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From the Bridge

by Rear Commodore Brad Enterline



Sometimes, I simply cannot decide. What is it about summer at the Erie Yacht Club ated a lot of interest in the water levels. As I afternoon happy hour on the deck, par- the levels will be in July and August. While a few. You also must have your own special holders in the best way possible. summer moments here. So let's celebrate So come out and enjoy this vibrant, growsummer here at the Erie Yacht Club and ing and exciting Club here in the midst of enjoy each moment on this gorgeous bay! this beautiful summer!

Speaking of water, this spring has generthat I love so much? Is it the Thursday write this article in mid May, I wonder how ties at the lighthouse, enjoying a drink or I cannot predict the future, I can predict the a meal at the Club with family and friends, spirit and devotion of our members to the Wednesday night racing, an early morning overall good of our Club. If we were to exsail on the bay, tinkering on the boat, or just perience significant reductions in the water hanging out and taking in the beauty of the beneath our hulls, we would rally and work water in an Adirondack chair? These are just together as a team to accommodate our slip

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On the Cover...

A beautiful postcard quality photo taken by Tom Madura on his trip to Tahiti. Just another day in para-



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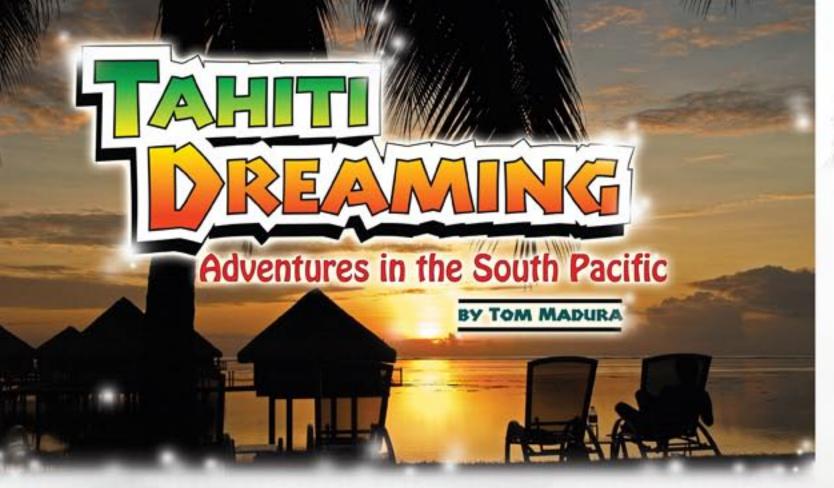
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Yacht Club



ituated in the South Pacific, far from any mainland (the closest is New Zealand, almost 2,500 miles away), Tahiti has always seemed mysterious and exotic to me. It was one of my "dream" travel destinations. This past winter, my dream came true – my wife Cindy and I spent 2 wonderful weeks exploring Tahiti and the surrounding islands of French Polynesia.

Words are inadequate to describe such an adventure, but I will try to present some highlights here in the form of a daily log:



The over-water bungalows at Le Meridien provide a scenic background for Cindy.

a nightmare.

After snowblowing my driveway, driving to Cleveland, enduring 2 layovers and a total of 18 hours flying time, we arrived in Papeete, Tahiti at 6:30 AM, twenty-six hours after leaving Erie. Le Meridien Tahiti is just what you'd expect from a hotel in paradise - open air lobby; swimming pool surrounded by sand; palm trees; and a quiet private beach! Aaah - nap time! That evening we watched the local Polynesian Folkloric show and enjoyed a fabulous buffet dinner. Then off to bed for much needed sleep!

Day 2 and 3: These days were spent relaxing on the beach or in the pool, and exploring the nearby neighborhood on foot. A single mixed drink at the pool bar cost 1900 Polynesian francs (approx. \$20 US), but a six-pack of Hinano, the locally brewed beer, cost half of that at the small grocery store just a few minutes' walk from the hotel. There was also a French bakery nearby offering croissants and guiches, which allowed us to enjoy great breakfasts in our room and skip the hotel's \$60 per person breakfast buffet. Paradise indeed!

hand, we lay on the beach watching the something for everybody.

Day 1: While being in Tahiti was a dream sun go down over the neighboring island come true, GETTING there was more like of Moorea, and memories of our snowfilled vard melted away!

> Day 4: We took a hotel shuttle into downtown Papeete, which is the capital of French Polynesia and has about 130,000 inhabitants, and lots of traffic. The heart of Papeete is the Market, where you can buy just about anything - fish, vegetables, trinkets, souvenirs, t-shirts, hot food - if you want it, you can probably find it there. We



At the end of the day, cold drinks in The market in downtown Papeete offers

spent hours exploring it and the surrounding city blocks. It was in the Market that I got my favorite souvenir - a genuine Polynesian tattoo. The tattoo was invented centuries ago in Polynesia, and has great significance to the Polynesian people. Many have tattoos, and now I had mine.



Showing off my new tiki tattoo alongside the

Day 5: Arranged late checkout from Le Meridien so we could get in more beach time prior to boarding our cruise ship, Ocean Princess, late that afternoon.

Day 6: Today was set aside for a guided bus tour of the entire island of Tahiti. The tour began with a visit to the lighthouse and black sand beach at Point Venus, where there is also a marker commemorating the arrival of HMS Bounty in 1788. Many Polynesians today can trace their ancestry back to Bounty's crew. We continued on to visit several waterfalls, as well as the Gauguin Museum, where we saw many examples of the famous artist's works depicting 19th century life in Polynesia. Last on our tour was a stop at a marae – an ancient temple, over 800 years old, where offerings - including human sacrifices - were made to the Polynesian gods. We returned to Ocean Princess just in time to set sail for our next island!

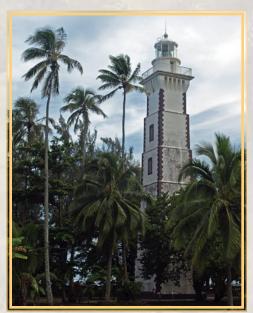
Day 7: Huahine - this island is much smaller and less populated than Tahiti. The surrounding waters are shallow, and Ocean Princess, though small by cruise ship standards, had to anchor out and ferry passengers ashore in tenders. We spent time in the morning on a beautiful white sand beach, and then embarked on a guided 4-wheel drive adventure, which included stops at a vanilla plantation and a pearl farm. French Polynesia provides a majority of the world's black pearls, and many of the islands we visited



The public beach near the town of Fare on Huahine.

are home to multiple pearl farms. Needless to say, Cindy was not immune to the charms of the pearl farmer, and left with several nice pieces of jewelry. Our day in Huahine ended with another marae visit and a drive along the sand on the rugged ocean side of the island. Unprotected by a coral reef, the beach here is pounded by strong surf - a stark contrast to the tranquil beaches just a few miles away.

Day 8: No port calls today. Ocean Princess had to cover several hundred miles to our next stop, so we had an "at sea" day. The weather was somewhat uncooperative, however - in the afternoon a steady rain cut short our sunning by the pool, and began to dilute our rum drinks. Fortunately an afternoon wine-tasting in the ship's dining room tempered our disappointment, and the on-board lounges and



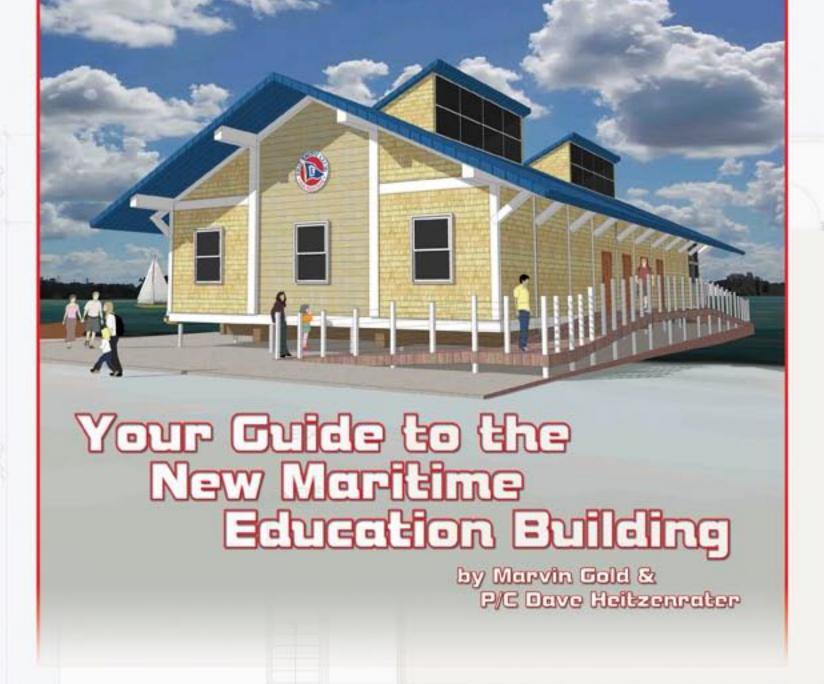
The Point Venus Lighthouse, constructed in

casino offered plenty of entertainment in the evening.

