office, by mail, or registering on-line at the EYC website. Registration closes July 28.

So come on! Get your crews together and start planning your wild costumes and decorations to make YOUR BOAT the best in the EYC Rock Around the Dock Boat Parade! See you there!



JULY 31 = 2PM

It was exciting, in 1993, to be part of escorting the tall ships through the channel and into Erie Bay. The waters churned, “booms” sounded and smoke rose from fired cannons, horns blew and people shouted and waved arms and banners and flags. This was a time of excitement and pride. The tall ships had come to Erie. And, they are coming again in August, 2010. This time I’ve done my homework. This time when we see the tall ships issuing down the bay we can call out, there’s a ‘topsail schooner’, there’s a ‘brigantine’, there’s a ‘sloop’, that one’s homeport is Baltimore, that one’s from Toronto, and your friends will be ‘jaw-dropping’ impressed. Here’s a little of what I learned about the tall ships that I saw, here in Erie, in 1993. Read, discover and enjoy!

The *Pride of Baltimore II* (Topsail Schooner)

The first *Pride*, black hull with a wide and a narrow yellow stripe was designed by Thomas Gillmer and launched in 1977. She was built as an authentic reproduction of a 19th century *Baltimore Clipper* schooner, patterned after and named for the legendary Baltimore built topsail schooner “*Chasseur*” sailed by the privateer Thomas Boyle. The *Chasseur* participated in the War of 1812 the year the ship was launched. Boyle’s first voyage culminated in the British Isles where he sent notice to George III that by his effort alone he was holding the entire British Isles under naval blockade. The British Admiralty called it’s vessels home from the American war to guard merchant ships sailing in convoys. *Chasseur* captured or sank 17 vessels before returning home to Baltimore on March 25, 1815.

The 1977 launched *Pride* sailed over 150,000 ‘good will’ nautical miles during her nine years of

service. On May 14, 1986 she was sunk in a ‘microburst squall’ 250 miles north of Puerto Rico. Her captain and three crew were lost, the remaining eight crew members were rescued four days later by a Norwegian tanker.

The *Pride of Baltimore II* was launched in 1988 and continues the role of Maryland’s Flagship and Goodwill Ambassador, promoting business and tourism in Maryland.

The *Pride II* is not a replica of any specific vessel, and though it represents a type of vessel known as a *Baltimore Clipper*, it was built to contemporary standards for seaworthiness and comfort. *Pride II* is a topsail schooner, with large gaff sails, a main gaff topsail, several headsails and a square topsail and flying topgallant on the foremast. She also flies studding sails, supported by ‘stun’s’l booms. She is 96 ½ feet long on deck with a 26’ beam, 107’ height and 12’ 4” draft. She has 10,442 square foot of sail area.

A topsail schooner is characterized by the use of fore-and-aft sails on two

1993 TALL SHIPS ERIE

by Toni Armstrong Sample

or more masts with the forward mast being shorter or the same height as the rear masts and carrying a topsail. (Schooners carrying square sails are called square-topsail schooners.)

The *Providence* (Continental Sloop)

Built in 1976, Rhode Island designated the replica of the Continental sailing vessel “*Providence*”, black hull with a very large yellow stripe and red life railings, as the state flagship and tall ship ambassador in 1992. The original ship, a cargo-carrying sloop called “*Katy*”, was one of the first vessels commissioned by the Rhode Island Navy to protect other vessels against the British.

The Continental (12 gun) Sloop *Providence* is a traditionally rigged sailing replica of John Paul Jones’ first command ship during the American Revolutionary War. During her Naval career, the 110’ *Providence* sank or captured 40 British enemy ships! The Sloop *Providence* is operated by the Providence Maritime Heritage Foundation.

The *Providence* appears in a number of scenes in “Pirates of the Caribbean - Dead Man’s Chest”. In the movie she suffers the fate of being destroyed by a sea monster, the Kraken!

A sloop is a sailing vessel with a single mast set about one third of the boat’s length aft of the bow. A Continental sloop served in the Continental Navy.

The *Pathfinder* and the *Playfair* (Brigantines)

These brigantine rigged sister ships are from Kingston, Ontario, Canada, and are registered in Toronto, Canada. *Pathfinder*, white hull with black stripe, was built in 1963, she is steel hulled and her sails are backed up with a Palmer Diesel engine. Overall length: 21.70 m 6.60 m Draught: 2.30 m Sail area: 250 m2.

The *Playfair*, black hull with white stripe, was built in 1972, identical to her sister *Pathfinder*.

A Brigantine is a two-masted sailing vessel square-rigged on the foremast and fore-and-aft rigged on the mainmast.

The *Niagara* (Brig)

Erie’s own modern *U.S. Brig Niagara*, black hull with large yellow stripe and nine cannon sites on each side, is a museum ship and sail training vessel. She is a reconstruction of the first *Niagara*, a brig, which played a pivotal role in the Battle of Lake Erie and the victory of Commodore Oliver Hazard Perry during the war of 1812. The *Niagara* and the *USS Constitution* are the only two ships remaining from the War of 1812.

The original Brig *Niagara* was sunk in 1820 in Misery Bay for preservation and was finally raised in March, 1913, for the centennial of the Battle of Lake Erie. At that time she was restored by the Perry Centennial Commission. She was towed to Buffalo, Chicago and large towns on Lakes Huron and Michigan during the commemoration of the 1812 battle. When she returned to Erie she was cribbed up, deteriorating until 1929 when restoration was be-

continued on page 30

This is the “*Pride of Baltimore*” firing a symbolic round off Presque Isle Peninsula’s beach 11 in 1976.

The continental sloop “*Providence*” on the bay.



Thousands of spectators crowd Dobbins Landing, touring the five beautiful tallships.



The brigantine “*Pathfinder*” off Dobbins Landing.



Rhode Island’s Flagship “*Providence*” is preparing to sail through the channel.



Mini-Niagara follows the fleet in the lake parade.



Dakar

Concordia Visits Africa's Old Slave Port

by Calib "Cal" Pifer



Whenever possible, if the water is warm enough and the seas flat enough, the Concordia's students jump in the water for a refreshing swim.



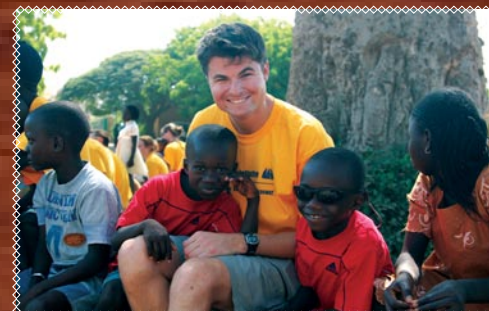
This was known as the "Door of No Return" to all the slaves shipped out of Africa through Goree Island destined for the New World.



