

VOLUME II / ISSUE 4

JULY/AUGUST 2004

The LG

Erie... Freshwater Fishing Capital

PRST STD
U.S. POSTAGE
PAID
ERIE, PA
PERMIT #199

On the Cover...

Built in Erie, "Erie Boats" were popular gill net commercial fishing vessels on Lake Erie in the late 1800's.



Photo courtesy of Art Becker

Officers

Commodore Andrew Hanks 476-7328
andy.hanks@venturefast.com
Vice Commodore Richard Vicary 456-6813
rpv@erie.net
Rear Commodore James Means ... 833-4358
jam4392@aol.com
Fleet Captain John Murosky 456-7797
jmuroskyeyc@aol.com

Directors

P/C Peter Traphagen 838-1225
cepete@erie.net
David Arthurs 455-3935
arthurs@spectrumcontrol.com
Nick Van Horn 838-6640
office@vanhornindustries.com
James Edgett 835-1120
mledgett@aol.com
David Penman 474-1648
itchjudy@adelphia.net
Edward Schuler 434-4724
proboatguy@aol.com
Richard Nagle 474-2934
rnagle@adelphia.net

Log Staff

P/C John Ashby..... 455-2757
jashby@ashby-adv.com
Irene Boyles 899-6606
tinytoona@aol.com
Jan Stachelek..... 459-6991
stachelek@aol.com
Sandy Will 833-0303
carosal@velocity.net
Sue Parry..... 838-7740
cakelady50@aol.com
Judy Emling 833-3293
myphotos@velocity.net
P/C Doc Bressler 833-1497
cbress4876@aol.com
Alex Webster 323-3954
chiroalex33@aol.com
Mike Orelski 899-7762
morel@erie.net
Judy Penman 836-1616
itchjudy@adelphia.net ext. 223
P/C Pat Geary 459-7777
pkgysail@yahoo.com



World's Freshwater Fishing Capital	3
Sad Story, Yachtsman's Self-Indulgence	5
Erie Takes on the World	10
Lets Celebrate, 20th Annual MS Regatta ...	12
America's Bravest and Finest	14
Only at the EYC	6
Remembering Grandpa's Boat	10
Auxiliary Luncheon & Style Show	15
Opening Day 2004	18
Cleveland Rocks	22

From the Bridge

Rear Commodore Jim Means



There is always something going on at the EYC. We have a new menu featuring "real" Lake Erie Perch, scrumptious new sandwiches, and new "low carb" dishes. Every Thursday has Sunset on the Deck Happy Hour with music, drink specials and a complimentary fun food. Also, don't miss your Dock Party, the Summer Family Picnic. Dover Weekend, Barbeque Night, the EYC Luau or

the MS Regatta, to name a few.

Summer is special at the EYC. After a day on the water with family and friends, or for a special occasion, or anytime for lunch, dinner or to enjoy liquid refreshment in the bar, the EYC is a great place for making memories.

Please have a fun-filled safe boating season and we hope to see you at the Club.

Directory

Club House	453-4931	Club House Fax	453-6182
Fuel Dock/Guard House.....	456-9914	Canoe House	453-6368
EYC Web: www.erieyachtclub.org		E-mail: eyc1895@erieyachtclub.org	

Freshwater Fishing Capital of the World

by Dr. David Frew



Employee photo of the Kolbe Fish Company in early 1900's. Two of Kolbe's sons invented the direct commercial fishing freezing technique which opened new markets all along the east coast.

Lake Erie's good old days! Whitefish, her-
ring, six-foot sturgeon and blue pike. Fish
were said to be God's gift to the Iroquois who
traveled seasonally to the lakeshore to gather
baskets of whitefish to be smoked and stored.
The same fish brought pound netters, proces-
sors and door-to-door fish merchants in the
1800s. And then they lured gill netters from
the western end of Lake Erie. Gill nets were
thought to be ineffective until 1865 when
Captain John Nash brought them from the
shallows of Sandusky Bay to Erie's deep
waters where they proved to be a powerful
fish harvesting technology.

A few seasons of gill netting by Nash and
more than a dozen local fishermen were
using them. They were hundreds of times
more effective than trap nets, pound netting
or hoop nets. Like the California gold rush,
there was suddenly a fortune to be made in
the mining of Lake Erie's apparently infinite
supply of sweet water fish. But gill netters
needed boats to travel offshore to the fish and
the crude rowing and sailing vessels that pop-
ulated the harbor were not adequate.

Enter William Loomis, a local shipbuilder
facing a lull in orders for large steamships.
With an established boatyard in the East Slip
and a keen eye for business, Loomis
designed the one boat that represents Erie's
most important contribution to ship design,
the "Erie Boat." The Loomis Erie Boat was a
28-foot, two masted, cat ketch rigged sailing
vessel. It carried two symmetrical masts with
identical mainsails. The Loomis creation was
fast and stable. More importantly it could

carry a huge payload. Within a few years of
its late 1870s inception, Erie Boats had spread
to Port Dover, Barcelona and Dunkirk. There
were a dozen in Erie. Owners could sail off-
shore quickly, drop one of the sails and swing
the highly maneuverable Erie Boat around
their gill nets to pull fish and reset their nets.
Erie's Bayfront Center for Maritime Studies
(BCMS) built a new Erie Boat from original
plans last year and proudly displays it at their
new home on lower Holland Street.

The Erie Boat's window of fame was bright
but short. In 1886 Loomis died in a train
wreck en route to Buffalo leaving innovation
to other local boat builders. A few years ear-
lier, in 1881, Erie's first steam powered fish
tug, the *Frank Mattison*, had appeared. Its
Captain, Mike Maher, touted it as the answer

to problems of no wind or foul weather which
often resulted in nets filled with rotting fish.
Detractors laughed at the cloud of smoke sur-
rounding the *Matteson* when it lumbered
down the bay with Erie Boats tacking past it
and mocking the noisy machine. By 1890,
however, there were thirty steam tugs in the
harbor and the Erie Boat had become a chap-
ter in Chappelle's guide to American boat
design.

By 1923 there were 144 fish tugs registered in
Erie's harbor. Several owners had replaced
steam engines with gasoline power. Erie
boasted sixteen fish processing businesses,
three major ice houses, four chandlers, five
boat building yards and a reputation for being

continued on page 4



A Union Fish Company tug the *Louise* was one of 144 commercial fish tug survey in the Erie harbor in 1923.



The tug *Frank & Jim* sported the rage of the day a "turtle back" over the bow section of the craft. She was 56' 6" in length 14' wide and had a draft of 6' at 26 gross tons with Nelson C. Tibbets of Erie being her owner in 1911.

Freshwater Fishing Capital (continued from page 3)

the steam engine and boiler capital of the world. Every tug owner had at least two and sometimes three boilers; one in the boat, one at a repair shop and a third standing by ready. Observers of Erie's rapid industrialization during the early 1900s point to fish tug infrastructure as the local engine that attracted new businesses. State Street's basins were lined with boiler repair shops. Pipe fitters and welders roamed the waterfront. It was estimated that 1,328 people worked on fish tugs and at the processing houses. Hundreds of local women worked in the net repair business.