Day 9: The island of Rangiroa - and the bad weather continued. Rangiroa is a low, ring-shaped island composed entirely of coral reefs, the main volcanic part of the island having long ago sunk beneath the ocean. This makes it one of the world's premier spots for scuba diving and snorkeling, and we had set aside the entire day for snorkeling. Unfortunately, high winds and rain squalls caused the cancellation of all diving and snorkeling trips. I tried snorkeling off the small beach where our tender took us ashore, but the visibility was poor and fish were scarce due to the wave action. Oh well - what to do in paradise on a rainy day? We went to another pearl farm, and saw a fascinating demonstration of how the live oysters are "seeded" with small pieces of shell and then returned to the water for months to let the pearls develop. After that we stopped at a little thatch-roofed beach bar for a couple of cold Hinanos, and a dish of poisson cru – a delicious local favorite consisting of raw fish marinated in lime juice and coconut milk. Rain? What rain?

Day 10: Another day "at sea" as Ocean Princess made her way westward again. But this was Super Bowl Sunday, and just because we were in the middle of the South Pacific was no excuse not to see the big game! After several hours lounging on the pool deck with a few cold cocktails, we went to one of the ship's lounges where a big screen TV had been set up to watch the game (which started at 1:30 PM local time). Aside from our sunburns

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Much like Commodore Bliss and the founding officers were 118 years ago, the Erie Yacht Club Foundation is excited for its first major undertaking - a \$1.65 million capital campaign to establish a new Maritime Education Building. The newly designed building is to be constructed on the concrete pier recently built by Erie Yacht Club and located in its 25 acre water lot west of the property. As excitement builds around the new facility, the Foundation wants to share with you thrilling gift news, the plans for the building and the potential uses it will have. The Foundation is proud of this new structure and looks forward to it being an important part of the Erie Community.

Major Announcement

The Foundation is very pleased to announce that a major naming gift of \$500,000 has been received from the Mark Rickloff Family; a family that long has supported the Erie Yacht Club thru four generations and now the Erie Yacht Club Foundation.

This wonderful gift serves as a challenge to our members and the community to support the Foundation campaign to foster boating education for future generations within the Presque Isle Basin. As a result of this major gift, the Foundation will now be able to create a significant fund from the campaign proceeds which will

arships and programs built around this new facility. Plans are to begin construction in September 2013 and have the facility ready for use by the Reyburn Sailing School in late May 2014 followed by a new intercollegiate sailing program in the fall of 2014. The facility is to be dedicated in May, 2014 and will be named the "Rickloff Community Boathouse".

An Impressive Facility

The Foundation has retained the services of architect Ross Rectenwald, AIA of Bostwick Design Partnership to create an innovative maritime education building. The 3,300 square foot structure will have a welcoming white provide additional community schol- and blue nautical-themed façade,

opening windows, an open-beam trussed ceiling with high bay skylights that bathe the interior in natural light. The building will include a 50-seat instruction room to be equipped with a kitchenette, an area for educational materials and equipment plus ample storage space for the instructional boats and support equipment. Plans also include a locker room for instructors with an office for the Director of Boating and Sailing activities. Bathroom facilities will be available from both inside and out permitting use by EYC members.

The Revburn School facility with its boats and floating docks is protected by a 220' concrete decked wave attenuator that improves the already existing natural protection afforded by Presque Isle from high winds and rough lake waters. The forethought and commitment of the EYC to move the school facilities outside of the club basin from its former location now provides a very secure area that allows students to learn and practice their boating skills in the safest environment possible. The new education building will only enhance the facility to bring it to an even higher level of excellence and opportunity.

A Permanent Home for the Reyburn Sailing School

The prestigious Reyburn Sailing School will be a permanent tenant of the new Rickloff Community Boathouse. Our school has taught the fundamentals of boat handling, seamanship, safety and sportsmanship for many generations of students. Many current EYC members along with countless others across the nation have learned their boating skills at the Revburn School. Having a permanent modern educational facility will allow the 63-year-old institution to expand and improve its educational offerings. A first class facility will insure that a wider section of the Erie community can participate in Reyburn programs. The educational endowment will also provide an additional 15 annual scholarship opportunities plus implementation of a number of boating education programs in the facility.

A New Venue for Intercollegiate Racing

Erie is fortunate to have a number of great local universities and colleges. The Foundation desires to help those students interested to best utilize the unique opportunities provided by Presque Isle Bay. Developing an intercollegiate racing program is an important step in helping to showcase the talented racers in Erie's universities. The Rickloff Community Boathouse will provide a perfect venue for an intercollegiate sailing program now being implemented by a regional University in our community. Additionally the Boathouse provides a suitable location for the Foundation to facilitate competitive national sailing and boating events during the year.

A Resource for Community Partners

The Foundation wishes to share the resources and benefits of the new Community Boathouse with a wide range of community partners to showcase our youth and adult programs while providing boating education and safety programs for our future generations.





I knew I was facing the very real threat of running-out-of-boats, so, I responded to this challenge as any seasoned chairman would. I panicked. My discomposure was unfounded as our excellent EYC volunteers stepped-up. In short order, a few more beautiful yachts materialized and saved-the-day. As one large yacht apgoing out on THAT? It looks like something out of a James Bond movie!" What do you know? Another "fantasy" delivered by generous EYC members to a deserving little girl with a difficult life.

Participation in Frolic on the Bay has inspired many of the volunteers and has maybe changed some of us for the better, as well? Let me share stories from two long-time volunteers.

ride and his day on the water. His mother told Andy her son's Frolic boat ride was the high point of his summer. "My son has not stopped talking about Frolic on the Bay," she told Andy. Sadly, this little boy passed away before the next year's

Maybe ten years ago, when I was a proached, a little girl asked me, "Are we shore-side volunteer, all the Frolic boats were out on the bay. A mother with a daughter arrived late due to complicago. With all the boats gone, the mom happily accepted my offer to go sailing on my boat. After a few hours, as we approached EYC. I asked the mom whether we should the mom's face answered my question and I tacked back out. You see, not only

all the bad things that ever happened to me really don't amount to that much.

This July, we will continue our tradition of giving special-needs children boat rides. These are kids with difficult lives and maybe life-threatening conditions who otherwise might never get to enjoy a day on the water.

Many of these children travel some distance to enjoy the day with us. They never go hungry, either because they are given tions with getting the daughter ready to a bag lunch of a sandwich, fruit, chips, and soda prepared by our excellent volunteers. This same lunch is given to every sibling, parent, friend and care-giver that goes on the boat. Each year all these folks go in or "take another hitch". The look on are also given a commorative hat as a memento of the day.

P.C. Pat Geary at Erie Beer Company, Sue Oldakowski at the Erie Water Department, Ray Kreger at H&K Do Nut Shop, Sharon Sisco at Mercyhurst College, Julie Resler at Parkhurst Food Services, Mike Seager at STERIS Good Neighbor Fund, Toni Murphy at Tops Markets, Mike Weber at Smith Provisions, Valerie Dixon at Stroehmann Bakery, P. C. Gerry Urbaniak at Urbaniak Brothers Quality Meats, Norm and serve year-after-year. Schlosser with his Water Taxis and Doodles, Silly, and Jam of the Erie Clowns.

In addition to the sponsors. I thank the Erie Yacht Club Bridge Officers, as well as General Manager Mike Lynch, Dockmaster Bill Vogel and all the EYC staff who work so hard and diligently behind-thescenes.

I also want to thank U.S.C.G. Chief Stephen Pickard and his crew for stopping by with their cutter and conducting boattours for the children.

Frolic on the Bay would also not be possible without the tireless dedication of many excellent volunteers who appear

We will certainly be grateful for any monetary donations, as well! You can mail to the EYC Foundation PO Box 648 Erie PA 16512 and designate "Frolic on the Bay".

Why not come to the Frolic this year yourself and join all these other great volunteers? We can always use new landbased volunteers, as well, and would

love to have you join us! Please consider bringing your boat and become Frolicskipper! We can't have too many boaters! Who knows, you might save me from a panic-attack!