A typical local Dakar bus on the street.



Dakar women love "Street Drum Band music".



Cal with kids in the Orphanage park.



A "Street Drum Circle Band" playing.



Mother and daughter listen to drum music.



Twelve kids pose for this street picture.

"Please, my friend, may I interest you in a hand carved elephant or a Tiki Man?"

The frail, old Senegalese man could barely carry his bag of supplies as he attempted to make a late evening transaction with one of our students. When the student politely declined his offer, the Senegalese man told her, "No problem, if you change your mind I will be sleeping under the crate over there." We glanced over, where huddled under a wooden crate were three other men already crammed inside. It was Christmas Eve, and Concordia had just arrived in Dakar, Senegal.

Class Afloat has taken up the challenge to make Dakar its long-term home for international humanitarian and development work. The goal

is twofold: to make sustainable partnerships in Dakar, as well as to make a systemic change in the lives of the people through a substantial financial investment. Different from organizations like the International Monetary Fund and other Non Governmental Organizations, Class Afloat endeavors to work with the community to meet its needs as opposed to arriving and telling the community what their needs actually are.

Students at the Class Afloat's land-based academy in Nova Scotia completed all of project research, and planning while the students who were onboard Concordia implemented the project on the ground in Dakar. Work consisted of providing education and assistance at two health centers and an orphanage. The Class

Afloat students at the health centers worked with the local neighborhoods by going into the houses and huts of the families in order to collect health information. They also partnered with local college students from the University of Dakar who helped translate the local language of "Wolof" into English. The students meticulously interviewed the families about their health and sanitation habits before turning the findings over to the health clinics in each neighborhood. The health clinics would then use the information to better serve their neighborhood populations in the fight against malaria, cholera, and HIV. It is similar to creating a grassroots health organization not unlike the County Health Department that we have in Erie County.

Class Afloat students were also teaching the children at the orphanage basic sanitation. These were essentially the same practices that one would learn in kindergarten in a North American school. The orphanage was not institutionalized like one would expect. It was actually a small village of 15 houses with one mother and ten children living in each house. There is one "father" who oversees the whole project. In this way, the students feel like they have a cohesive family unit. The children there were incredibly loving and affectionate; they just wanted our students to hold and play with them. Our students found the experience to be extremely rewarding.

I split my time among all three site locations in addition to teaching a class on North American

marketing and business principles at the University of Dakar. The Senegalese University students were hungry for knowledge and eager to learn. Truly, I have never taught a group of young people as inquisitive as they were. Case in point: when it came to the time in the class for students to ask questions, every single hand in the room shot up! These were the same students who were teaching our Class Afloat students the local language, and who also helped coordinate the overall humanitarian project. They were an absolute joy to work with.

Outside of the project, students had an opportunity to experience the unique Senegalese culture and its people. The students really enjoyed all of the handmade goods at the Artisans' Market.

The African hardwoods are absolutely exquisite when carved, especially when crafted into antique mahogany masks. Another cultural highlight for the students that also proved to be quite an emotional experience for them was visiting Goree Island located just off the Atlantic coast of Dakar. Goree is now a UNESCO World Heritage Site and an artisans' colony, but it was once one of the primary departure points for North American-bound African slaves. They were held in the dungeons of a building known as the Maison des esclaves, or house of slaves before being led through La porte du voyage sans retour, or the

continued on page 22.

My Tinkerbelle Dream

by Paul Jenkins



Rich Eisenburg, Executive Director of the Bayfront Center for Maritime Studies, offers his expertise in the art of boat restoration and refinishing to three young students at the center.



Some dreams take longer to accomplish than others but it seems the longer they take the more rewarding they can be.

Back in 1968 I read a book by a Cleveland Ohio newspaper copy editor named Robert Manry who had a life long dream of an ocean voyage. As it turned out he was able to fulfill his dream by making a solo voyage across the North Atlantic in the smallest boat ever

attempted at that time.

That adventure and the resulting best selling book inspired countless people of all ages to take up the sport of sailing.

When I first read the Manry book, entitled Tinkerbelle, which was the name of his boat, I was serving in the U.S. Army and stationed in West Germany. I decided it would be fun to build a Tinkerbelle of my own after seeing plans that were published in Popular Mechanics magazine, so I wrote a letter to Manry for his advice. The famous novelist surprised me with a return note written while he was on a second voyage while circumnavigating the eastern half of the country with his family in a new 27 foot Tartan sloop.

Manry hesitated to endorse the Popular Mechanics version of the original Tinkerbelle - at least for a long ocean voyage. As it turned out I never did build the tiny Manry craft but



after the Army I restored a tattered, 21-foot wooden sailboat that kicked off my love affair with sailing.

It wasn't just Manry's great adventure that interested me but his strong belief, and well documented opinion that small boats can be extremely seaworthy. Did I mention that the original Tinkerbelle was only thirteen and one half feet long?



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If you're someone who likes to be in on the hottest new trend, then here's one you definitely won't want to miss out on ... **"standup paddle boarding"**. It's an unusual blend of surfing and canoeing. It's fun, it's cool, it's an awesome total body workout, and believe it or not you can do it right here in Erie, PA. Stand up paddle boarding has made its way onto the waters of Presque Isle thanks to Erie's new board shop, Elements. Here's what the shop's owner and EYC member Jeff Jones told me about this very exciting new sport.

Q: How does a stand-up paddleboard compare to windsurfer boards and surf boards?

JJ: The board looks really similar to both. They range in length from about 10 to 12 feet. Some surfboards can be that long. They usually have three fins towards the back, but no dagger board like you would see on a windsurfer. The big difference is that they are a lot thicker which gives them a lot more flotation than a

windsurfer or surfboard. They also come with a long paddle with a slightly angled blade. The paddle should be about 8 to 10 inches taller than the person using it.

Q: Where did paddle boarding originate?

JJ: It all started in Hawaii. It was something that the surfers were doing. Then in recent years it started to explode in popularity because some of the celebrities that were going to Hawaii started doing it. One of the celebrities that really got into it is Matthew McConaughey, because he was already a surfer. Some other celebrities got into for the fitness aspect, like Kate Hudson and Pierce Brosnan. Of course the paparazzi were always taking pictures of these celebrities on the paddleboards, and

This is not only a new craze but another terrific way to get out on the water and have the time of your life!

EYC Member Jeff Jones is pictured in his new Paddleboard outlet... "get in on the New Craze".



