

# The ELG



## Yachting Hawaiian Style

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## From the Bridge

Fleet Captain Dave Arthurs



At the time of this writing it is 49 degrees and raining. By the time you are reading this, the boating season will be well under way and hopefully we are enjoying sunny skies, fair winds and warm temperatures!

Junior Sailing is in full swing with a newly renovated program, classrooms and upgraded docks. Many thanks go out to Pete Gorny, Matt Niemic, Holly O'Hare and their team of volunteers for the many hours of work invested.

The Grill Room renovation is a success based on members' comments and increased usage but don't forget about the deck. The serving window from the bar onto the deck is open and we have a newly added feature of

propane heaters which can be used to take the chill off the evenings. There's no better place for dinner or a drink.

The Basin Committee, which has been meeting for many months, is nearing completion on a renovation plan for the docks. Information will be forthcoming on the EYC bulletin boards as well as the Log. Also, the Commodore will be having more town hall type meetings to make sure the membership is well informed and has the opportunity to make comments. The hundreds of man hours invested in this task are a reflection of the dedication of our members. This is truly what makes our Club Great.

### Directory

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Fuel Dock/Guard House.....	456-9914	Canoe House .....	453-6368
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## On the Cover...

One of Chad Allenbaugh's fleet, the Yacht *Elara*, sailing off Diamond Head in beautiful blue Hawaii.



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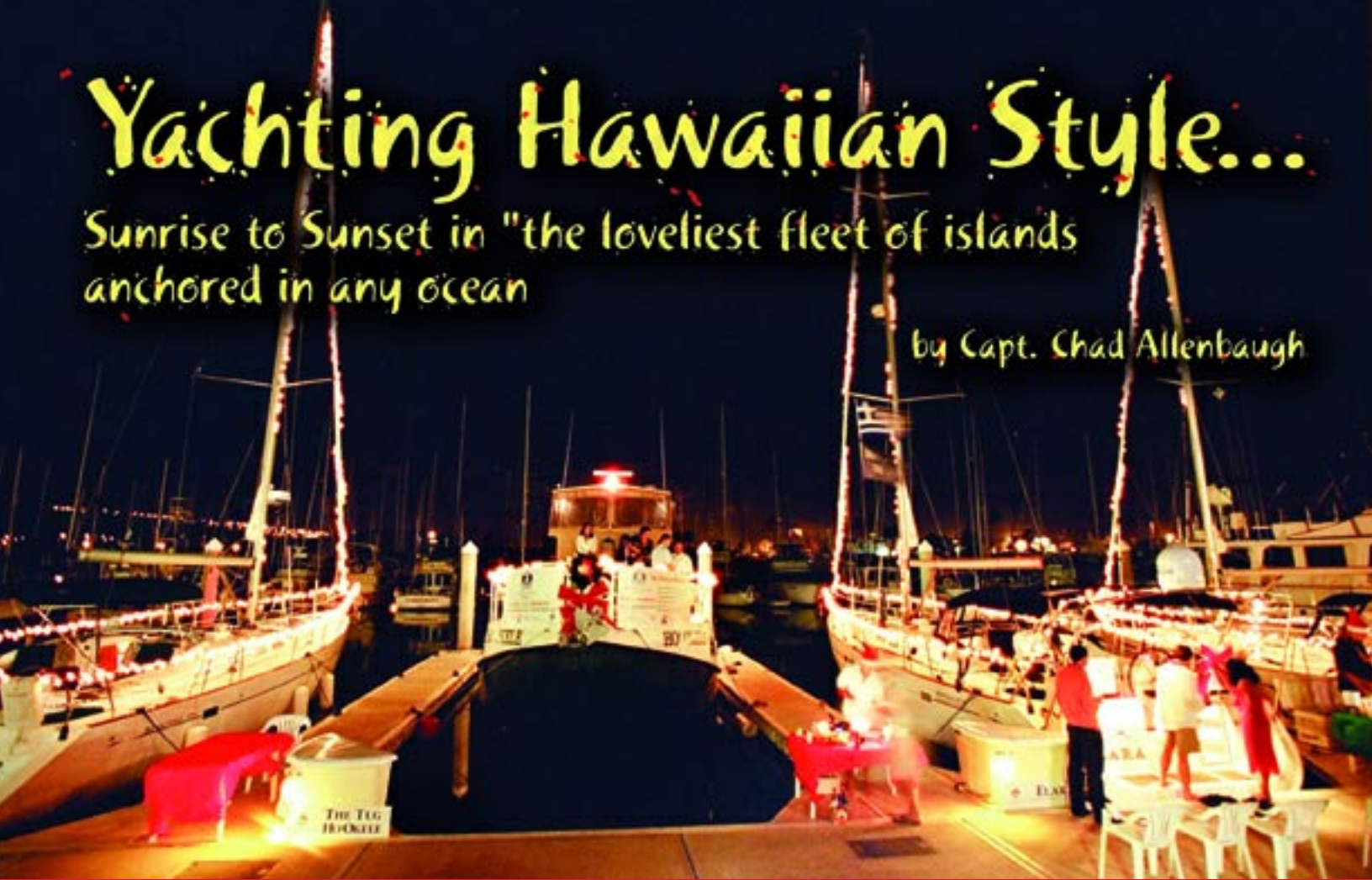
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# Yachting Hawaiian Style...