Dan Dundon - Frolic Chairman dandundon@gmail.com



-8-- 9 -

he 29th running of the Erie Yacht Club Charity Regatta is scheduled for Sunday, August 25th. The annual fund raising race and exciting party has always been a hit having as many as 119 power and sail boats on the water including both racers and spectator vessels for this one day event. The racing boats have ranged in size from the 200' Flagship Niagara with a working crew of 30 to as little as the 14 foot one person Laser. Due to the generous donors and the hard work and skillful planning of the many volunteers, you have raised over \$888,000 since its inception. This year over 90% of the funds raised will go directly to our regatta partner the American Red Cross to be restricted for use in Erie County.

The EYC Bridge and Board proudly announced 2013 Regatta Charity Partner as the Greater Erie County Chapter of the American Red Cross. 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 and 2013 is no different. All fees contributed to Greater Erie County Chapter of the American Red Cross will be designated for and remain in the Erie community.

Sunday, August 25th, 2013

Sail Boats, power boats, sponsors and spectators will all gather to enjoy this premier boating party of the year with the music of Lucky Dog and the friendly competition and fun festivities this event has developed! Each year we all look forward to the enthusiasm and camaraderie this end-of-summer

A great time for a great cause - 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 96 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. Immedilent 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

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 action. Health and safety classes offered through the Chapter include: and many more. Red Cross instrucsaving skills.

So please join the Erie Yacht Club in support of this year's Regatta. The five-mile bay race begins at 1:00 pm, skippers meeting precedes at 11:00am and post-race is the celebration party with live entertainment from Luck Dog, barbecue picnic festivities, trophy presentation for class winners, rubber ducky race, prizes and all the fun and camaraderie you've come to expect from this boating race!

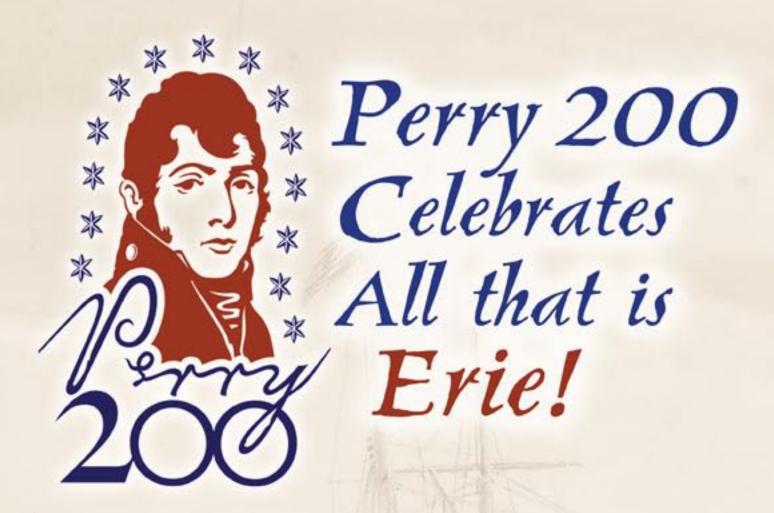
Log on to the Erie Yacht Club's Web site and click on Red Cross logo to enter your sailboat or power spectator boat. Mail or fax to the local chapter emergency and empowered to take or drop it off in the Red Cross Regatta box in the office at the EYC. Sponsor a boat, donate prizes and supplies, CPR/AED, First Aid, Learn to Swim, make a financial contribution, or vollifeguard training, safe babysitting unteer for the event by calling the Greater Erie County Chapter of the tors also provide an array of disaster American Red Cross at (814) 833-0942 curriculum, that meet the standards ext. 226 or 225. You may also learn

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!

Join the EYC Charity Regatta today and help us to be there for our community in an emergency with vital Red Cross disaster relief services.







As the nation continues to commemorate the 200th Anniversary of the War of 1812, it is also once again time for the Erie area to recall its pivotal role in winning the famous battle of Lake Erie.

While the actual battle was fought 150 miles away near Put-in-Bay, Ohio, the U.S. fleet, which won the victory, was constructed timber by timber in the protected harbor of Erie, primarily through the efforts of Erie citizen Daniel Dobbins. It was Dobbins, who seeing the danger of British control of Lake Erie, persuaded President James Madison to build a fleet at Erie that could challenge and defeat the great Royal Navy.

Under Commodore Oliver H. Perry, the Erie-made fleet did more than just challenge the British! They decisively defeated them on September 10, 1813 in one of America's few great victories during the War of 1812 and Erie, then a tiny town of less than 500 people, had its greatest moment on the national stage as Perry informed the nation, "We have met the enemy and they are ours."

Perry 200 Launch Season 2012

The "Launch Season" of the Perry 200 Commemoration, under the auspices of the Jefferson Educational Society, carried a mission to educate, create awareness, and to build community pride in our national and local historic legacy by focusing on the War of 1812 and the Battle of Lake Erie. In all, the Perry 200 and the JES raised nearly \$1.8 million for the two year celebration.

The Perry 200 reintroduction of the study of Erie History in five Erie School District schools was met with great success. A revised program for 2013 has been prepared for 13 schools in the Erie School District, as well as other districts in the County and private and parochial schools. Overall, the launch season drew nearly 100,000 community members to events from April through October.

Perry 200 Sailing Season 2013

Although the 2013 Perry Season is well underway, with many events already undertaken including the "Perry 200 Day with the Erie Seawolves", The "Memorial Dedication" for Erie's Unknown Soldiers & Sailors and the Grand Patriotic Parade, there are still many exciting and history-filled events upcoming for Erie.

The S.O.D.S. of Lake Crie Fishing Challenge

Through Monday September 2



Fishing has been a major component of the history of the Erie area beginning after the Battle of Lake Erie until the present time. The S.O.N.S. (Save Our Native Species) of Lake Erie fishing club was organized in 1981 and is dedicated to the enhancement of fishing and the fishery of Lake Erie. Annually the club has sponsored family fishing clinics free of charge to hundreds of children and their families. S.O.N.S. of Lake Erie also promotes clean waters and maintains two beautiful parks along Erie's waterfront.

A summer-long fishing contest will take place from Memorial Day until Labor Day 2013. It will be open to the public. The rules are very simple. Anglers will be invited to submit fish that were caught in Lake Erie, its tributaries and Erie County waters.

The fish will be submitted to area bait shops and weigh stations where they will be measured and judged. The largest fish in certain categories will be deemed winners in that category. The contest will have both junior and senior divisions. The largest fish caught during the period will be awarded the Grand Prize. All regulations dictated by the Pennsylvania Fish and Boat Code will apply to all fish caught during the event.

The rules of the contest will be set by a committee of S.O.N.S. of Lake Erie Members and will be published and available to all contestants and will be responsible for all judging of the contest.

Erie Playhouse Community Pageant "The Spirit of Erie"

Through Sunday June 30

The Spirit of Erie guides us through our past, brings us to our present, and inspires us for our future...



The Spirit of everything Erie comes to life as we commemorate our extraordinary heritage and celebrate our future through this original, multi-media, musical extravaganza, which will include special effects, like a laser show and flying cast members! Six visually breathtaking segments never before seen in an Erie production will highlight Erie's journey through time and bring us all together 200 years after the Battle of Lake Erie. The Erie

Playhouse will produce this 70-minute spectacular community event with over 200 talented performers.

The Spirit of Erie Perry 200 Commemoration Pageant, June 25-30 at the Bayfront Convention Center.

Eight shows - 7:30 p.m. Tuesday-Sunday and 2:00 p.m. matinees Sat. and Sun.

Tickets on sale NOW!
General admission at \$12/person and
VIP seating at \$22/person
(includes handling).

Tickets available online at: www.erieplayhouse.org or by calling 814-454-2852, ext. 0.

Pre-order The Spirit of Erie Souvenir Program (a 64-page keepsake) at an early-bird price of \$16 (includes tax) when making your reservation!



Extravaganza

Fireworks displays and activities at FOUR Erie County locations

Thursday, July 4

This year the Perry 200 "Picnic in the Park and Fireworks" at Liberty Park will take place again, along with three other sites that will provide activities and fireworks that will light up the skies over Erie County.

Three musical acts will take the Burger King Amphitheater stage at Liberty Park. The Dixie Doodlers will start off the evening at 5:30 p.m. with Dixieland and American Jazz music. At 7:00 p.m., the Young People's Chorus of Erie will entertain the audience, followed by the Gem City Concert

Band at 8:30 p.m. There will also be vendors selling food, caricature artists, various activities for children, and of course an extraordinary fireworks display at 9:45 p.m. provided by Zambelli Fireworks.