An accomplished Paddleboarder takes a big breaker at Presque Isle ... just kidding this is ocean surf.

pretty soon it was what everyone wanted to do. From there, it spread to California and Florida. Now it's been on the scene for a good three years.

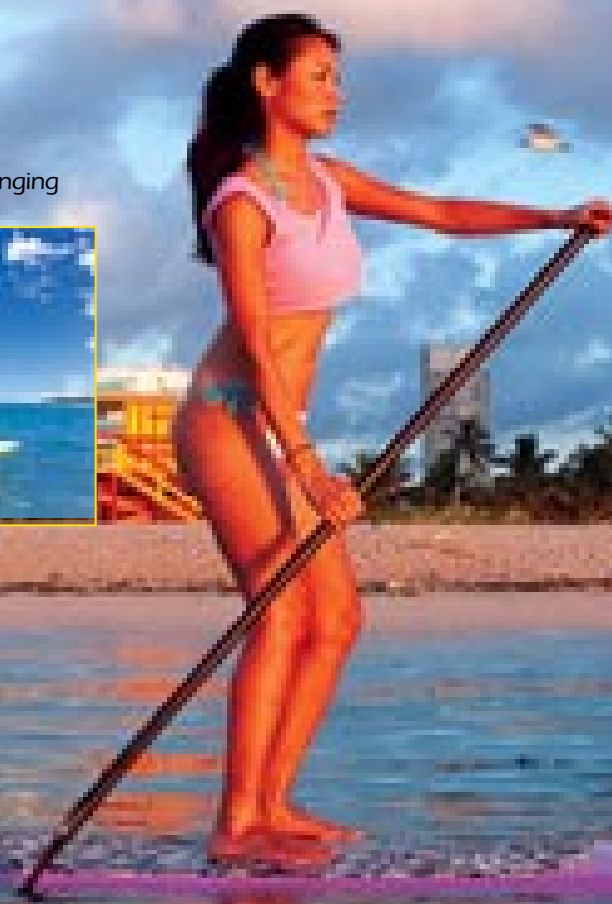
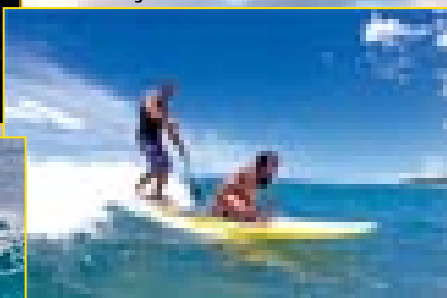
Q: Is it new to Erie?

JJ: It is officially new to Erie this summer. Elements is the first and so far only local store to carry the boards.

Q: What can you do with a paddleboard?

JJ: You can use it in a lot of different ways. You can surf in any size wave, small or large. So you're not limited like a surfer would be in trying to find the right size wave. You can also just paddle it around in flat water. Some people race them. And some people even do yoga on them.

Here we have a couple challenging a wave just made for two!



Q: I understand that it is a great form of exercise. What kind of workout are you getting with paddle boarding?

JJ: Because you're using your core balance to stand up and move around on top of the board, you really get a great core body workout on both your abs and your back. You're also using your legs for balance and your arms for paddling. So essentially you get a complete body workout.

Q: What type of skill level is needed to do paddle boarding? Do you have to know how to surf?

JJ: You don't need to know how to surf. Actually the learning curve is a lot easier than surf-

ing or windsurfing. Paddleboards are so much more buoyant, that a beginner can usually get on one right away. In fact, this is a sport for all ages; even kids and seniors can do it.

Q: How would you recommend a beginner get started on a paddleboard?

JJ: A beginner should start off on a not too windy day, in a safe, protected area. (The waves are for the more advanced paddle boarders.) A beginner can kneel the first couple of times they try it. That'll help with the balance, although they will get more of an upper body workout, rather than a full body workout. Once they get comfortable with that, they can stand up and paddle, then eventually get into the waves with it. In the waves the paddle is used more as a rudder.

Q: Where on Presque Isle would you recommend paddle boarding?

JJ: Sunset Point on the peninsula is a great place to paddle board. You could also go just about anywhere on the bay. And you could even do a loop though the lagoons if you wanted to explore a little.

Q: What kind of investment would it take to get into paddle boarding?

JJ: A new board with the paddle is selling at anywhere from \$900 to \$2000. We are also renting the boards at Elements this summer, which will be a good way for people to try it out. The rentals are \$40 for a half day and \$75 for a full day. We'll even put a soft-top rack on your car to carry the board and give you any tips you need to get you started, and we offer lessons too.



OK! Now this looks like the answer on how to keep up with all your power-boating friends while off to Port Dover.

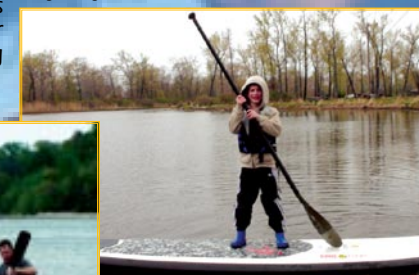


Jeff Jones joined by his friend Aaron Satyshur out in the Lake waiting for the surf to build.



Here we have Jeff out practicing what he preaches. There's a safety line attached from his board to his leg ... good thinking!

Paddleboarding is a great sport for the kids too as Jeff's son Jack will attest to any day of the week!



Jeff's oldest son Nash also takes to Paddleboarding like a fish to water.



Kids and adults both enjoyed Paddleboarding and the sunset recently at Beach Six.

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on a
"Paddleboard!"*

The New Craze.
by Aimee Nicolia



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Dakar

continued from page 17



Woodcutter carving his "Tiki Man" artwork in his backyard.



Women washing clothes on the street.



One of many Goree Island houses...this one with water view.



Children start practicing Street Drum Circle Band music when they are quite young.

door of no return. Today, the building is a small museum that draws thousands of tourists, foreign dignitaries, and scholars every year.

The rest of Goree is extremely eerie; though a few building have been restored with their original paint, most stand as pillars of a bygone era and remain almost exactly as they were when the French Colonists left.

A final highlight in Senegal occurred when we took the students to a local neighborhood to participate in a drum and dance circle. Out of all the counties in Africa, the Senegalese are the most famous for their drumming. The beats and rhythms were infectious—you could just feel the pulse of the music through your body! Before long, all of our students and teachers were dancing African free style in the middle of the street, and the festivities drew on late into the night.

The Senegal Humanitarian Project was highly successful as it was not simply a one-time feel good project, but rather a long-term commit-



Everybody loves "African free style" dancing to Street Drum Circle Band music.