Where did it all go? Technology made fishing more and more efficient. Automatic net pullers, diesel engines, faster and bigger tugs, refrigeration and plastic net materials changed fishing from a romantic business with episodic success to a lethal threat to Lake Erie's biomass. One by one, favorite species declined, became threatened, and seemed to disappear. Beginning with the lake herring (ciscoe), species crises in commercial fishing began to emerge. In the late 1920s a herring decline drove a number of fishermen out of business. A few years later whitefish declined and finally, in what was to become the poster species for Lake Erie preservationists, the fabled Blue Pike disappeared in the late 1950s. By the 1960s Lake Erie had become a national joke when the Cuyahoga River in Cleveland caught fire and burned for days. In the late 1980s gill netting was banned in Erie and seven of eight remaining local commercial fishermen gave up. The "Last Fisherman" struggles to survive on East Lake Road.

Did we completely destroy the lake? Will commercial fishing ever return? Have invasive species such as zebra mussels and the round goby taken over the lake? No one

knows the answer to these questions, but I remain optimistic. My close connection with Port Dover's commercial fishing fleet and access to Ontario's Ministry of Natural Resources (MNR) data suggests that there is hope. The Ontario commercial fishery, contrary to popular misconception, has been a friend to Lake Erie. By closely monitoring fishing data, The Ontario MNR has champi-

oned conservation and fishing quotas for both commercial and sport fishermen. It was Ontario data that pointed to the most plausible reason for the disappearance of the venerable blue pike. The culprit? Sports fishermen and the introduction of smelt, an invasive species, to support trout and salmon fishing.

The best news from Ontario is the return of some old friends. Whitefish catches in Lake Erie have dramatically increased, sturgeon are making a comeback and both perch and yellow pickerel (walleye) are increasing in the central basin. Invasive species like the zebra mussel did not increase as rapidly as concerned preservationists suggested. Instead natural Lake Erie predators such as the ling cod (burbot) have emerged to control their proliferation.

Do I wish for the good old days? Of course! My own childhood included live blue pike swimming in basement laundry tubs and neighbors popping by to borrow or deliver gifts of fresh fish. I went offshore on fishing party boats and caught blues two at a time on sometimes unbaited hooks, and ate fish dinners every Friday night and I miss all of that. The lovely days of the 1950s during which we all enjoyed the bounty of Lake Erie (and worried about atomic bombs) are probably gone forever. But they are not forgotten. And as songwriter Carol King notes, "These are the good old days!"



This photo of the East slip was taken on May 30, 1896 from State Street, looking northeast toward the channel entrance.

The Sad Story of One EYC Yachtsman's Self Indulgence

by P/C John Ashby



What would the underlying motivational force be that possesses a 62 year old man to keep throwing himself birthday parties year after year after year.

This is a summary of the psychological manifestations discovered through clinical research and analysis combined with the factual opinions of the author.

First let us take a look at the man. He, John Schuler, was six feet tall when this birthday obsession first manifested itself many years ago. John was a 1960's vintage athlete. He was the first person to successfully clone himself ... note his offspring "Edward". John has been a fixture of some notoriety at the EYC since the early 1950's. He is a powerboater who is forever relating the fact that he does not know anything about nor can he "sail" a boat. As a friend of over fifty years I can attest to this fact. And finally, in his minds eye, he has been a major asset to the club. In my eyes, he has been a major asset only to the bar's popularity and profitability.

Now let us move on to the subject of this analysis...the incessant birthday parties. It has been suggested that this phenomena is simply the only means he processes to aid him-

self in remembering his age.

The data further points out the possibility that this is the method which Mr. Schuler utilizes as a "friend checker" ie. "who Really cares". I suggest it is simply his way of getting away with the boys for great fun, great food and more than ample ingestion of alcohol on his part.

Some of Mr. Schuler's closest associates feel that it is simply his way of acting out his fantasy of actually being "In Charge" of something once a year.

Analysis further points out that these self-gratifying birthday celebrations are meant only as solace on Mr. Schuler's part so that once a year he has the opportunity to drink more than his customary two beers per night.

Various birthday attendees theorize that these parties are the only way that John has to be seen in photographs with a truly exceptional group of really great people.

Finally, most research indicates that the underlying factors which best relate to this annual or anal birthday fixation are that John wants to prove to as many people as possible:

continued on page 21



Seated L to R: Me, brothers John Ponsford and John Comstock, Bob Klemm, Cathy Samol and her dad Steve, one self-indulgent EYC yachtsman and his clone "Edward", the old Pittsburgh hunting buddy Rocco Ali, Brian "Duker" Rickloff and Dan Kane. Deck sitters L to R: a Klemm canine, Nick Brown (stepson of old Pittsburgh hunting buddy) and Pigeon Coach Neil Milligan.

July/August Calendar of Club Events

July

- 1st Sunset Happy Hour with DJ Toby
- 8th Sunset Happy Hour 5pm - 7pm with Matt Kramer
- 9th Dock Party - J & K
- 12th Frolic on the Bay (Charity)
- 15th Sunset Happy Hour 5pm - 7pm with Dueling Pianos
- 16th Barbecue Night with the band Jack the Dog
- 22nd Sunset Happy Hour 5pm - 7pm Rain Gutter Regatta with DJ Toby
- 23rd Dock Party - G,H & I
- 29th Sunset Happy Hour 5pm - 7pm with Matt Kramer
- 30th Dock Party - L, M, N & O
- 31st Dover Weekend Uncharted Course

August

- 5th Sunset Happy Hour 5pm - 7pm with DJ Toby
- 6th Dock Party A, B, C, D, E & F
- 12th Sunset Happy Hour 5pm - 7pm Rain Gutter Regatta with DJ Toby
- 19th Sunset Happy Hour 5pm - 7pm with Matt Kramer
- 26th Sunset Happy Hour 5pm - 7pm with DJ Toby
- 28th EYC Luau
- 29th MS Regatta

Only at the EYC...

by F/C John Murosky



This 53' DynaCraft, *Traquil Tiger*, belonged to Lou Porreco and was responsible for this epic story.

Once upon a time, several years ago, an amazing trade took place at the EYC. I know because I was there and was part of perhaps the greatest boat barter in modern history. All persons involved were Erie Yacht Club members.

Our legend unfolded as Lou Porreco was preparing his vessel, *Tranquil Tiger*, a 53' DynaCraft for the trek north from the south to her summer resting place in our EYC basin. Simultaneously, Harvey Chestner had just launched his 43' Viking, the *Marion C IV*, and was out for a Sunday morning shakedown cruise.

When Harvey returned, the *Marion C* unfortunately experienced an electrical failure caused by a faulty impeller in the raw water pump, creating an overheating condition that melted the main wiring harness. Fortunately, there were no injuries and the surrounding boats were not damaged.

Harvey was devastated and heartbroken as he watched firemen tear into his boat doing what was necessary to contain the fire. Suddenly, one of the firemen was poised with his ax to smash out the port ventilator cover to access the area being secured. Just as suddenly, the fireman was stopped as Harvey shouted meaningfully, "You are NOT going to hit my boat with an ax!" Well, the boat did not get axed, and the fireman's life was spared!