The West County event begins with the Millcreek parade, followed by a family event in Fairview from 3:00 p.m. through 7:00 p.m., located at the Automated Devices Inc. property on Route 20. This event will feature a local band, games and activities for children, and food vendors. The event will conclude with a fireworks display by Zambelli to be held near the Girard High School Stadium. The Girard High School Stadium will be open to the public from 7:30 - 10:30 p.m. with entertainment provided up until and after the fireworks display at 9:45 p.m. The South County will feature a concert and children's contests at the gazebo area in Waterford Park.

A fireworks display, provided by Gibson Fireworks, will be held at the Waterford Fairgrounds at 9:45 p.m.

The East County location will be at the Mercyhurst University North East Campus, where the Sam Hyman Band will begin at 7:00 p.m.

45th Annual Erie Arts Fest

Thursday July 11 - Sunday July 14

Arts on the Move... making History New dates, new name, new venue, new programs!



Join the renaissance of one of Erie's most treasured festivals as the Perry 200 Erie Summer Festival of the Arts comes out of the elements to a new venue at the Bayfront Convention

continued on next page

Perry 200

continued from previous page

Center. Old favorites such as the Children's Area, Chalk Walk, Panorama, crafters, and artists will be augmented this year with a Gala Premiere Night, Artists' and Children's breakfast, lectures, and demonstrations by Erie's most talented craftsmen and artists. Of course, music will be included to enhance your enjoyment.

The Ruth Jageman Panorama Juried Art Exhibition to be held at the Bayfront Convention Center, instead of outside, will allow for additional media and more diverse artists to participate. The Festival Strings, the Festival Chamber Music Society, and other musical groups (to be announced) will perform at various times throughout the weekend.

Festival Times

Thursday, July 11 Gala Premiere Night 5:00 p.m. - 8:00 p.m.

Friday, July 12 11:00 a.m. – 11:00 p.m.

Saturday, July 13 12:00 p.m. – 11:00 p.m.

Sunday, July 14 12:00 p.m. – 5:00 p.m.

Commodore Perry Gala Tribute will take place at the Convention Center on the evening of Thursday, July 11. The dinner will feature food from the era, as well as other surprises.

Erie International Airport Aviation Gala and Open House

Saturday, August 24th and Sunday, August 25th

Erie Regional Airport Authority will host an Aviation Gala Open House & Ribbon Cutting Ceremony Saturday, August 24 & Sunday, August 25, 2013 at the Erie International Airport, Tom Ridge Field. The two day event will feature displays of vintage aircraft including the B 17 from the Yankee War



Museum and more. Regional aviation enthusiasts will display private planes, and those interested in classic automobiles will be able to view some of the finest privately owned classic cars in the area. We are calling these displays "Wings and Wheels."

The entire family should plan to attend as there will be games, competitions, food pavilions, and a children's adventure.

On Sunday, August 25, as the Aviation Gala Open House continues, the airport will convene a Ribbon Cutting Ceremony commemorating the completion of the R/W 6-24 Improvement Program and the full opening of the completed runway extension. The Ribbon Cutting Ceremony will dedication of the new Runway.

If you want more information concerning the activities, please go to www.erieairshow.com or contact the promoters of the event at 814-725-3856.

Perry's Erie Fleet Memorial Tribute/ Memorial Dedication

Thursday, Sept 5

In the final days of the Perry 200 Bicentenial Commemoration, it is fitting and appropriate to honor those brave warriors who fought in defense of our nation and who bring special meaning to this Commemoration.

Memorial Tribute Honoring the Fallen 2:00 p.m. at St. Patrick's **Catholic Church**

Led by Monsignor Henry Kriegel, an interfaith memorial service honoring Erie's fallen warriors of all military service branches will be held at one of Erie's most historic churches, St. Patrick's Catholic Church. This event is free and open to the public.



Perry 200 Lake Erie Fleet **Memorial Dedication**

Thursday, September 5 at 3:30 p.m. The unveiling and dedication of a memorial monument commissioned by the Perry 200 Commemoration will take place at the foot of Dobbins feature special presentations and the Landing prior to the Tall Ships Erie 2013 "Parade of Sails." The monument will overlook the bay where the Lake Erie Fleet was built as a tribute to fallen and forgotten heroes. This event is free and open to the public and will conclude in time for the Parade of Sails, which showcases historic Tall Ships and commences the Tall Ships Festival.

Flagship Diagara League highmark Tall Ships Erie 2013 Thursday, Sept 5 -Sunday, Sept 8

This September, Erie is proud to host the largest gathering of tall ships the city has ever seen.

Tall Ships Erie 2013 is a monumental event for the entire region. This festival is an important fundraiser for the Flagship Niagara brought about by the Flagship Niagara League. Tall Ships Erie 2013 would not have been possible without the support of numerous area sponsors including Perry 200 and Highmark.

This festival promises to educate and entertain spectators with a Parade of Sails, ship tours, demonstrations, entertainment, children's activities, crafts/gift vendors, food vendors and much more.

Thursday, September 5 5:00 - 7:00 p.m. Parade of Sails

Friday, September 6 9:00 a.m. - 2:30 p.m. School Ship Tours 2:30 - 6:00 p.m. Public Ship Tours 7:00 - 9:00 p.m. Shipboard Private Receptions

Saturday, September 7 10:00 a.m. – 6:00 p.m. Public Ship Tours, Entertainment 7:00 – 9:00 p.m. Shipboard Private Receptions

Sunday, September 8 10:00 a.m. - 6:00 p.m. Public Ship Tours, Entertainment



The story of the village of Erie and its role in building the fleet that won the Battle of Lake Erie during the War of 1812 is indelibly intertwined with the US Brig Niagara and US Brig Lawrence.

The Port of Erie has fine facilities to offer cargo shippers on the Great Lakes and is positioned to serve industrial companies in the United States and Canada. The Port of Erie is proud to welcome residents and visitors to enjoy the beauty of Lake Erie's and Presque Isle Bay's sparkling waters, family and recreational activities and beautiful sunsets.

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The Tall Ships Are Coming! This expression has become one of the most popular summer phrases for coastal communities across the United States. In fact, the expression cannot even be formally used unless an official tall ships festival is coming. Far more than casual gatherings of very much look forward to.

So who exactly is behind this phenomenon and who does it all work? Now celebrating 40 years in existence, Tall Ships America is the key driving force behind North America's tall ship activities.

The organization was founded in 1973 in Newport, Rhode Island by Barclay Warburton, step son to William K. Vanderbilt. Warburton had spent the summer of 1972 sailing across the Atlantic with his two sons

to Europe on his Brigantine, the Black Pearl. He was really struck by what he witnessed. Organized tall ships festitall ships throughout the county, tall vals where taking place throughout ships festivals have become huge re- the continent where the young crew gional economic drivers that cities of each ship would compete against each other in various land-based competitions. When at sea, the ships would continue to compete against each other as they raced from port to port. The events were significant to Warburton because this was all taking place before the fall of the Iron Curtain. Yes, crew from the East where competing against those from the West - a true international exchange of cultures. So, following his return to Newport, Warburton decided to create what is known as Tall Ships America.

It's hard to say whether Warburton realized at the time how many the tall ships events would take off across the United States. The TALL SHIPS CHALLENGE, the formal name for Tall Ships America's summer series now rotates on an annual basis between the East Coast, Great Lakes, and West Coasts. The numbers that each event attracts are staggering. For example, the last time that the ships where on the Great Lakes in 2010, over 2.3 million people formally attended the tall ships festivals. This generated a \$384 million economic impact for the great lakes region. From the year 2000-2010 alone, the three coasts saw more than 18 mil-

economic impact of \$1.3 billion.

has had to raise so much sponsorship ports. dollars to pay the ships to make an ap- To read more about all of the Great pearance. Thus it is very much a sym- Lakes activities planned for this year, biotic relationship between the ports as well as the West Coast next year and Tall Ships America to make these please visit: www.tallshipsamerica.org events so successful.

tions between Tall Ships America and Erie; mostly having to do with Oliver Hazard Perry. Tall Ships America current headquarters are in Oliver Hazard Perry's home in downtown Newport. The home sits right across the street from the Perry statue which had its dye copied and recast in Erie for the Perry Square. To this day, the Erie County Historical Society owns the dye, and can in theory, produce new Perry statues. In addition, when Tall Ships American chose Erie as the site for the 2013 national tall ships conference this past February, the Erie lion people attend the TALL SHIPS Yacht Club hosted all of the delegates CHALLENGE which generated an at the club for an evening reception.