This Dakar woman is selling coconuts for 5 cents each.

ment to the Dakar community and its people. The relationships that were forged as part of the experience were mutually beneficial for both our students and the Senegalese students. In this way, we were doing a small part to bridge an understanding between these two diverse cultures, and in the process brought our world just a little bit closer together.

As for the old man and his friends living under the crate...they feasted on a Christmas dinner prepared by our cook, and I decided to buy all of my Christmas gifts from them – a Tiki Man for every member of my watch group!

Please stay tuned for the next issues of the Log where I will chronicle our trans-Atlantic crossing as well as the famous Carnival festival in Salvador, Brazil.



Here I am with two little guys at the Orphanage.

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My Dad!

continued from page 7.

so much time with five people on a 30-foot boat in the middle of the lake?

Apart from the major voyages we have taken together, my dad and I have sailed numerous JAM races for the EYC Racing Fleet by ourselves. It is hard work but we are fortunate

Rakish on the Interclub Cruise in '08 placing 1st place in the Cruising Fleet and 2nd Place overall.



enough to be able to sail the boat with just two people.

When the sailing season comes to an end in the fall it doesn't stop my dad from getting out on the water. Over the last few years he has taken a real interest in the sport of iceboating. After being exposed to iceboating through his friends at the Yacht Club, my dad decided to build one of his own.

Being a skilled woodworker, he crafted our Sweet 16 iceboat incorporating a variety of wood, designs, and his own logo on the sail. He put his whole heart into making his iceboat and like most people who iceboat, he will sit down at the EYC waiting for the opportune moment to take it for a ride.

When he flipped the iceboat last winter, it didn't stop him. I remember receiving a phone call while I



The Niemic family saying goodbye to Cutter at the SUNY Maritime College in August of '09.

One of the family's better portraits on Dad's beautifully crafted iceboat.

My Dad and me.

was away at school saying that he had an accident. Not knowing what he meant, I asked him what happened. "Don't worry Caitlin," he said. "I flipped the iceboat and broke my ribs and thumb, but I will have the boat fixed by the end of the week."

I immediately thought, only he would be more concerned with his boat than his broken bones.

Just a few short weeks later it was my birthday and spring break week. All I wanted to do was go iceboating. I hadn't gone in over a year, due to weather. Sure enough, with a cast on his arm and painful ribcage, my dad took me for what would be the best day of iceboating I have ever had. We loaded up the boat early on a Saturday morning in March and drove to Chautauqua, NY where we met with many other EYC members and their boats.

My dad and I spent all day zipping around the South end of Chautauqua Lake and he let me take the boat out by myself for the first time. It was the biggest adrenaline rush. I could not have asked for a more perfect day.

Even though he was in pain, and probably shouldn't have been out on the ice my dad didn't let it show one bit.

It was great to spend the entire day with him learning more about the boat he had worked so hard on and really appreciating the hours he put into it.

Over the past year, my dad and I have grown closer than ever. I have been privileged enough to be home a few weekends and spend quality time with him.

A summer night sail that faltered from lack of wind turned into hours of just sitting on the boat talking, a chilly fall day that made for one of the best sails around the bay all season, taking the mast down and packing the boat up for the winter, these are all things that have made me appreciate my dad even more.

My dad puts his entire heart into everything that he does and his hard work pays off every time I, or anyone else, drive down the winding Yacht Club road.

The gate house, the Reyburn Sailing School classroom, the new roof on the lighthouse, and the lighthouse bar are all things that my dad has had a great deal of influence on.

As my journey throughout life continues, I look forward to creating an even deeper father daughter bond, and letting my dad know just how much he is cherished and respected.



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So, what's up with da LOG?

by P/C John Ashby, LOG Publisher

I would first like to thank all of those who have been most gracious with their complements. In addition, a big thank you to all of the people who have made the LOG possible...the authors, proof-readers and photographers. Also the countless number of individuals who offer their personal stories, giving the LOG its unique flare and perspective that makes it one of a kind. And a most gracious thank you from all the above and each and every LOG reader to all LOG advertisers, who quite literally make the LOG possible. Without advertiser support the new LOG can not exist.

Admittedly, the LOG is an immense undertaking to produce. Yet, at the same time, I will be the first to admit it is also a pleasure working with the authors, proofreaders and all the others who make the LOG what it has become today.

As you all know, the LOG is supported to the greatest extent by LOG advertisers. As with all magazines, whether they are large or small, without advertising support they cannot exist. The expenses involved in producing and publishing any magazine are simply too prohibitive. In this sense the LOG is no different than any other publication...we too depend on advertisers without whom the LOG would not be possible...it is just too time consuming.

Since the introduction of the new LOG format with the July/August 2003 inaugural issue, we have produced 42 LOGs without a "hitch in our gitty up". This is the 43rd LOG issue and hopefully the 44th issue will follow right in step.

I have frequently relayed the message to you to "support your LOG advertisers for without them the LOG could not exist". That's just the way it is in the publishing world whether it's a weekly, monthly or bi-monthly as is the LOG. All magazines have that one thing in common, the need for "their all important advertisers".

As a rule of thumb, magazines need advertiser support to the tune of a minimum of fifty percent of their pages to remain financially viable. The LOG has never been close to that fifty percent goal, yet has remained viable due to volunteerism, but volunteerism cannot be called upon to cover all the expenses so our advertisers are crucial to the LOG's existence.

The LOG has suffered, as have most publications, due to the economic conditions that exist today. The LOG has become income poor which can only be helped by new, as well as, old advertisers becoming active in offering their support for the LOG. This is a simple fact to enable the LOG to continue as a valuable entity for all our members and guests, as well as its use as a terrific marketing tool for the EYC in general. The LOG is truly a "one of a kind" publication. So please advertise in your LOG and keep the presses rolling.



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Canada Day, once referred to as Dominion Day and often referred to as "Canada's Birthday", is celebrated as the 'national day' of Canada. This federal holiday celebrates the enactment of the British North America Act, which united two British colonies (Nova Scotia and New Brunswick) and a Province of Canada (now Ontario and Quebec) of the British Empire, into a single country called Canada on July 1, 1867. Although Canada was regarded as having become a kingdom in its own right on that date, the British Parliament kept limited rights of political control over the new country that were shed by stages over the years until the last vestiges were surrendered in 1982 when the Constitution Act patriated

the Canadian constitution.

Initially Canadians thought themselves to be primarily British so were not interested in celebrating Canadian forms of patriotism. In 1917, the golden anniversary of Confederation, and again in 1967, Canada's centennial, Canada Day was celebrated almost exclusively in the National Capital, but not generally throughout the country. In October, 1982 the holiday became officially known as Canada Day.