During the days following the *Marion C*'s misfortune, there was a great deal of conver-

sation at the EYC bar about the incident. I was talking with Lou Porreco who had apparently contacted Harvey and was starting to negotiate a deal to trade Harvey's damaged 43' Viking for his 53' DynaCraft.

Lou asked me if I knew of anyone who could repair the Viking for resale. As it turns out, I gave a proposal for repair at Gem City Marina where I had access to the necessary equipment to do the job and the order was placed with me.

The deal between Harvey and Lou happened just a few days after the *Tranquil Tiger* arrived at the EYC, but that was only the beginning. While having coffee with my girlfriend, Sue Zeiber, one Sunday morning, there was a knock on the side of my boat. I was aboard my 37' Roamer, *Steeldreamin*,



This was my boat at the time a 37' Roamer named *Steeldreamin*.

which once belonged to Duane Keep and was known as *Keeper*.

My friend Lou asked me if I wanted to buy the Viking from him after he consummated the first deal with Harvey. I was interested but told him that it would be hard to get financing for the Viking until the repairs were done. Lou's response was "I'll handle the financing for you if you help me find a buyer for your Roamer, and thus deal number two began!

Well, I was all excited and told my good friend Steve Skwaryk what was brewing. I asked him if he might be interested in my Roamer. He was, but he needed to sell his 32' Trojan, *My Woody*, in order to make the deal happen.

Once again I contacted Lou and asked if he would be interested in taking Steve's Trojan in on trade for the Roamer. After a day or two he decided it was a "go," and deal number three was born! Now what does a guy do with a boat he really doesn't want...donate it to charity? So deal number four became a contribution and provided a final resting place for the 32' Trojan.



Harvey Chestner owned this 43' Viking, *Marion C IV* which became my boat as a result multi-member trade.

Well, there you have it, fellow boaters! A 43' Viking traded for a 53' DynaCraft, a 37' Roamer traded for a 43' Viking, a 32' Trojan traded for a 37' Roamer, and a donation to charity to cap off the deal. And it all happened all at once in the Erie Yacht Club lounge.

I would like to give my special thanks to Lou for his generous part in making this one of the most extraordinary boat deals I have ever heard of and for giving me a lasting memory of our Club and the waters we all love so dearly. Lou, what a guy!



**Surf'n'Turf
Marine**



814/838-8639
2240 Powell Ave.
Erie, PA 16506
www.surfturfmarine.com
boat@surfturfmarine.com

Sea Ray

LUND

**BOSTON
WHALES**

Baja
Speed changes you.

Karaoke Night At The Club

by Judy Penman

Like the words of the old song, "You Don't Have to be a Star to be in My Show"? The "stars" came out at the EYC on Friday, May 7th when DJ Toby set up the Karaoke machine and invited the crowd to step up to the microphone. To add to the fun, it was John Tushak's birthday and everyone enjoyed his birthday cake and singing.



Lead singer John Tushak of the group "Tushak and the Tusches" headlines at the latest edition of "EYC Karaoke".

John was not shy about taking the spotlight and he and his female backup group gave us a rousing rendition of "Love Shack". As the evening wore on and the "shower singers" got up their nerve to take the center stage, the crowd was treated to our own version of "American Idol". There is no doubt that it was a great evening.



"Shower Singer" who called me a "Shower Singer"?

THE WAVE OF CREATIVITY...



**reative
IMPRINT
SYSTEMS**

IMPRINTED APPAREL • PROMOTIONAL PRODUCTS
EMBROIDERY • INDUSTRIAL SCREEN PRINTING

CREATIVE IMPRINT SYSTEMS

2670 WEST ELEVENTH STREET • ERIE, PENNSYLVANIA 16505
PH. 814.835.1000 • FAX 814.835.1002 • WWW.CREATIVEIMPRINTSYSTEMS.COM



Remembering Grampa's Boat

by Judy Penman



My grandparents John and Verna Duncombe are flanking a good friend, Bertha Capron, for this photo in the early 50's at the EYC.

There is rarely a time driving down Ravine Road to our beautiful Yacht Club when I don't think back to being nine years old and going to spend the night on Grandma and Grandpa's boat. I still remember how my anticipation would build as Grandpa would drive through the tunnel and make the turn that gave way to my first glimpse of the bay stretched out before us. Back then, the road was dirt and seemed like a secret passage to a hidden land.

It was the late 1950's, and Grandpa had a 36' Chris Craft, vintage 1950, named the *Betty Jean* after my cousin, their first granddaughter. Betty was a few years older than me and

was always there when I spent the night, probably so that she could keep an eye on me.

I recently found out that in 1949 there were twelve keels laid for new 36' Chris Craft Sedan Cruisers for production of 1950 and 1951 model years. Out of the twelve, a total of six went to members of the EYC, three went to other Erie people and the remaining three were sold to people at Chautauqua Lake. The average cost of these new 36' Chris Crafts varied between \$6000 to \$7000 depending on trim options.

Grandpa's boat was docked on the west side of the old basin. I can still remember the

smell of the wood and the water, the deep blue upholstery, the sound of the big Chrysler engines and the big wooden wheel that Grandpa stood behind to steer the boat. He always wore a white captain's hat. Betty and I would sleep in bunk beds in the forward cabin. We would wake up to Grandma cooking breakfast in the little galley.

In those days, the only place on the Bay you could buy fuel was McAllister's, so that was usually our first stop when we left the Club. On Sunday afternoons, Grandma would pack a picnic lunch and we would cruise over to Waterworks on Presque Isle, a popular destination for boaters to meet friends and spend time. We would fish off of the cement walls with little fishing poles that had big silver reels, black string line and hand cranks. If it was a really warm day, Grandpa would take us to Thompson's Bay for a swim and we would climb up and down the wooden ladder on the stern of the boat wearing big orange life jackets that never fit right.

One of the things that fascinated me was Grandpa's "ship to shore" phone. It looked like a real phone but you had to ask an operator to make your call for you. In those days, it was an amazing thing to be able to call on a phone without any wires.

Grandma and Grandpa spent every weekend in the summer on the *Betty Jean*. They entertained their friends and played cards with their dock neighbors. Grandma was a member of the EYC auxiliary and took me to "Teas" and luncheons in the old Clubhouse. I remember how elegant it was with linen tablecloths and shiny silverware.

As all things must change, eventually they sold the "Betty Jean" and moved to Florida. I did not go back to the EYC again until I was in my twenties. By then the old clubhouse had been replaced by a new and modern structure, the basin had been expanded, and the wooden docks replaced by more durable metal docks. Betty and I are now grandmothers ourselves, but nothing can change my love for being on the water which began with our summers on the *Betty Jean* with Grandma and Grandpa.



"JV" as he was called with grandma Verma in the aft cockpit while moored at Water Work Park in the early 1950's.



Enjoy Your Time Boating...

we'll spend 14 hours a day,
7 days a week making
you look good.