This year's TALL SHIPS CHAL-Of course, Tall Ships America only LENGE on the Great Lakes is one of organizes the TALL SHIPS CHAL- the largest series to date in terms of LENGE which brings the fleet to sheer number of ports. In addition to the specific given geographic loca- Erie, the following cities will host tall tion. They do not actually organize ship festivals: Toronto, Cleveland, the events in each port, nor do they Bay City, Duluth, Chicago, Green contract with each ship. That is up to Bay, Put-in-Bay, and Montreal. That's each individual port, and is why Erie nine ports as opposed to 2010's six

Tall Ships Festivals Ports & Dates

Toronto, ON June 19th - 23rd

Cleveland, OH July 4th -7th

Bay City, MI July 12th - 14th

Duluth, MN **July 26th - 28th**

Chicago, IL August 6th - 11th

Green Bay, WI August 16th - 18th

Put-In-Bay, OH Aug. 30th - Sept. 1st

> Erie, PA Sept. 6th - 8th

Montreal, QC Sept. 12th - 15th



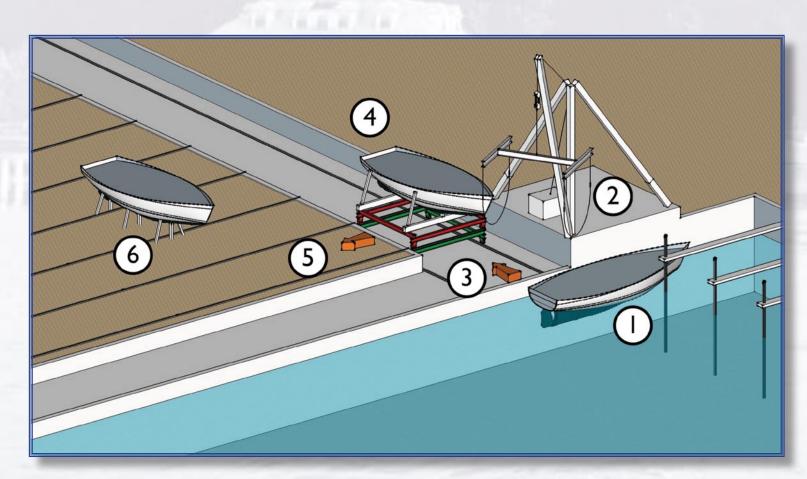
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If These Docks Could Talk by P/C Gib Loesel

A few weeks ago while my boat was still on the "hard" I was fixing the life lines with my feet dangling over the side looking out towards the Canoe House, just looking like an old guy watching all of our equipment "on the move". All of a sudden a vision of EYC's first piece of mobile equipment flashed in my mind and it dawned on me that today the majority of our members take the travel hoist, hydraulic trailers, trucks, tractors and our wonderful ground crew for granted.

What I was actually looking at was the area directly to the East of the Canoe House where in its time; a very state of the art marine railway once existed. I have searched high and low but could not locate any pictures that did the system justice so I recruited member and architect Rich Speicher who with the aid of some not so good pictures and an explanation from me created the drawing which goes along with this story.

Referring to Rich's drawing, here is how it worked: the boat was brought along side (#1); what was known as the "stiff legged crane" (#2); there were two rail cars one on top of the other (#3); the green one ran approximately 160 feet north and south on a set of rails (#4); the red one ran east and west on a set of rails that were 15 feet apart (#5); the boat was loaded on the two cars and when adjacent to the east/ west rail the red car was moved down the rails . . the boat was jacked up and stabilized while the car was rolled out from under... cribbing was built (see photo of cribbing) under the boat and it was lowered for storage and repairs (#6).





Other items of interest with this system: In the beginning the lifting system was operated with a winch that was turned by hand, the cables ran through massive 8 or 10 part blocks, the hand winch was later replaced by a motorized winch. There was also a hand winch located on the south end of the north/ south tracks to pull the cars. Automobiles in those days did not have enough power. When cars were built with more oomph this winch was retired; later EYC acquired its first mobile piece of equipment, a farm tractor which was used to do the pulling. There was also a lot of man power from the men and boys who were always around to help.

Originally there were five sets of storage rails. The fifth set was used primarily for sailboats because they always seemed to have repair issues, so keep in mind that if your neighbor to the west had a plank out you were not going anywhere until it was fixed. This all changed in 1967 when we purchased our first travel hoist, developed the well and started acquiring our now massive fleet of equipment which is all needed to move our precious yachts safely.

According to Rich Loesel there was always a "Destruction Crew" who did most of the moving and blocking and of course the owner was expected to help. The entire process took about three (3) hours and was repeated until the yard was full. In the spring the procedure was reversed. The yard had to be empty by Memorial Day.

There was always a Destruction Crew who specialized in this type of work to assist the boat owner (for a fee of course). Some of the more notorious members were: Chuck Schauble, , Chet Curriden, Marty Pomorski, Leo Hess, Rich Loesel, and Bill Vogel,

Enjoy your summer and when it comes time to "pull" remember, If These Docks Could Talk "what use to be"!!



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One of the WWII cannons overlooking the lagoon at Bora Bora, with Ocean Princess at anchor.

TAHITI DREAMING

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and shorts-and-t-shirt attire, it was just like watching at home! We even had beer and nachos!

Day 11: The island of Raiatea is sacred to the Polynesian people, and it is the site of the largest and most sacred marae in



Ready to investigate ship-board entertainment

Polynesia. We visited this site on another 4WD tour, which also took us through the rain forest inside the ancient volcanic crater at the island's center. While inside the crater, we also drove through a coconut plantation, with coconut palms growing in rows as far as you could see. This was typical of the lushness of all of the Polynesian islands - everywhere there were fruit trees: coconuts, papayas, mangoes, limes, avocadoes, and especially bananas and breadfruits. Back at the wharf, we had time for some souvenir shopping before re-boarding Ocean Princess.

Days 12 and 13: Bora Bora! The name alone conjures exotic images of mistshrouded mountain peaks and mysterious jungles. We spent two days on this gorgeous island, and got to fully appreciate the phrase "tropical paradise"! After tendering ashore, we boarded a Land Rover for a wild trip up the mountain, through some of the densest jungle we had seen. There were three vehicles in our group, with eight passengers each. Passing rain squalls turned the "road" into a mud pit - our land rover got stuck several times, and we all got showered with mud as the driver rocked his way out. At the top we had a spectacular view of the reef-encircled lagoon, and we got to see some WWII era gun emplacements. Bora Bora served as a supply outpost during the war, and the gun emplacements guarded the harbor. The airport on Bora Bora still uses the airstrip built by the American forces. After descending the mountain and a brief stop at a magnificent beach, we stopped for a drink at the famous Bloody Mary's - named after the fictional Vietnamese mother in James Michener's "Tales from



A wild ride through the jungle on Bora Bora.

the South Pacific" (and the subsequent Broadway musical). Our second day on Bora Bora included another scenic drive with a stop at a local souvenir shop for a demonstration on making, as well as wearing, the traditional island pareos. Another quick stop at Bloody Mary's for a Tabu (another local beer), and then we headed for the beach at Point Matira for several hours of sun and sand before bidding farewell to Bora Bora.



Pineapples and brilliantly colored flowers are common sites on Moorea.

Day 14: Sadly, our trip was drawing to a close, but our last island was also one of the most beautiful - Moorea. Another 4WD trek and a short hike brought us to the top of the island for a breathtaking view of the lagoon. The highlights of this excursion included a stop at vanilla and pineapple plantations, and a stop at the "juice factory", where we got to sample not only the various juices, but also the fruit liqueurs they manufacture. We were feeling very mellow, although slightly melancholy as we returned to the pier to return to Ocean Princess for one last night.

The next day we would board an Air France flight for LA, and ultimately home.

But there was still time before the last tender for us to stop at a small waterfront bar for one last ice cold Hinano under the palms – just another day in Paradise. Until next time.



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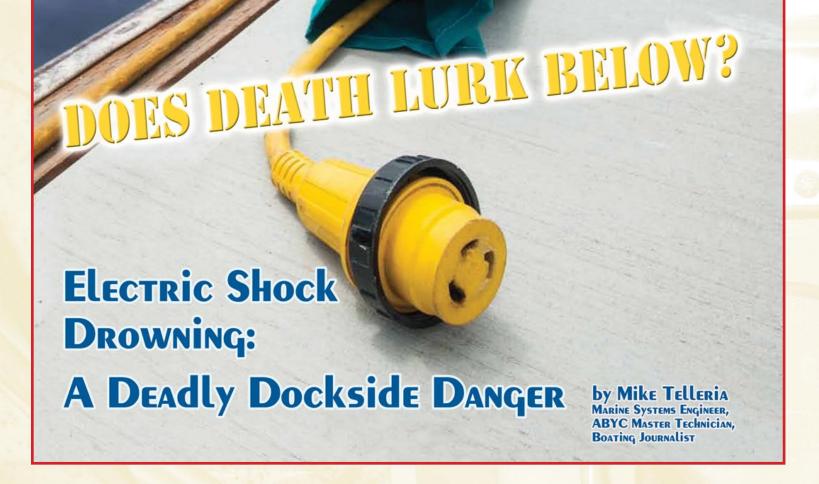
Do you have an unsightly tooth?