It is rather interesting to note that July 1st also became the date set for a number of important events in Canada: the first (temporary) national radio network hookup by the Canadian Railway (1927); the inauguration of the CBC's cross-country television broadcast

(1958); the flooding of the Saint Lawrence Seaway (1958); the first color television transmission in Canada (1966); the inauguration of the Order of Canada (1967); and the establishment of "O Canada" as the country's national anthem (1980).

Port Dover, like most communities across Canada will host celebrations for Canada Day. You won't want to miss the boat parade as well other events in and around Port Dover that will include outdoor public events, such as parades, carnivals, festivals, barbecues, air and maritime shows, fireworks, and free musical concerts, as well as citizenship ceremonies for new citizens.

The main focus of the celebrations remains

at the national capital, Ottawa, Ontario, where large concerts, presided over by the Governor General, are held on Parliament Hill. Queen Elizabeth II was present in Ottawa at the centennial celebration in 1967 and again in 1990, 1992, and 1997, and is scheduled to attend the celebration in 2010.

Detroit, Michigan, and Windsor, Ontario, as well as Fort Erie, Ontario and Buffalo, New York celebrate Canada Day and the United States' Independence Day jointly with fireworks displays and thousands of spectators attending.



by Toni Armstrong Sample

Canada Day July First

Congregate and celebrate on Lake Erie.



Congregate and celebrate on the Lynn River in downtown Port Dover.



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1993 TALL SHIPS ERIE

continued from page 15

gun by the Niagara Association of Erie, aided by the Pennsylvania Historical Commission and the Commonwealth of Pennsylvania. The project halted for lack of funds in 1934, but was finally completed in 1963 for the sesquicentennial of her great victories.

In 1988 reconstruction was undertaken to restore the *Niagara* to sailing condition. The ship was completely rebuilt from the keel up, by Melbourne Smith, using period ship-building techniques. The National Park Service considers the vessel to be a reconstruction of the original. Today's *Niagara* is built to be "modernly historic," having the appearance and feel of the original, but meeting modern Coast Guard regulations, with water-tight bulkheads, modern emergency equipment, and twin diesel engines. Today, the *Niagara* is used to educate the public on the War of 1812 and the Battle of Lake Erie. She has a crew of professionals and volunteers who voyage to distant ports.

She flies a War of 1812-era United States flag, the state flag of Pennsylvania, and Perry's famous "Don't Give Up the Ship" flag. She is 198' in length with a 30' 6" beam, 9' draft and 118' height, she carries a crew of 40, has two diesel engines to back up her sails and carries 4" x 32 pound carronades.



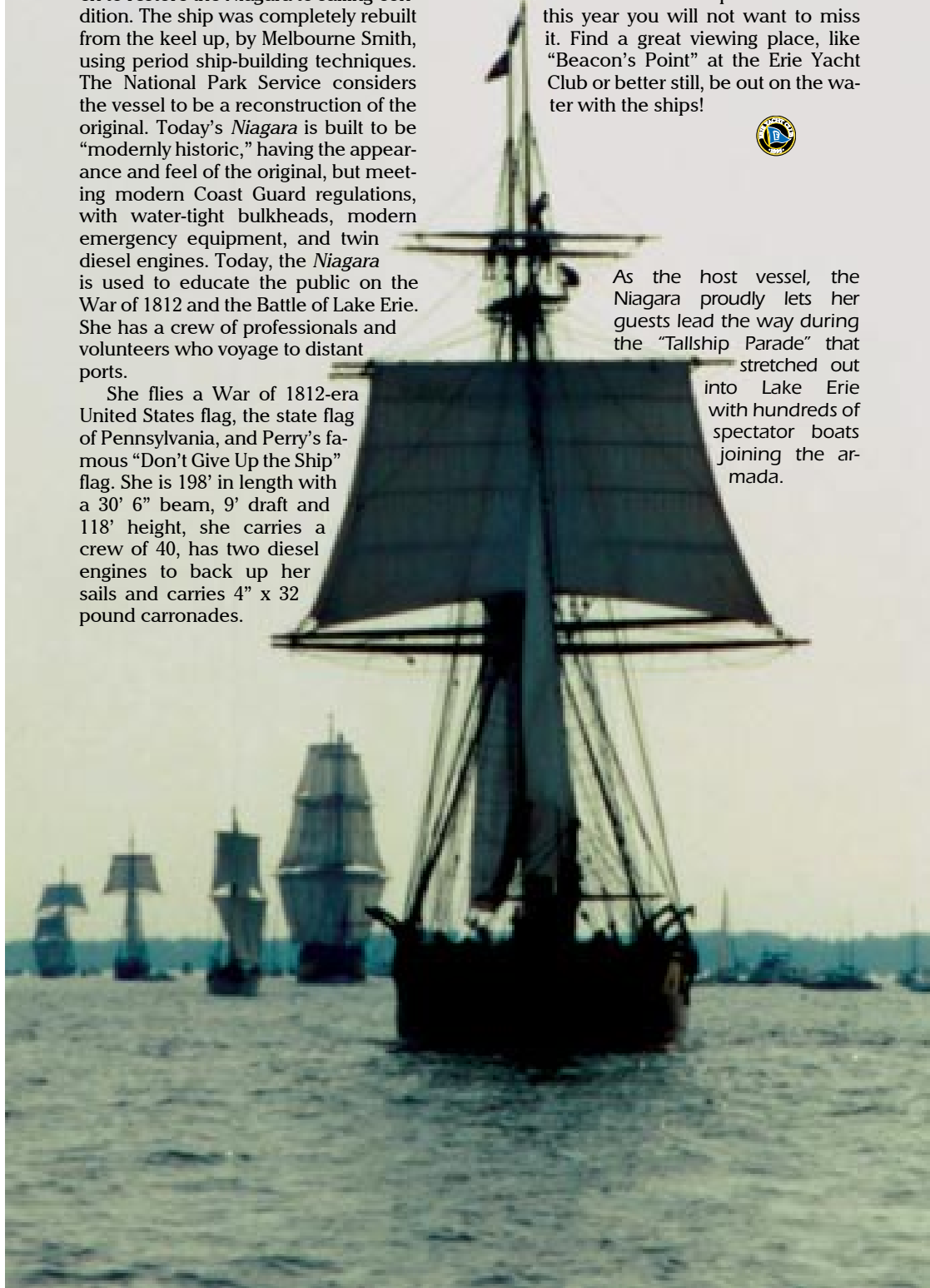
A huge fleet of private pleasure craft adds to the armada of tallships entering Lake Erie. This was a magical day on the water for all.