Since 1926
Paris Cleaners

**7 locations including 3 Giant Eagle locations
open 7am to 10pm 7 days a week.**

3700 West 12th St. • 4114 Peach St. • 5604 Peach St. • 4025 Pine Ave.
Plus 3 Giant Eagle locations: Yorktown, Girard & Harborcreek

**A New
Spin On
Summer!**



Erie, PA

Visit Us At:
www.waldameer.com

Common Terminology Derived from Nautical Origins

by P/C John Ashby

"Above board"

Meaning: Legal, out in the open, activities not concealed.

Example: All of my business dealings have been above board. At least all that you know about.

Origin: Early trading ships would hide illegal cargo below the ship's deck. Legal cargo could be placed in plain view on deck, or above the boards of the deck.

"Clean bill of health"

Meaning: To be healthy.

Example: I visited the doctor today and was given a clean bill of health.

Origin: This widely used term has its origins in the "Bill of Health", a document issued to a ship showing that the port it sailed from suffered from no epidemic or infection at the time of departure.

"Down the hatch"

Meaning: Drink or eat.

Example: Enough talk, let's put some food down the hatch.

Origin: Here's a drinking expression that seems to have its origins in sea freight, where cargoes are lowered into the hatch for transport below deck. The freight appears to be consumed by the ship.

"From stem to stern"

Meaning: Thorough, complete.

Example: I searched the house from stem to stern for that cat, then found him sleeping on a shelf right in front of me.

Origin: The very front of a ship is called the stem, the rear is called the stern. From stem to stern includes the entire ship.

"In the doldrums"

Meaning: To be depressed or unmotivated.

Example: I'd like to provide a good example, but I'm feeling in the doldrums.

Origin: Doldrums is the name of a place in the ocean that is located near the equator and is characterized by unstable trade winds. A sailing ship caught in the Doldrums can be stranded due to lack of wind.



Erie Takes on the World

by Jim Stewart

It's taken 1,000 local kids four months to build a boat designed for one man's excruciatingly singular experience of transatlantic racing. "Today's young people are crying out for opportunities to connect with something larger than themselves – some rite of passage that bonds them with others and marks the beginning of maturity," says Bayfront Center for Maritime Studies (BCMS) Executive Director, Jim Stewart. "And Dave desperately needed help achieving his dream – a serious, life defining, solo ocean crossing. My first thought? It would be really hard to find a better match."

In March 2003, Mercyhurst College biology and anthropology professor, Dr. David Hyland, approached Stewart to assess the possibility of entering the Fall 2005 "Transat 6.50 Charente Maritime/Bahia" contest, better known by its informal moniker, the Mini-Transat. Now 44 with a variety of sailing experiences that include the Bermuda Ocean Race, Annapolis-Newport, ocean deliveries, Great Lakes distance events and numerous "round-the-cans", Hyland was on course



This is a Mini Class boat rigged for a distance race of 4,300 nautical miles with a crew of one.

toward his dream of competing in this biennial, single-handed transatlantic challenge. One that will take him across 4,300 nautical miles, utterly alone, with but one early stopover in the Canary Islands en route from La Rochelle, France to Salvador de Bahia, Brazil. Without any wind instrumentation, computers, chart plotters or communications devices save VHF allowed, Hyland will cross the tempestuous

Bay of Biscay, then maneuver by Cape Finisterre and enter the Portuguese Trades. Leaving the Canaries, he will encounter the heat, violent squalls and maddening calm of the Doldrums before sighting shoreline after a total of some 30-40 days at sea.

"Ability is important, but dependability is critical," says Hyland. Pragmatics aside, that's also a life lesson Stewart and Hyland are trying to impart to the young boat builders of the Team Reaching Kids: Ocean Racing and Education initiative. Drawn from backgrounds as diverse as college-bound graduates to at-risk middle-schoolers with more than one foot in troubled waters, one of the project's goals, says Hyland, is "to demonstrate and reveal to these kids that with honest labor, perseverance and teamwork all things are possible."

The sheer proportions of the petite competitor they are assembling inspire awe considering what will be required of it in performance and exacted from its skipper in skill. Built to match this contest's Spartan navigation and communications requirements, the Mini-Transat measures a mere 21 feet from widow-maker to wake, with a 10-foot beam, 10-foot bowsprits, twin rudders, a scant interior, canting keels and water ballast systems. "Imagine a displacement of around 2,100 pounds with 460 square feet of sail upwind; 1,000 downwind," says Hyland. "It's like a wee cousin of the Open 60's with a very high 'I want my mommy' quotient."

Equally striking is that for kids to build this boat (the 66th boat-building project to date and overseen by BCMS Associate Executive Director Richard Eisenberg and Educator/Boat Builder Ramon Mancha) it must be fashioned from wood! Designed by Dudley Dix Yacht Design of Virginia Beach, Hyland's "kit" arrived in New Jersey in early January having been shipped from CKD Boats' manufacturing facility in South Africa and was ready for BCMS youth to cut, sand and assemble by February this year. "It's a




Creative video for
today's sales,
marketing and
training needs.



814-452-1995

www.z3concepts.com

Building Erie!



Odyssey Builders, Inc.
General Contractors

1521 Lowell Avenue
Erie, PA • 833-0261

phenomenal opportunity that carries a huge sense of responsibility for these kids,” says Walnut Creek Middle School teacher and project participant, Paul Dean. “It’s science, math, economics, project management, teamwork, attention to detail, work ethic – even a bit of personal poetry – all in one,” says Stewart.

Just as this experience is set to serve as a rite of passage in the young lives of local kids lucky enough to be involved, the race Hyland will enter is itself seen as a step up for some of the world’s best solo sailors: A place where nearly 70 biennial entrants seek to prove their mettle and earn a coveted spot in sail racing’s “big leagues”. “I try to imagine that I’m the skipper sometimes, too,” says 15-year-old Daniel. “Getting ready to take my puny self out in that big wild place.”

Meridian, the publishing division of local educational developer, Larson Texts, Inc. sees lots of learning going on through this project and has agreed to be its major sponsor. “We are always looking for innovative ways for kids to learn. BCMS and the Team Reaching Kids project is providing just the kind of unique and high-quality way for kids to experience success that we are seeking in our publications. It’s a great match,” said Tim Larson, senior researcher at Larson Texts, Inc.

Just a few tacks from the Erie Yacht Club jetty and a broadside away from the Flagship Niagara is the new BCMS facility. Though its cabin quarters are new, its mission remains the same with considerably more square footage to get it all done. “Our mission is to design and deliver unique, maritime-based



Charter School of Excellence plans to house its grades 7 and 8 students there next school year to receive traditional instruction with a large dose of real-world, practical skill application opportunities right on site.

“This project is already garnering lots of interest from sailing journals and websites, with sponsors like the Meridian Creative Group, Mercyhurst College, Sampson Rope Technologies, Lewmar, Spinlock, Gill, and US Spars beginning to come forward,” says Hyland. But the project is a six-figure endeavor and Hyland is looking for more help. “One of the things we think is really essential is to take selected kids who are showing significant personal progress as a result of their involvement with us to both France and Brazil,” he suggests. “Talk about mind expan-

sion. It would be the educational opportunity of a lifetime.”

For this and numerous reasons, the project is an ideal opportunity for corporate or private sponsorship and individual tax-deductible donations of any amount. To learn more, contact David Hyland, PhD at dhyland@mercyhurst.edu or Jim Stewart at eriesailing@hotmail.com (and check out the BCMS website at www.bayfrontcenter.org). The brand new Mini Class US has a web site as well at www.miniclassus.com featuring information and pictures of this unique venture.