Are you looking to repair or replace a tooth that is bothering you?

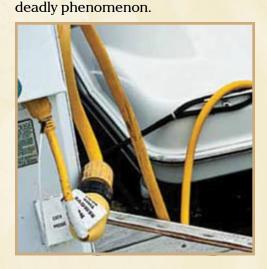


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At least eight deaths were attributed to faulty boat and dockside wiring in 2012. Many more fatalities were listed as drowning, though many were likely caused by electric shock drowning (ESD), some revealed as such by subsequent investigation. While ESD remains a persistent threat, heroic efforts are being made to encourage boaters and the industry to help prevent these needless fatalities. Here, through the lens of a boating family's firsthand account, we explore the danger, causes and cures for this



Young men and women who grow up boating often have a confident, mature presence. Kevin and Sheryl Ritz were eager to give their children that experience, until an August afternoon of boating in 1999 turned deadly. They lost their 8-year-old son, Lucas, who became one of the first fully unbecome known as ESD.

"One minute he was laughing and playing," Kevin Ritz says. "The next minute he was gone." In the 14 years since, Ritz has devoted his life to preventing others from knowing his pain. Insidious and silent killer are terms he uses to describe ESD.

"It was a hot summer day," the story begins as Ritz, now 50, tells of the marina on the freshwater Multnomah Channel of the Willamette River north of Portland, Oregon, where he lived aboard with his wife and three young children, Ian, Lucas and Kyra. Ritz's own childhood was full of faraway foreign ports and life aboard boats. "We were going to live aboard, teach our kids school aboard and give them that amazing experience," he says.

When his two boys got in the water on that fateful August day, they were wearing Type II life jackets. They let the current carry them downstream as Sheryl kept watch on the dock - an activity kids and adults had been enjoying for years. As Lucas approached a dock to get out, he let out a gasp derstood fatalities caused by what's and rolled onto his back, apparently unconscious.

> Ritz, working on his boat, rushed to the scene. "I checked for a pulse and didn't find one," he recalls. "I checked for breathing - Lucas was not breathing. I immediately started CPR.

> I was encouraged that Lucas' color was good - I'd seen drowning victims before and their color was always so dull and gray. But I was very disturbed as I looked into his eyes while doing mouth-to-mouth and chest compressions - I kept looking into his eyes and there was nobody home."

> The coroner's report called it drowning. That didn't compute for Ritz. "At no time was Lucas' face in the water," he says. "He was wearing a life jacket that will keep your face out of the water, even if you're unconscious."

The next day, after hearing his older son and wife use words like tingle and numbness to describe how the water in the water. He found it.

flowing electricity into the water. The death certificate was changed from drowning to "electrocuted in water while swimming."

"I'd been around boats my whole life and I'd never, ever heard of such a thing," Ritz says. "We felt we were being as safe as we possibly could. We were completely ignorant about this." He wasn't alone. In his journey to understand what happened to his son, Ritz discovered that most in the boating industry were as unfamiliar with ESD as he was.

The Problem

Electric shock drowning has become the catchall term that includes in-water electrocution - what happened to Lucas - and drowning that is a result of becoming paralyzed by electricity in the water. There have been more than 100 confirmed cases of ESD, including four over last summer's July 4th holiday. Due to the difficulty of detection, many drownings caused by ESD are not properly reported or investigated.

An autopsy won't reveal evidence of ESD, so investigators have to rely on eyewitnesses hearing cries for help or accounts of others in the water feeling a tingling sensation. Otherwise, it will be reported as a drowning. Meanwhile the real cause of death - the electricity in the water - goes undetected.

While most ESD fatalities happen around boats at marinas, there have also been cases in water fountains, irrigation ditches, golf course ponds and other bodies of water dating back to the mid '80s. It's not uncommon for would-be rescuers to jump in to help and become victims themselves.

There have even been cases in which people jumped in to help their dog, which survived and the people perished.

Numerous factors come into play. The amount of electricity in the water; freshwater purity; the size, gender and orientation of the person in the water;

the distance from the power source, etc. will influence whether a person is electrocuted, paralyzed or just feels felt, Ritz began looking for electricity a tingle. Regardless of the outcome, when it comes to a boat plugged into An electrical fault aboard a boat was shore power, there are two problems that must be present for electricity to get into the water.

> The first is an electrical fault on the boat — a short circuit, a wiring error, a malfunctioning appliance - something that is sending AC electricity away from its intended path. Electricity travels in a circular loop from its source to the load - say, a light bulb - and then back to its source. Hence the term circuit. If a fault disrupts this loop, the electricity seeks another path back to its source.

A proper AC electrical system is designed to handle faults using the green "grounding" wire, which is a backup return path that completes the circuit to safely route the electricity back to the power source on shore. In doing so, a fault or short typically trips a circuit breaker to remove danger. But what happens if this backup path

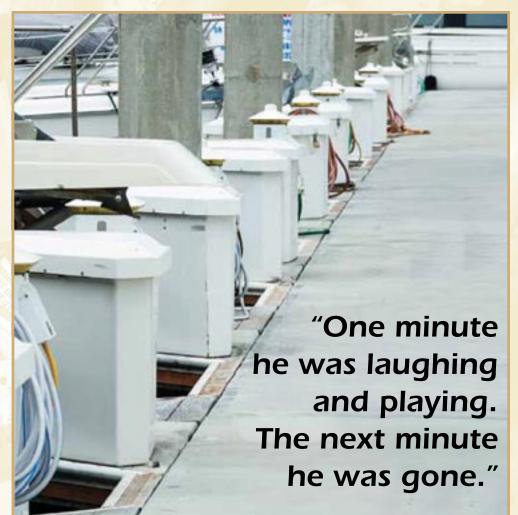


Lucas Ritz died as a result of electric shock drowning (ESD) caused by a boat with faulty wiring, one of the first cases of ESD ever acknowledged.

itself is somehow compromised - or even missing? One of these situations is the second necessary element for ESD to occur. Now we have a recipe for disaster because the only path left for electricity is through the water.

The result is a potentially dangerous

continued on next page



"These efforts are beginning to pay off, but we'll really know they're working when we start going through summers and nobody dies."



DOES DEATH LURK BELOW

continued from page 23

patch of water that radiates out from the boat's underwater metals such as the propellers, sterndrive or throughhull fittings. Anyone in this patch of water is in danger of ESD.

ESD remains a freshwater phenomenon. Fresh water is highly resistant to electrical flow, so a person swimming in fresh water becomes the path of least resistance. Seawater's salt content makes it more than 500 times more conductive than fresh water.

This, along with a person's natural skin/fat resistance, causes almost all the electricity to flow around a swimmer in seawater. Fresh water focuses almost all the electrical flow through the person - and it doesn't take much electrical flow to kill.

Electrical flow is measured in amps. It takes only one-third (0.33) of an amp to power a 40-watt light bulb. Now consider that a Taser gun can in-

capacitate a person using only 2 milliamps (mA) - that's 0.002 amps. It takes only 10 to 22 mA (0.01 to 0.022 amps) to cause paralysis and loss of ability to breathe. At 50 to 65 mA (0.05 to 0.065 amps) fatal heart fibrillation becomes possible, and anything more than 100 mA (0.1 amp) - less than a third of the electricity required to power a 40-watt light bulb - is considered absolutely deadly.

The Solution

Ritz and others studying ESD believe the most effective way to prevent fatalities is to keep people out of the water. One of the foremost authorities on ESD is retired Navy Capt. David Rifkin, who runs a marine safety business and was part of a team commissioned by the U.S. Coast Guard to investigate the causes of ESD. In Rifkin's view, it's time for everybody to accept a new way of thinking.

"The culture has always been to go swimming down at the docks," he



says. "Then we started electrifying the docks with lights and shore power - but we still kept swimming. It's a tough nut to crack, but if the dock has electrical power, don't swim around it"

Ritz wants boaters to be part of the solution. "The number one thing boaters can do is pass this information to all their friends," he says. "All those people who perished last Fourth of July - if any of them knew this was a possibility, I think some of them would not have been in the water."