A brig is a two-masted sailing ship, square-rigged on both masts.

When the Tall Ships come to Erie this year you will not want to miss it. Find a great viewing place, like "Beacon's Point" at the Erie Yacht Club or better still, be out on the water with the ships!



As the host vessel, the *Niagara* proudly lets her guests lead the way during the "Tallship Parade" that stretched out into Lake Erie with hundreds of spectator boats joining the armada.



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Friday, August 13th, 2010 Bikes & Bikers by the 10,000's

by Toni Armstrong Sample

Ohhhhhh. ... Scarrrrreeeeeyyyy. On that day of days -- Friday the 13th -- you need to watch out for black cats, walking under a ladder, stepping on a sidewalk crack and you need to be sure to carry your lucky 'rabbits foot'! And, you need to plan a trip to Port Dover, Ontario, Canada!

There are several places in the country where this date is more than just a 'superstitious nightmare come true.' One such place is just across the lake from the Erie Yacht Club in Dover. You can get to Dover in a sail boat in about 8 hours, in a power boat in about 3 hours or in a vehicle, or on a "Hog", in about 4 hours. Take your pick and mark your calendar for this is a spectacle you will not want to miss.

You might be surprised to learn how many locals (including members of our own EYC - doctors, lawyers and Indian chiefs) take their 'Hogs', 'Honda's' and other two wheelers over to Dover for the weekend. They go for a famous hot dog, a sit on the pier, a stroll down the main street and to see the hundreds of bikes and the chance of viewing the 'naked lady' who once paraded through town for the enjoyment of many. Dover is a town full of surprises!

Mostly in Dover, on Friday the 13th, you'll find a bunch of cool dudes on cool bikes having a great

time. Don't worry -- on a bike or not, cool or not -- they'll let you come anyway!

From the Port Dover Maple Leaf we learn that in 1971 George Simons gave his son a Rupp mini bike. George never dreamt he would be instilling a life-long passion in his son Chris who owns 'Biker's Delight', bike shop in Dover.

Ten years later (1981) in November, the Friday the 13th tradition began with Chris and 25 of his friends. The get-together took place at the Commercial Hotel (now Angelos) of Dover. The friends had spread the word and the town was busting with cycles. It was to be repeated from that time on -- every Friday the 13th, each time growing larger.

It's not just the bikers that are fun to watch but the bikes with their side cars, televisions, stereo systems, speaker systems, seats that look like leather recliners and some even have a mini-frig. Big saddle bags are a must. A few strap on camping equipment. There are traditional bikes and choppers. There are leather ensconced bikers and halter top bikers. There are a myriad of helmets complete with car horns, bull horns and long horns.

Get along little 'doggie'! This is a fun time. Don't miss it.




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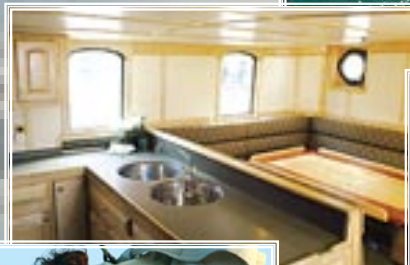
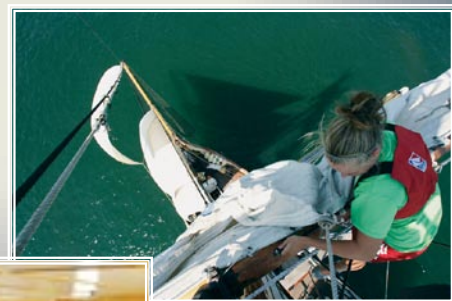
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UNICORN



Tall Ships Erie 2010

continued from page 5

forde, Germany, offers sail training for beginners as well as young and old sailors. She operates year-round, sailing from the North Sea, Baltic Sea and the English Channel in the summer and the

Canary Islands in the winter. The ship is crewed and maintained by volunteers with no "paid" crew. All crew members work for their passage and also pay a small annual contribution in addition to doing maintenance work. Her mission is to promote international understanding and encourage traditional seamanship. This is her first trip to the Great Lakes.

Unicorn, a topsail schooner from homeport Bridgeport, Connecticut, operates as a sail training vessel and preserves maritime tradition

through tall ship festivals and community involvement. During the summer, the ship is chartered by Sisters Under Sail, a non-profit on-board leadership program for teenage girls and women that was formed by one of the owners.

All of the visiting ships at Tall Ships Erie 2010 are members of the American Sail Training Association (ASTA). The ASTA is headquartered in Newport, Rhode Island in the house purchased in 1818 by Commodore Oliver Hazard Perry after his victory in the Battle of Lake Erie. He lived

there until his death in 1819 and the Perry family lived there until 1865.

ASTA's mission is to "encourage character building through sail training, promote sail training to the North American public, and support education under sail." It is a nonprofit organization dedicated to preserving North America's maritime heritage. The ASTA also organizes the Tall Ships Challenge race series, manages scholarship programs to make sail training experiences more affordable for young people as well as

grant programs to assist crew of ASTA member vessels with costs of professional development courses and licensing requirements.

Niagara's Senior Captain, Walter Rybka, is a member of ASTA's Commodores Council, which serves as an advisory board. In addition, in 2008, Rybka was awarded ASTA's Lifetime Achievement Award during the annual conference that was held in Halifax, Nova Scotia.

This prestigious honor is awarded "to an individual who has dedicated his or her life's work

to getting people to sea under sail and who has worked to preserve the traditions and skills of tallship sail training." He was chosen by his peers to receive this honor.

Niagara recently starred as the whaler "Essex" in a PBS two hour documentary covering the early years of the American whaling industry.

So mark your calendars so you won't miss this historic gathering of these majestic tallships of another era ... Tallships Erie 2010.