Mercyhurst professor, Dr. David Hyland is looking forward to participating in the “Mini Transit” in the fall of 2005.



educational, vocational and recreational opportunities for the entire community,” says Stewart. “We’re not a boat building or sailing school in the traditional sense. Instead, we utilize boat building, sailing, environmental studies, and underwater archaeology to teach and reinforce traditional academic subjects, to introduce workplace skills and to concentrate on personal growth initiatives.” It’s a formula that’s worked so well for nearly 11,000 area youth to date that the Perseus House

BURTON

FUNERAL HOMES and CREMATORY, Inc.

Send Condolences & Flowers at
www.burtonfuneralhomes.com

Four Affiliated Locations

G. David Burton

Supervisor

602 West 10th St. • Erie, PA 16502 • 814/454-4551

Let's Celebrate Big Time

The 20th Annual Sailing Regatta for MS.

It is, without a doubt, the biggest and best boating event of the season. Last year, a record 92 boats signed on as both official spectator boats and as participants in the action-packed sailboat race in the bay. A wildly diverse fleet of boats including main and jib and spinnaker classes create a fun-filled blaze of color, speed, excitement, tension and occasionally, foul language. The power "spectator" boats cruise around the course providing a cacophony of sound as they cheer on their favorite crews. And the best part of this spectacular Regatta is that all of the proceeds benefit Multiple Sclerosis clients in Northwest Pennsylvania.

In 1984, P/C John Ashby created two fund raising events when he became Chairman of the financially strapped Northwestern Pennsylvania Chapter of the National Multiple Sclerosis Society, the MS Art Lottery and the Sailing Regatta for MS. Both of these events continue to grow today as solid, vibrant fund raising events with a Spectacular 20th Anniversary Celebration being planned for this year's "Sailing Regatta for MS 2004". As Chairman of the event for the first ten years, John diligently recruited volunteers and rallied support to make it a successful venture for the benefit of MS clients.

There is a veritable army of EYC members and outside sources, too numerous to mention individually, that has worked tirelessly to make this Regatta the huge success it has become over the years. But there is one person in particular, Eric Ambro, who has dedicated so much of his time over the past twenty summers perfecting the art of fund-raising for MS, that he deserves special mention here. One of P/C Ashby's first recruits, Eric has become the "official human fixture" of the event. "I told Eric what I wanted to do and he volunteered on the spot" says Ashby, "he was my right hand man and boy did we go through some hellish problems those first few years ... but we loved every minute of it because it worked".

From his perch at the bar in the Grill Room, surrounded by the whimsical ducks grateful race participants have flooded him with over the years, Eric needs only to gaze at a boat owner and then at the large sign-up board for the message to be passed "It's Regatta time... sign up or else!" He even provides incentive. The first ten boats listed on the sign-up board go to long-time participants, and it would be a

[continued on page 19](#)



The eight separate classes of competitors all gather near the starting line waiting for their individual



me.

by: Janet Stachelek



starts.



➤ The breathtaking challenge of the MS Regatta's other competitive event, the "Rubber Ducky Race" shown here with the race committee boat.

➤ The littlest tent on the grounds has the most people gathered around it...."Beer Tent".



Someone must have announced "The foods ready" because of the large number of Regatta participants who have lined up for the "great feast".



The post race party, of 600 plus participants, is a great time with live music, great food and free "liquefied hops".



“America’s Bravest and Finest”

USMC Captain Patrick M. McMahon

A Biographical Essay by
Janet Stachelek



Patrick is pictured here with a group of his fellow marines and a “civilian”...Secretary of State and former Chairman of the Joint Chiefs of Staff Colin Powell.

Like every parent who has a son or daughter serving in the United States Military in these troubled times, Mickey and Patty McMahon balance their fears against their intense pride in their son Patrick. They could not have known when Patrick enlisted in 1997 that his rather unconventional and meteoric rise through the military ranks would not only be a source of great pride, but would also be one of fear in that his special talents, in a post 9/11 world, place him continuously in harms way on the front lines in the War on Terrorism, often with less than twenty-four hours notice! The men and women of the armed services who have or who are currently serving in Iraq, each have a story to tell of their experiences.

A life-long Erie resident, Patrick graduated from Cathedral Prep in 1992 and went on to Allegheny College where he received a BS in Environmental Studies in 1996. An avid sports and outdoors enthusiast, Patrick originally contemplated a career in the Forest Ranger services. To that end, he entered the Mercyhurst College Municipal Police Academy in December, 1996. Patrick received the Outstanding Physical Fitness award and graduated from the Academy in 1997 with a 92.29% academic average. In spite of his high achievement, Patrick became discouraged when he discovered that the Civil Service examination he needed to take to become a Forest Ranger was not

only weighted for certain applicants, but was also rather subjective.

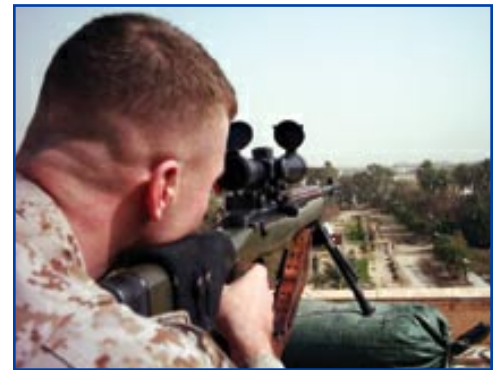
Throughout this uncertain period, Patrick weighed his pros and cons with his family and with a good friend who happened to be a Navy SEAL. It is difficult to ascertain the exact moment when Patrick decided that he wanted enter the military, but he was never uncertain once he made up his mind to do so. He also determined that he wanted to achieve officer status as soon as possible. Once his goal was set, Patrick simply “went for it” and never looked back.

A military commitment is nothing new in Patrick’s lineage. His great, great grandfather served in the civil war and his great grandfather fought in World War I. Both of his grandfathers served in World War II, one of whom had three brothers serving at the same time. His great uncle was a Korean Conflict veteran and his father, Mickey, was a Navy veteran having served in the Vietnam era.

The path to becoming an officer in the United States Military has several conventional routes. One route would be to gain acceptance to one of the Military Academies directly from high school, but Patrick had already earned his college degree. Another would be to apply to Officers Candidate School (OCS) after graduating from a college ROTC program, but Patrick was never in an ROTC program. The third and least desirable option would be to wait for a billet in the mail

announcing an opening at OCS and then apply. Patrick had already made up his mind about what he wanted to do, and he was most impatient to begin his military career without delay, like yesterday! So Patrick opted for the final and most arduous course to being an officer in the military. He enlisted in the United States Marine Corps in September of 1997 and headed off to Paris Island, SC for basic training. Of all of the paths to becoming an officer, rising through the ranks of the enlisted men is the most difficult. For that reason, those enlisted men who are able to accomplish this are referred to in military slang as “mustangs.”