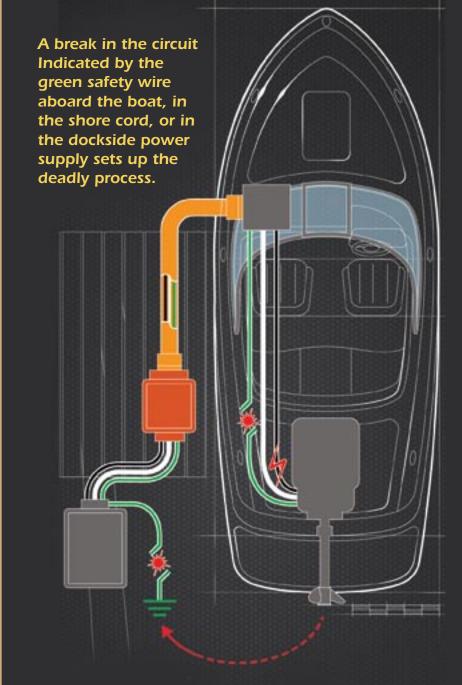
No amount of awareness is going to prevent people from falling in the water occasionally. This is where the safety standards of the American Boat and Yacht Council (ABYC) come in.

The standards require an equipment leakage circuit interrupter (ELCI) - similar to ground fault current interrupter (GFCI) outlets required in residential bathrooms and kitchens - to be installed in the shore-power circuit. If an electrical fault develops and 30 mA (0.03 amps) or more try to take the wrong path back ashore (like through the water), the ELCI trips the breaker. These devices cost about \$400, and Lucas Ritz and countless others would still be alive today had these devices been in place. Buyers of new boats should confirm shorepower ELCI devices are present.

The recommendation for older boats is to bring them up to current ABYC shore-power standards. Both Ritz and Rifkin are instructors for ABYC, and they have trained countless marine electrical technicians. These technicians should be called upon to inspect older boats and make the necessary fixes (a list of certified electrical technicians is available at abycinc.org). There have been many ESD fatalities caused by boaters and untrained workers making improper wiring modifications on boats.

There is also plenty that marina operators can do. Some are beginning to post no-swimming signs and install dockside ground fault protection (GFP) devices - especially in areas hard hit by ESD, like Lake of the Ozarks.

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How It Happens

The specifics of having any given boat plugged into shore power are innumerable, but in any case two things must occur for AC electrical current to flow through the water and put swimmers, divers servicing hulls, and those who fall overboard at risk. The first is an electrical fault aboard the boat. This could be a short circuit caused by deteriorated wire insulation or by a failure of the wiring within a device or appliance in use aboard.

The second is a break in the green "ground" safety wire of the boat, shore cord or dockside power source. This green wire is designed to carry fault current back to its source, and in the event of a short in a wire, or a fault within an electrical device, to trip the breaker. But if the green wire is broken, missing, corroded or improperly wired, the safety feature is gone. Fault current then seeks another path back to its source ashore, often through bilge water, metal fittings or drives, and finally through the marina water.

Perry 200 continued from page 15

Barber National Institute Physical Challenge "Beast on the "Bay"

Saturday, September 7



Barber Beast on the Bay is an extreme obstacle course challenge that will take place at Presque Isle State Park on Saturday, September 7, 2013. The total course length will be a grueling 12+ miles, but individuals of all fitness levels are encouraged to participate as there will be turn-around points marking 4, 6, and 8-mile routes.

The obstacle course is being designed by a U.S. Navy SEAL who has some hardcore challenges in store for competitors. So sign up and prepare to scale walls, traverse bodies of mucky water and race through lots and lots of sand! A 1.5 mile adapted course will also be offered for adults with disabilities.

All proceeds from the Barber Beast on the Bay will benefit the Barber National Institute for children and adults with developmental disabilities.

Take the challenge... Many will compete, but few will be able to claim that they "BEAT THE BEAST!" Information and registration at:

BarberBeast.org
Cost: \$100 through June 30, 2013;
\$125 on July 1, 2013.
Registration discounts available:
barberinstitute.org
Erie Office: (814) 453-7661.

Grand Finale Crie Philharmonic Concert Perry Monument Relighting Sunday, September 8

The Closing Ceremony of Perry 200 will be both a memorable and historic day in the annals of Erie pageantry and heritage. This is the date set aside to celebrate the conclusion of Perry 200's two year bicentennial celebration of the U.S. victory in the Battle of Lake Erie and the creation of the world's longest and oldest peaceful border. This celebration will include a fully orchestrated Erie Philharmonic Summer Pops Concert followed by the lighting of the Eternal Flame atop the Perry Monument. The lighting will be accompanied by a grand cannonade salute by the US Brig Niagara and other tall ships.

The ceremony will take place in Liberty Park on Erie's Bayfront. Programming will begin with the lighting of a ceremonial torch by a group of dignitaries. The ceremonial torch will be carried center stage, and placed "in state" for the duration of the concert. The Pops concert will include a 16 minute performance of Tchaikovsky's

1812 Overture. At the conclusion of the 1812 Overture the ceremonial torch will be used to light a mortar that, once lit, will rocket across Presque Isle Bay toward the Perry Monument to give the illusion of lighting the Eternal Flame. It will be followed by a rousing rendition of Stars and Stripes Forever and signal a grand finale fireworks display over Presque Isle's Perry Monument, which will conclude the 2013 Sailing Season and the Perry 200 Commemoration.

6:00 p.m. Gathering in Liberty Park

7:00 p.m. Lighting of Ceremonial Torch

7:00 p.m. Erie Philharmonic Summer Pops Concert

9:15p.m.(approximate)Tchaikovsky's 1812 Overture

9:30 p.m. (approximate) Lighting of Eternal Flame atop the Perry Monument

9:35 p.m. (approximate) Grand fireworks display presented by Gibson Fireworks and US Brig Niagara/Tall Ships Grand Salute





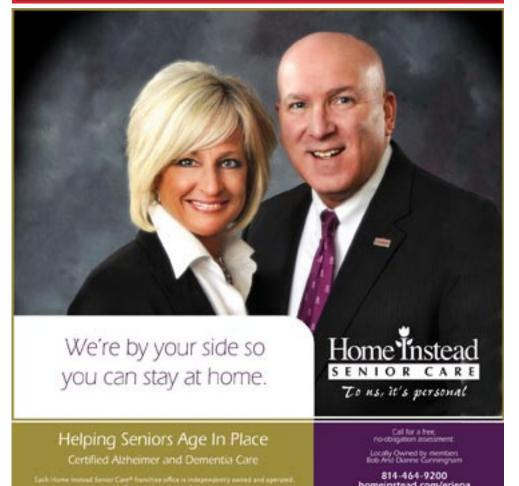
EYC Puts Its Best Foot Forward!

On board for the EYC's contribution to the Perry 200 Parade are the four bridge officers, Skip Grychowski school director and several of the offices from the sailing school with the kids along too.

A special thank you to the volunteers who built the float and to Team Hardinger who donated the huge flatbed, cab and driver.







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EYC LOG Flashback 1978

The following article is a reprint from The LOG in 1978.

Recognize any of the names or faces?

shoes last summer. Keeping one jump ahead of 82 (3-40 on any one day) boys and girls five full days a week for 8 weeks; and then home for a fast meal and frequently a return to check on Vicky Underhill's enthusiastic adult group who want to pack into two hours a night all the sailing that the day groups get in 7 hours. Well, after six great years of, Cynthia has resigned. We do appreciate all the encouragement and energetic interest you have given Junior Sailing, Cynthia. You carried out the many and often confusing directives of the committee, organized out-of-town events, chaperoned the Sears (Wakefield) crews, ran the annual banquets, maintained the equipment - and above all made it a fun program. Will miss you but appreciate your willingness to help your

Imagine yourself in Cynthia Taylor's successor become aquanted with his thusiastic kids, dressed in their best or her duties.

> I wish that every member of EYC could attend the closing-of-season banquet of Junior Sailing. Those en-



and all spit and polish, stepped up one by one to eagerly receive their hard-won ratings, prizes, and special awards. Commodore Waller enthusiastically congratulated each one as they came up. Instructors Moore, Lasher, Waller, Taylor and Wharton explained the ratings and handed out special awards for rare and unusual performances that got everyone chuckling and cheering. A great

kids, beginners only a month before,



skillfully kept their boats upright, and sailed them first over the line. NICE GOING INSTRUCTORS AND SAILORS!

And about the Sears (Wakefield) races. Fifteen clubs sent crews to Putin-Bay for a week of Junior competition. Our Erie Yacht Club took, out of fifteen crews, a solid forth and in addition won the coveted SPORTSMAN-SHIP AWARD. Congratulations: Dan Claxton, Brian Lasher, David Kerr. To be forth behind the winner of the final west coast Sears Championship is a very creditable performance. (It was our friends at Pymatuming who made that really great Sears win). Now that we have our own Junior Sailing owned Thistle, lets get a 1979 Sears (Wakefield) crew put together and practicing early.