Pride of Baltimore



Flagship Niagara





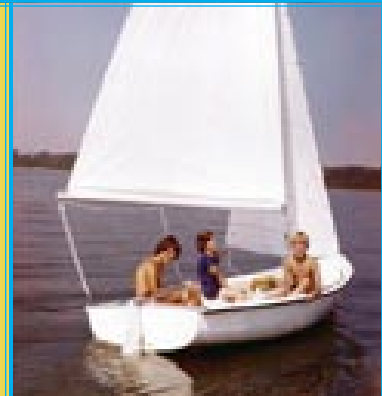
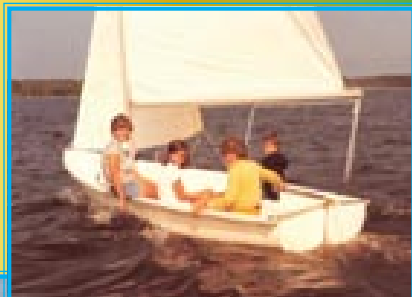
July Calendar of Club Events

- 1st Thursday Sunset Happy Hour
"Rib Night" 6pm-9pm
Entertainment with Mambo
- 4th Champagne Sunday Brunch
11-2pm • \$12.95
Firecracker 4th at the Lighthouse
Buffet at 7pm • Fireworks at 9:45
Entertainment by The Uncles
- 8th Thursday Sunset Happy Hour
"Classic Car Night" 6pm-9pm
Lake Erie Classic Car Club
Entertainment by Acoustic Gypsies
- 9th Dock Party A, B, C, D, E, F
- 11th Champagne Sunday Brunch
11-2pm • \$12.95
Family Picnic
3:00 - All Activities Begin
Activities are FREE!
4:00 - Family Picnic Buffet
Adults \$11.95 • Kids 6-12, \$6.50
5 & under Free!
- 12th Frolic on the Bay
11:30 am til 5:00 pm
Children arrive at noon
- 15th Thursday Sunset Happy Hour
"Hawaiian Shirt Night" 6pm-9pm
Entertainment by Key West
Express
- 18th Champagne Sunday Brunch
11-2pm • \$12.95
- 22nd Thursday Sunset Happy Hour
"Dogs & Suds Night" 6pm-9pm
Entertainment by The Breeze Band
- 23rd Dock Party G, H, I, J, K
- 25th Champagne Sunday Brunch
11-2pm • \$12.95
Sunday Lighthouse Happy Hour
6pm-9pm Entertainment with
Matt Kramer's G3
- 29th Thursday Sunset Happy Hour
"Beatles Night" 6pm-9pm
Entertainment by Abbey Road
- 31st Dover Weekend on the Deck with
The Sam Hyman Band

Memories Reyburn Sailing School is on Facebook by Aimee Nicolia



Reconnect with old sailing friends, and relive the fun of your Junior Sailing days. Share and view photos and videos and chat with other former students and instructors. Join the Erie Yacht Club Reyburn Sailing Alumni on Facebook. Just search groups key word *Reyburn Sailing* then click to join the group. Good times!



August Calendar of Club Events

- 1st Champagne Sunday Brunch
11-2pm • \$12.95
- 5th Thursday Sunset Happy Hour
"Corvette Car Club Night"
6pm-9pm Entertainment with
Mark & Emily
- 8th Champagne Sunday Brunch
11-2pm • \$12.95
- 9th Sunday Lighthouse Happy Hour
6pm-9pm Entertainment with Matt
Kramer's G3
- 10th Junior Sailing Banquet
- 12th Thursday Sunset Happy Hour
"Beaner Run & Hot Rod Car Club
Night" 6pm-9pm • Entertainment
with Night Cruisers
- 15th Champagne Sunday Brunch
11-2pm • \$12.95
- 19th Thursday Sunset Happy Hour
"Harley Davidson Night"
6pm-9pm Entertainment with
The Uncles
- 22nd Champagne Sunday Brunch
11-2pm • \$12.95
Sunday Lighthouse Happy Hour
6pm-9pm Entertainment with
Endless Summer
- 26th Thursday Sunset Happy Hour
"Dress like a Pirate Night"
6pm-9pm Entertainment with
Matt Kramer's G3
- 29th Champagne Sunday Brunch
11-2pm • \$12.95
- 30th Red Cross Regatta
Caribbean Style Fun • Race begins
at Noon • Entertainment by the
Sam Hyman Band

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Gravelly Bay is just a short distance west, down the north side of the Long Point bay shore, once you round the end of Long Point, Canada from the US side. (That's by boat!) Gravelly Bay, like all of Long Point, is a haven for deer, birds, ducks (deer ticks and black flies) and locals fortunate enough to have a 'limited land lease' from their government. The vacation abodes these 'few but proud' Canadians have built boast no frills. The cottages on Gravelly Bay have no electricity, running water, heat or air conditioning. What these weekend and vacation dwellings do contain are the memories of hours of delightful get-togethers with friends from both sides of the lake, and beyond.

I was fortunate enough to spend a week at the cabin of Long Point attorney, Frank Reid. Frank lent Dave and I his cottage so that we could experience what it's like to be a 'local' for just a short time. Actually, we were celebrating a special wedding anniversary -- and the memories we made during that week on Gravelly Bay were ones I will never forget. Along with our personal accessories we hauled in water, food and ice. There is no access to this area by land so everything that is here has been transported over the water

-- building materials, furniture, generators (for lighting) and all the things you need for your stay.

Walks on the beach, hikes inland, swimming off the dock, sitting on the deck to watch a beautiful sunset, setting up your easel and painting or reading a good book: those are the activities that replace rush hour traffic, work place stress and television. You are heartily discouraged from bringing your lap top, ipod, blackberry, or cell phone -- unless you reach for them for emergencies only. This is a place of quiet, solitude and relaxation and frequent 'pop-in' visits via power boats to share in a companionable freshly grilled burger and cold drink.

One beautiful, although hot, late afternoon as Dave and I were sitting on the deck, enjoying the light breeze and the beautiful view the sky began to cloud over in a most unusual pattern and color. We watched as spirals of clouds appeared to be pulled into the bay. I was starting to feel concerned as the funnel shapes moved closer and closer. Dave explained to me that a water spout is a tornado that, he said, stays over the water and disperses when it hits land. Waterspouts are fairly common on the Great Lakes during late summer and early fall, with

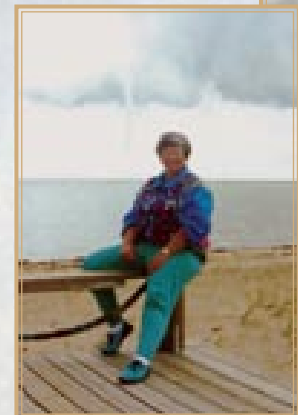
a record 66+ waterspouts reported over just a seven day period in 2003. A water spout has a definite life span appearing as a small light colored circle on the water, then an eye of water spray followed by the funnel. The spouts movement causes a wake and wave train. The inflow of warm air eventually ends the water-spout's life cycle.

To the naked eye, from a distance, as it was from us, it appeared as if the funnel moved downward from the cloud never meeting the water. However, in the pictures I took you can clearly see the spray of water that formed on the water causing the spout to move upward.

Waterspouts are quite dangerous to ships, planes, helicopters, and swimmers.