In December of 1997, Patrick graduated from boot camp as 1st Squad Leader. A short two months later, he graduated from the USMC School of Infantry where he was meritoriously promoted to Lance Corporal, and was again named 1st Squad Leader. He immediately entered the USMC Security Forces School where he broke the school’s M9 Service Pistol Qualification record, graduated with a 98% academic average, and (you guessed it), was again named 1st Squad Leader. Oh, and I forgot, at some point in here Patrick was also promoted meritoriously to Corporal.



A scenic view from atop one of Saddam’s ex-palaces.

In August 1998, while Patrick’s unit was stationed at the U.S. Naval Academy in Annapolis, MD., Commander Stephen Callaghan, USN, wrote a letter to the head of the Enlisted Commissioning Program Selection Board recommending Corporal (CPL) Patrick McMahon to Officer Candidate School. In the letter, Commander Callaghan remarked that in the space of one short year, “Corporal McMahon has shown that he possesses the self-discipline and natural leader-

ship qualities that are the bedrock of a Marine Corps officer." Commander Callaghan is an Erie native and a personal friend of the McMahon's. His own illustrious career includes action as the Commanding Officer of a Navy F-18 Hornet squadron, and as a combat veteran of Desert Storm. That he held Patrick in such high regard was not lost on the selection committee. Patrick was chosen and entered OCS in January 1999.

Patrick's rise through ranks at OCS followed his usual speedy path. He was commissioned 2nd Lt. in April 1999, completed Officer's Basic School and the Officer School of Infantry in December 1999, was assigned to the 2nd Battalion 7th Marines at the Twenty-Nine Palms base in California in January 2000, and was deployed to Okinawa, Japan from July 2000 through February 2001 followed by a promotion to 1st Lt. in April 2001. Patrick's official title at Twenty-Nine Palms was Scout Sniper Platoon Commander.

Amazingly, throughout this entire period, Patrick maintained a cherished relationship with his high school sweetheart, Kathleen Stancliff. It helped that Kathy was also very busy. During this time she was pursuing a BS and then a Master's degree in Audiology at the University of Arizona. Mickey McMahon calls in daughter-in-law a "master of organization," as evidenced by the fact that she meticulously planned for the July 7th, 2001 date when the pair's schedules would finally

merge long enough for a wedding ceremony to be performed. Following a beautiful reception at the EYC, the couple enjoyed almost one year of bliss before Patrick was deployed again. His deployment from July, 2002 – June, 2003 took him back to Okinawa, then on to



"Just out for a Sunday drive on the avenue".

the Philippines and Korea. Kathy and Patrick's son, Jack, was born on November 26th in Erie, five months into Patrick's term. It would be another six months before he would see his son.

On July 1, 2003, Patrick was promoted to Captain and assigned to the Norfolk, Virginia 1st F.A.S.T. Company- 5th Platoon. Fleet Anti-terrorism Security Teams (FAST) provides both the US Navy and the Marines with dedicated force protection and anti-terrorist units. These highly trained units operate in a defensive rather than an offensive manner. That is,

Support

with your Advertising!
Show your fellow members
you're helping make it
possible.

Call: John Ashby
455-2757

they conduct defensive combat operations, military security operations, rear area security operations, and even ensure that nuclear material on submarines is never compromised while vessels are being docked. FAST units are only deployed upon approval of the Chief of Naval Operations, but as their name suggests, they are always ready for deployment on twenty-four hours notice or less, depending on the heightened threat level to forces in the field.

Patrick recently returned from a FAST deployment to Iraq and has agreed to share with us some of his impressions and thoughts about the war-torn country.

"In my opinion," he said, "a grass-roots movement by the Iraqi people is needed to firmly establish security, economic development, and educational systems in their communities. We can push as hard as we want from the top, but if the people at the bottom never make a genuine attempt to take over the tasks that lie before them, the situation will not improve."

On the positive side, Patrick sees the seeds of a grass-roots movement taking hold in Iraq, and if one considers the length of our occupation in post WWII Japan and Germany, Iraq is actually on a much faster track toward recovery. Patrick also spoke about 1st FAST Company's interaction with the Iraqi people.

"We gained a lot of respect from the Iraqi people for the professionalism we extend to all who comes through our posts. Whether you are a four star general or an Iraqi laborer filling sand bags, Marines render everyone a sincere greeting (in either English or Arabic) and accommodate all who have a legitimate reason for entering the CPA." The interpreters that worked with Patrick's unit actually cried when the Marines left.

Patrick firmly believes that U.S. civilian and military personnel currently serving in Iraq are the most competent and proficient individuals this country has ever employed in the

We Do it Right... the First Time.

With over 30 years as a commercial, industrial and institutional painting contractor, Beals McMahon has set the standard as the industry leader. For example Electrostatic Painting Technology for office furniture and industrial equipment and it doesn't stop there.

Beals-McMahon
Painting

P.O. Box 1848 • Erie, PA 16507 • 814-454-3676 • FAX 814-454-2100
www.bealsmcmahonpainting.com



EYC Auxiliary Luncheon & Style Show 2004

by P/C John Ashby

Again this year, the Erie Yacht Club Auxiliary's Spring Luncheon and Style Show was yet another tremendous success. The Club's Bayside Ballroom was beautifully decorated as were this year's models each of whom was dressed in fabulous fashions from AJ's Famous Labels. Music for the affair was provided by Erie pianist Gene Leone.

As chairperson for this year's event, Dee Bressler reiterated the fact that this event is the Auxiliary's major annual fund raising activity for the benefit of the EYC and related boating projects. Through the years the Auxiliary has either contributed to or covered the cost of hundreds of items and projects that continue to benefit our members. For example the Auxiliary has been extremely active in funding various major landscaping projects at the Club, such as the sprinkler system for the flower beds around the Clubhouse. They have also provided funds to purchase boats for the Reyburn Sailing School and last year purchased the magnificent mirror that adorns the east wall of the ballroom.

All EYC members applaud and thank you all, both the hardworking Auxiliary members and their supporters, for the many years of work and dedication you have afforded the Erie Yacht Club.



Style

**The Brugger Family
110 Years Serving Erie.**

Brugger
Home for Funerals

1595 West 38th Street • Erie, PA 16508 • 814/864-4864

Fashion



Commodore Jack's Bingo Blurb!

by P/C Jack Bierley

"Old folks, young folks everybody come"... remember that old kids' camp song? Well, it could also be the recurring theme for the EYC Bingo Nites at the Club.

We will be firing up Bingo Nights again this fall on most every Friday night (except when the Club sells the rooms to other groups for a more profitable return).



Join the fun this fall for Commodore Jack's Bingo... it's a blast!

Commodore Jack's EYC Bingo has been echoing through the hollowed halls of our ballroom for several years now with all proceeds being dedicated to helping support the Club's Reyburn Sailing School's junior sailing activities.

This past season all you bingo boosters helped us raise \$2,231.50. But we like to think of this in more tangible terms... we're working on securing our third "420 class" sailboat for the junior sailors. And that's a whole lot better than just "NOT BAD" !

We can not guarantee that you'll strike-it-rich playing Commodore Jack's Bingo but we can guarantee you a "haul" of a good time. Remember we can only cater to kids between the ages of 5 and 85 give or take a few years. So bring your friends and families to the Club Friday nights and go Bingo Bonkers with great fun for a great cause.