At the conclusion of this season, Junior Sailing's hard working committee met to review the year's results and lay plans for 1979. One problem is that the Flying Juniors we have were built basically to win races. In the tender hands of a loving owner their light hulls planed quickly. Their builder

sailed his Dynamic F.J. to victory in the Chicago Nationals this year. We think that for our use we should sacrifice performance and seek a much heavier construction, even at a higher initial cost. Talks have been started with several builders.

Paying its own way for the past 28 years has been a matter of pride for the Junior Sailing. All costs have been kept as low as possible. Long range plans for a better meeting place with space for sails and equipment and possibly even with toilet facilities have been dreamed of but never implemented. And now comes the necessity to replace the entire fleet, hopefully in not over two (at the most) seasons. The Club has many needs. We hope that



this will bring consideration for the needs of Junior Sailing.

Nat Reyburn



I wish, too, that every EYC member could have seen our Junior Sailors one windy day (It was a real mast bender breeze) when Mentor sent one of their crews to race against ours. Not only did Erie win but not one Erie boat swamped. Not so for Mentor. Our

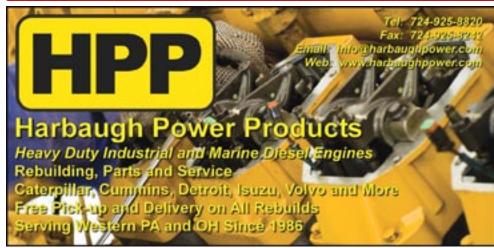




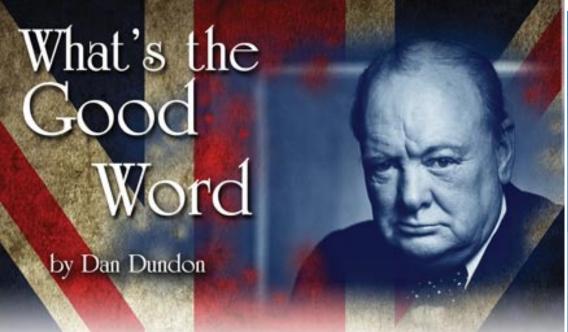


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Thanks to all the Erie Yacht Club members who sent me quotations, especially those of you who directed me to Winston Churchill.

Let's start-off with my favorite Churchill quotation:

"I am an optimist. It does not seem too much use being anything else".

While there certainly are tons of Churchill quotations, I selected a few for us to ponder:

"Once in a while you will stumble upon the truth but most of us manage to pick ourselves up and hurry along as if nothing had happened".

"If you are going to go through hell, keep going".

"It is a good thing for an uneducated man to read books of quotations".

What do you know? Winston was thinking of me!

"The farther backward you can look, the farther forward you are likely to see".

"The truth is incontrovertible, malice may attack it, ignorance may deride it, but in the end; there it is". Some time ago I read an article, the 50 Greatest Comeback Lines of Alltimes. Among those 50 no one had more than Winston Churchill. Going from memory:

Lady Astor said , "Mr. Churchill you are drunk!" Churchill replied,

"Madam, you are ugly. You are very ugly. In the morning, I will be sober".

George Bernard Shaw sent Churchill two opening night tickets to his new play with a note "bring a friend, if you have one". Churchill replied,

I can't attend your opening night, but I will be there the next night, if you have one.

Lady Astor said, "Mr. Churchill, if I were your wife I would poison your coffee. Churchill replied, "If you were my wife, I would drink it".

I hope you are enjoying this series of articles! By all means, send me your favorite quotes and words-of-wisdom (dandundon@gmail.com) for us to maybe include in future EYC log articles.

Let's wrap-up with some "final words" from Winston:

I am ready to meet my Maker. Whether my Maker is prepared for the ordeal of meeting me is another matter.









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Test Your Dock

Industry pros liken plugging a boat into shore power to tossing a hair dryer in a bathtub. This is why ABYC devotes pages of guidance on how to properly wire a boat. While there are similarities between household wiring and boat wiring, there are a number of key differences that can mean life or death. An electrician who is not aware of these differences could create an ESD hazard by wiring a boat like he would a house. When it comes to your boat, it's best to invest in a trained marine electrical technician for wiring, repairs and modifications. That said, you can perform a check of your boat's electrical connection by using a clamp meter like the Blue Sea Systems mini clamp multimeter (\$150, westmarine.com), which resolves AC milliamps. Clamp it around the shore cord. If all is well, you will get a "zero" reading. If you get any reading other than zero, that is an indication that current is leaking from somewhere in the system. It could be your boat, another boat or the marina's wiring. Unplug the boat... It's time to call in the pros.



DOES DEATH LURK BELOW

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Some also provide monitoring and require boats leaking electricity to fix the problem or leave. The National Fire Protection Association (NFPA) and National Electric Code (NEC) offer guidance to prevent ESD at marinas, but awareness seems low. "Most marina operators don't know these guidelines exist," Rifkin says. "And the few who do know - most of them don't follow the guidelines due to cost."

Still, Ritz sees marinas as a battle worth fighting. "Ultimately, protection needs to be at the marina," he says. "The European, Australian and New Zealand standards require ground fault protection on a marina's main feeders and power pedestals. They've had zero ESD fatalities in the nearly 30 years they've had this in place."

The Fight Continues

Ritz currently lives ashore with his family in Scappoose, Oregon, a stone's throw from where his young son's life was taken in 1999. His latest effort has been to create the Electric Shock Drowning Prevention Association (electricshockdrowning.org), which is intended to bring professionals together to help marinas get on board with ESD prevention.

"I don't think there is a single individual who has done more to help the cause of ESD awareness and prevention than Kevin," Rifkin says. "I guarantee lives have been saved through his efforts."

When he's not out in the trenches, Ritz is busy offering a shoulder to other unfortunates who have lost a loved one to ESD. "It's not a club you want to become a member of," he says. "But if you do it's nice to have others around who know what you're going through."

For now, Ritz is guardedly optimistic that his club will stop getting bigger. "These efforts are beginning to pay off," he says, "but we'll really know they're working when we start going through summers and nobody dies."









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July Calendar of Club Events

- 4th Firecracker 4th at the Lighthouse Sunset Happy Hour • 6pm - 11pm Entertainment by Jackson Station Firecracker Buffet at 6pm Fireworks 9:40
- 7th Sunday Champagne Brunch 11am - 2pm • \$12.95

EYC's Annual Family Picnic
Pony, Train & Boat Rides • Clowns
Face Painting • Wall Climbing
Free Activities 3 - 6:30
Picnic Buffet • 4pm

- 8th Frolic on the Bay Charity Event 11:30 - 5pm • Children at 12:30 Boat Rides • Clowns • Lunch
- 11th Thursday Sunset Happy Hour Lake Erie Classic Car Club Music with the Doggone Good Band • 6pm - 9pm
- 14th Sunday Champagne Brunch 11am - 2pm • \$12.95
- 18th Thursday Sunset Happy Hour Pizza Night Live Music with Mambo 6pm-9pm
- 21st Sunday Champagne Brunch 11am - 2pm • \$12.95
- 25th Thursday Sunset Happy Hour Hot Rod Night Live Music with Shelly & the Riffridders • 6pm - 9pm
- 26th Dock Party G, H, I, J, K
- 28th Sunday Champagne Brunch 11am - 2pm • \$12.95

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August Calendar of Club Events

- 1st Thursday Sunset Happy Hour Daiquiri Night Music with Uncharted Course 6pm - 9pm
- 2nd Dock Party A,B,C,D,E,F
- 3rd Dover Weekend Band 8pm 12 Music by Smokin Section
- 4th Sunday Champagne Brunch 11am - 2pm • \$12.95
- 8th Thursday Sunset Happy Hour Corvette Club Night Music with Acoustic Gypsys 6pm - 9pm
- 11th Sunday Champagne Brunch 11am - 2pm • \$12.95
- 13th Junior Sailing Banquet 6pm - 9pm
- 15th Thursday Sunset Happy Hour Wing Night Music with The Sam Hyman Band 6pm - 9pm
- 18th Sunday Champagne Brunch 11am - 2pm • \$12.95
- 22nd Thursday Sunset Happy Hour Antique Car Night Music with Endless Summer 6pm - 9pm
- 25th Sunday Champagne Brunch 11am - 2pm • \$12.95
- 25th EYC Charity Regatta
 Benefitting the Red Cross
 11am Skippers meeting
 Race starts at 1 pm
 BBQ Buffet 4:30pm 6:30pm
- 29th Thursday Sunset Happy Hour Margarita Night Music with Angie & Boyd 6pm - 9pm