In doing some research for this article I learned that tornado warnings are issued by the weather service when waterspouts are expected to move on shore. Does that sound to you like they dissipate when they hit land, like Dave had told me?

So, if you're on or in the water and you see a waterspout...get out of the water and take extreme caution. And, if you're on land, keep a close watch on where it's headed.



Waterspouts on Gravelly Bay

by Toni Armstrong Sample

A Gift for My Wife

submitted by

D/C Bob & Mary Morrison, DDYC

Pocket Tazer Stun Gun, a great gift for the wife. Here's a well-intentioned guy who purchased his lovely wife a pocket Tazer for their anniversary.

Last weekend I saw something at Lary's Pistol & Pawn Shop that sparked my interest. The occasion was our 15th anniversary and I was looking for a little something extra for my wife Julie. What I came across was a 100,000-volt, pocket/purse-sized tazer. The effects of the tazer were supposed to be short lived, with no long-term adverse effect on your assailant, allowing her adequate time to retreat to safety?

WAY TOO COOL! Long story short, I bought the device and brought it home. I loaded two AAA batteries in the darn thing and pushed the button. Nothing! I was disappointed. I learned, however, that if I pushed the button and pressed it against a metal surface at the same time; I'd get the blue arc of electricity darting back and forth between the prongs. AWESOME!!!

Unfortunately, I have yet to explain to Julie what that burn spot is on the face of her microwave.

Okay, so I was home alone with this new toy, thinking to myself that it couldn't be all that bad with only two triple-A batteries, right? There I sat in my recliner, my cat Gracie looking on intently (trusting little soul) while I was reading the directions and thinking that I really needed to try this thing out on a flesh & blood moving target. I must admit I thought about zapping Gracie (for a fraction of a second) and thought better of it. She is such a sweet cat. But, if I was going to give this thing to my wife to protect herself against a mugger, I did want some assurance that it would work as advertised. Am I wrong?

So, there I sat in a pair of shorts and a tank top with my reading glasses perched delicately on the bridge of my nose, directions in one hand, and tazer in another. The directions said that a one-second burst would shock and disorient your assailant; a two-second burst was supposed to cause muscle spasms and a major loss of bodily control; a three-second burst would purportedly make your assailant flop on the ground like a fish out of water. Any burst longer than three seconds would be wasting the batteries.

All the while I'm looking at this little device measuring about 5" long, less than 3/4 inch in

circumference; pretty cute really and (loaded with two itsy, bitsy triple-A batteries) thinking to myself, 'no possible way!' What happened next is almost beyond description, but I'll do my best.

I'm sitting there alone, Gracie looking on with her head cocked to one side as to say, 'don't do it dipshit,' reasoning that a one second burst from such a tiny little ole thing couldn't hurt all that bad. I decided to give myself a one second burst just for heck of it. I touched the prongs to my naked thigh, pushed the button, and ... HOLY MOTHER OF GOD ... WEAPONS OF MASS DESTRUCTION ... WHAT THE HELL!!!

I'm pretty sure Jessie Ventura ran in through the side door, picked me up in the recliner, then body slammed us both on the carpet, over and over and over again. I vaguely recall waking up on my side in the fetal position, with tears in my eyes, body soaking wet, both nipples on fire, testicles nowhere to be found, with my left arm tucked under my body in the oddest position, and tingling in my legs? The cat was making meowing sounds I had never heard before, clinging to a picture frame hanging above the fireplace, obviously in an attempt to avoid getting slammed by my body flopping all over the living room.

Note: If you ever feel compelled to 'mug' yourself with a tazer, one note of caution: there is no such thing as a one second burst when you zap yourself! You will not let go of that thing until it is dislodged from your hand by a violent thrashing about on the floor. A three second burst would be considered conservative? IT HURT LIKE HELL!

A minute or so later (I can't be sure, as time was a relative thing at that point), I collected my wits (what little I had left), sat up and surveyed the landscape. My bent reading glasses were on the mantel of the fireplace.

The recliner was upside down and about 8 feet or so from where it originally was. My triceps, right thigh and both nipples were still twitching. My face felt like it had been shot up with Novocain, and my bottom lip weighed 88 lbs. I had no control over the drooling.

Apparently I pooped on myself, but was too numb to know for sure and my sense of smell was gone. I saw a faint smoke cloud above my head which I believe came from my hair. I'm still looking for my nuts and I'm offering a significant reward for their safe return!

P.S. My wife, can't stop laughing about my experience, loved the gift, and now regularly threatens me with it! "If you think education is difficult, try being stupid!"

**Tazer
Zapped!**



Somali Pirates Say They Are Subsidiary of Goldman Sachs

Could Make Prosecution Difficult, Experts Say



NORFOLK, VIRGINIA Eleven indicted Somali pirates dropped a bombshell in a U.S. court today, revealing that their entire piracy operation is a subsidiary of banking giant Goldman Sachs.

There was an audible gasp in the courtroom when the leader of the pirates announced, "We are doing God's work. We work for Lloyd Blankfein."

The pirate, who said he earned a bonus of \$48 million in dubloons last year, elaborated on the nature of the Somalis' work for Goldman, explaining that the pirates forcibly attacked ships that Goldman had already shorted.

"We were functioning as investment bankers, only every day was casual Friday," the pirate said.

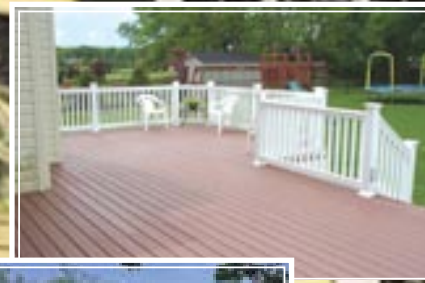
The pirate acknowledged that they merged their operations with Goldman in late 2008 to take advantage of the more relaxed regulations governing bankers as opposed to pirates, "plus to get our share of the bailout money."

In the aftermath of the shocking revelations, government prosecutors were scrambling to see if they still had a case against the Somali pirates, who would now be treated as bankers in the eyes of the law.

"There are lots of laws that could bring these guys down if they were, in fact, pirates," one government source said. "But if they're bankers, our hands are tied."



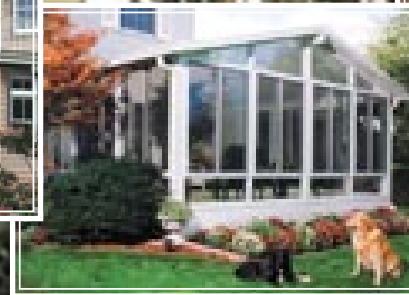
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