Go Boating...

but first call me for your carpentry and home repair needs.




M. MASNA

Carpentry & Home Repair

814-838-4617

Visit our
Web Site
for all the
latest in Club
Activities

www.erieyachtclub.org

USMC Captain McMahon (continued from page 15)

field. Along with coalition partners, they are producing amazing results. It is possible that the media, by emphasizing the bad or sensational, has been remiss in balancing its reporting by also showing all the good that has been accomplished in an extremely short time.



Patrick pictured with his lovely wife Kathy and the most handsome McMahon man to date - Jack.

As an active duty regular officer, Patrick can resign his commission at any time. Despite the inherent danger of 1st FAST Company's mission, Patrick has the full support of his wife, Kathy, who understands his need to lead Marines in a capacity that truly makes a difference. So for now, Patrick is content to continue his service until the sacrifices become either too hard for his family, or the work becomes unrewarding. It is doubtful that the latter would be possible, at least not in this US citizen editor's eyes.

We all share our gratitude and thanks to Patrick for his service to our country. An additional little known fact...the EYC has traditionally waived the yearly dues for members who are on active duty with the United States Military. Patrick is just one of the many recipients of the Club's continued generosity and support for the troops.



**Visit our
Web Site
for all the
latest in Club
Activities**

www.erieyachtclub.org

Discover Sailing



RCR YACHTS

Supporting Erie

Dealers for:

- Beneteau
- Sabre
- J/Boat
- Hunter
- Mainship
- Sabreline

**and Brokerage Service
That Gets Results!**

124 West Bayfront Parkway • 814/455-6800

www.rcryachts.com • www.rcrmotoryachts.com

e-mail: tracy@rcryachts.com

ACCUTOOL

...ranked second to none



814/456-7797 • Fax: 814/459-1867

www.accutool-fasteners.com • e-mail: samgroup@aol.com

SPECIALTY FASTENERS • CNC COMPONENTS • FABRICATION



Why are all these people having fun? Because participation in the MS Regatta is a highlight of summer, while helping your neighbors who suffer with MS.

shame to lose that prestigious spot, wouldn't it? Placement on the board after that reflects the greater value and admiration for your yacht and your sponsor. In other words, whoever signs-up first! But Eric balances these not so subtle coercion tactics with the promise of loads of fun before, during, and after the race. Here are a just a few of the things the all-volunteer staff always provides to make this event as special as possible.

First, the post-race lawn party for all Regatta participants includes great food, free beer and pop, and live music followed by a DJ taking your requests. Volunteers display and sell tee-shirts, sweat-shirts and a number of other items commemorating the day with all profits going to MS. But the piece de resistance is the tension-filled "Rubber Duckie Race" for all to view in the waters off our newly constructed front breakwall. I can personally attest to the fact that Eric will stoop to the lowest of the lows to sell these rubber duckies throughout the summer, so please, do me a great favor and purchase as many, as early, as you possibly can. At crunch time, he becomes the salesman from Hell.

Today's Regatta committee, anchored by veterans Kit Kershaw, Commodore Andrew

Hanks (Chairman of the event for the past 10 years), his wife Rosalie and a terrific cast of other dedicated volunteers, has continued to partner with many local businesses resulting in the fact that nearly all have become loyal patrons who consistently support the Regatta's festivities in the form of direct donations of food, beverages, music, and the many other miscellaneous items that make this event what it is ... simply spectacular! Thank you all, you're special people.

The MS Regatta has become famous for keeping expenses at the barest minimum and ensuring that the maximum amount of the proceeds go directly to helping serve the needs of MS clients living in Northwest Pennsylvania. Commodore Hanks informed me that over the past nineteen years, the Sailing Regatta for MS has raised in excess of a whopping \$550,000 for the benefit of local MS clients! Last year we had a record fleet of 92 boats and raised a record \$42,286.00 for MS. Let's all get together this year and celebrate our milestone 20th Anniversary by blowing the roof off of those record totals! So sign up as soon as possible and join in on the fun on Sunday, August 29th at the EYC.



This is the backbone of the regatta... The Committee plus the scores of volunteers and sponsors. L to R: Nancy Barton, Kit Kershaw, Roger Barton, Chairman Commodore Andy Hanks, Kathy Lopes, Rosalie Hanks, Mike Considine, Karen Imig, Eric Ambro, Pam Masi Wenzel, Marrión Farrington, Carol Courtney and Mary Alice Ross

Thanks for a Job Well Done

by F/C John Murosky



This is the crew that did the job and did it well.

The Erie Yacht Club would like to express its thanks for the great job that the Harborcreek Youth Services crew did on removing 13 large bags of trash from the hillsides and creek on Ravine Drive.

Located in Harborcreek, the community youth program provides a crew, of 6 to 8 individuals and one or two senior advisors, to provide needed services for businesses and individuals interested in helping get these young people involved in our community.

They have limited restrictions and the types of activity allowed under the program. You may reach the Administration Office at 814-899-7664 to explain your type of need and the scheduling for your project.

Thanks guys for getting involved in our project. You were a great crew!



The results of the fine job done by the crew from Harborcreek Youth Services - a truck load of trash.



Support



by Supporting
Log Advertisers

EYC 109th Opening Day

A misty rain could not dampen the spirits of the Erie Yacht Club's 109th Opening Day Ceremonies held Memorial Day at the Club.

Hundreds of members and guests gathered to pay homage and respect in memorializing those who are no longer among us.

What would Opening Day be at the Erie Yacht Club without the Dixie Doodlers. This Dixieland band has celebrated their 53rd year as part of our Memorial Day festivities. According to their leader, Don Haener, this was the first "Wet" day we have experienced in the last twelve years. But then what's a little rain when you can enjoy the unique rhythm and style of good ol' American Dixieland Jazz!



Exploring New Frontiers in Service.

frontier
pharmacy

1652 West 8th St. 16505
452-2347 • Fax: 459-5736
Toll Free: 1-800-700-7809

24 Emergency Service 459-5736 • Cell 392-4465

Self-Indulgence

(continued from page 5)

1. that he can still shoot clay pigeons out of the air with the best of 'em.

2. that he can still engulf substantially more food than most people would consider to be physically possible.

3. that beer consumption is, in fact, an organized international sport in which he alone excels to a point that would render any of the other world renown athletes of any sport, completely and utterly "stupefied" in a one on one, beer for beer competition.

In conclusion, please remember to wish John Schuler a "Happy Birthday" sometime around the middle of April next year, the exact date is not a prerequisite for he can not remember what it is anyway.

As a side note to this somewhat sad and unfortunate story for all those who attend these insidious birthday celebrations ... see ya next year.



Birthday Boy being a little over amorous with the author.



"Never mind Mr. Schuler, I already got that one" stated the author. Also shown are Clay Pigeon Pitcher Dan Kane and Ace Pigeon Extrordinaire Coach Neil Milligan.



Chief Chef and Master of the "deep fryer lance" Sir Mickey McMahon on station and ready to joust with the chickens, perch and hot dogs upon any royal requests.

Twenty Questions

By: Eric Ambro

1. What was the Initiation Fee in 1895?
2. How many cannon was the Niagara originally equipped with?
3. What is the slip number where Steve Sample's boat is docked?
4. How many boats are assigned to K Dock?
5. What is the length of a Highlander class sailboat?
6. What is the beam of a Taswell 72?
7. How many beer taps are at Fat Head's South Shore Saloon in Pittsburgh?
8. What is the atomic number for calcium?
9. What US interstate connects Toomsula Mississippi and Tallapoosa Georgia?
10. How many J-22's entered the 2000 Youngstown Level Regatta?
11. What is the vertical drop from Lake Superior to Lake Huron?
12. What street forms the southern border of Gramercy Park in Manhattan?
13. How many weekdays were in the month of February 2004?
14. What was the horsepower of the 1929 MG Midget sports car?
15. In the Beatles song, it was how many "years ago today Sgt Pepper taught the band to play"?
16. Which US dollar bill is most counterfeited?
17. What is the US Route number of West 26th Street?
18. What is the common term for perfect vision?
19. What anniversary will this year's Sailing Regatta for MS celebrate?
20. Will you join the celebration and enter your boat?



Cleveland Rocks!

by Eric Ambro



One of the magnificent exterior views of the extraordinary architectural facade of the Rock and Roll Hall of Fame and Museum...downtown Cleveland's hottest attraction.

Beatles and Rolling Stones displays, including Keith Richards' pinball machine.

You can listen to 25,000 songs on an interactive jukebox. The three giant screens in the Hall of Fame wing's multimedia gallery tell the story of the inductees.

And Guitar Mania was Cleveland's version of city sculptures (like Erie's fish and Chicago's cows). All the guitars were on display at the museum before being sited around Cleveland - a few are now in the museum lobby.

If your boating westward this summer, stop at the Rock and Roll Hall of Fame and Museum and take a tour down a musical memory lane and celebrate the cultural phenomenon of Rock and Roll.



Just a short cab ride from either Lakeside or Edgewater Yacht Clubs can take you to downtown Cleveland's hottest attraction - the Rock and Roll Hall of Fame and Museum.

The \$93 million museum, a wild, wonderful design by world-famous architect I. M. Pei, opened in 1995 and showcases 60,000 artifacts in 50,000 square feet of exhibition space.

Features include a surround-sound theatre, interactive exhibits, rare films, live concerts and a well stocked store. Temporary exhibits, large and small, highlight many aspects of the music. Currently guitar pioneer Les Paul, Mary Wilson and the glamour of the Supremes, and famed portrait photographer Annie Liebovitz are featured.

The primary mission of the museum is education. You can trace Rock and Roll back to its roots in the early Delta Blues, gospel and country, through rockabilly, folk rock, the English Invasion, Motown, psychedelia, etc. to today's latest hits. A few of the most interesting exhibits tell the stories of Alan Freed's Moondog Coronation Ball in Cleveland, the first rock concert; Sam Phillips' Sun records in Memphis where the first Rock and Roll record, "Rocket 88" and Elvis Presley's first recording were made; artwork by Jimi Hendrix and a film of an interview with Dick Cavett; a rock video montage; music legacies of various cities; the early years of Rolling Stone Magazine, Janis Joplin's psychedelic Porsche, the ZZ Top Eliminator coupe; Jon Bon Jovi's Harley Davidson; giant stage props from U2, Phish and Pink Floyd tours; and of course

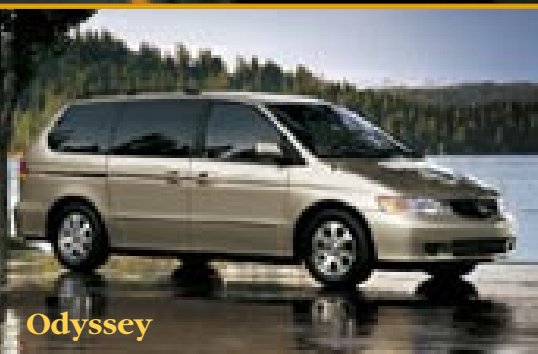
An advertisement for John V. Schultz Furniture & Mattresses. The background is a photograph of a sailboat with a blue and white striped sail on a body of water under a cloudy sky. The text "Living Life... Making Memories." is written in a large, serif font across the top. At the bottom, the company name "John V. Schultz" is written in a stylized font, with "FURNITURE & MATTRESSES" in a smaller font below it.



CR-V



Accord V-6 Sedan



Odyssey

**We'll float your
boat by getting
you to it
in Style.**



HONDA

Our new state-of-the-art facility can do so much more, and it's just part of our commitment to excellence that has made us the #1 customer service satisfaction dealer in our 5 state 114 dealership zone.

**Bianchi Honda
8430 Peach St.
868-9678**



Civic Hybrid



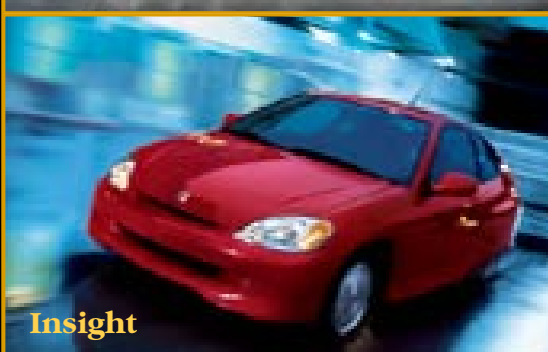
Accord V-6 Coupe



Element



S2000



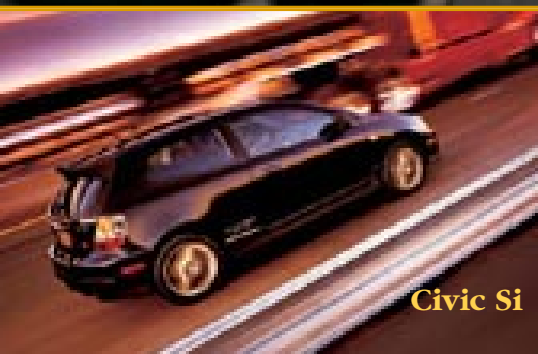
Insight



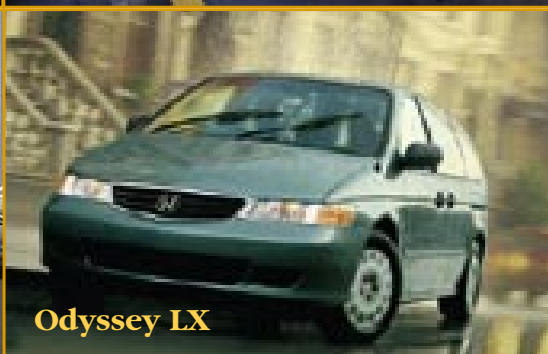
Pilot EX



Civic Sedan



Civic Si



Odyssey LX

The country:
1867.

The beer:
1847.

(Talk about priorities.)

Starting a country? Build the brewery first. John Labatt did. Over 150 years later the beer they brew is called Labatt Blue. And if you've ever tried one cold, it's probably at the top of your list.



**BREAK OUT
THE BLUE**