Sunrise to Sunset in "the loveliest fleet of islands anchored in any ocean"

by Capt. Chad Allenbaugh



## "Another Dock Party... again!"

Captain's Log of the Sailing Club

Hawai'i Yacht: *ELARA*

22 February 2004

Passage from San Diego, CA to Honolulu, HI

Port Arrival Hour: 23:45 Approach: Hawaii

Yacht Club, Island of Oahu

Latitude: 21 Degrees, North

Longitude: 157 Degrees West

Time Lapsed: 18 Days 1 Hour 22 minutes

Passage Traveled: 2,427 nautical miles  
traveled southwest off the coast of California

## DOWN "THE HILL"

It doesn't take much traveling in the world, to recognize how unique and special the Erie Yacht Club is, or how fortunate one was to have grown up learning about life and our sport at the EYC. As a former member of the Club, and having taught for and lead the Reyburn Sailing School for 8 years as a kid, it's hard to shake the memories. Thousands of days of walking down "the hill" for summers on end, and setting sail with kids and adults literally from sunrise to sunset, and more often into the late twilight. All of which bring a lot of laughs and entertaining stories of our Club. The venue we have of first class slips, you can actually drive to, and on a protected bay with steady offshore breezes nightly, should not be taken for granted. When you travel the world and see how lucky our play-



Capt. Chad. M. Allenbaugh is President, Diamond Head Pacific Group, Inc., Honolulu, Hawaii and a Past Member and Sailing Director, Erie Yacht Club, Nathaniel Reyburn Sailing School.

ground is in comparison to other clubs in the world you begin to appreciate how unique our Club is in the world, not to mention its members and staff. The Yacht Club for me was equally impacting as a place of family, where all my brothers and sisters taught sail-

ing, and we met other families with similar interests and passion for our sport. There's something to be said for a place where everyone comes to share in something they love.

## LAKE ERIE SAILING PREPARATION FOR NAVIGATING THE WORLD

My best memories come from all the people life at the Club exposed you to, in both observation, learning, racing, festivities, employment, social and sailing away from it all on reaches down the bay on my 1969 20' highlander, The Graduate. When I left the EYC, for college, and to direct the Boothbay Harbor Maine Yacht Club, Sailing program, in the early 90's, I set sail on a voyage well prepared for the world of yachting, by likely one of the best Clubs in the world; having visited many in my travels of work in Asia, Europe and the major cities of the US. The voyage literally was one weaving our sport into my life. In that time I sailed around the world; taught sailing in Japan, where I directed marketing at Mitsubishi Heavy Industries; re-established the Sailing Team at Syracuse University; and taught sailing at Northwestern University at grad school. Along the way, memories of our Club would seep in, and even members would pop up in areas as remote as a rural Thailand sailing club, or at an airport flying to the next port of call.



**MAGNUM, ELVIS, HAWAII 5-0, SUNSETS, SURF, HULA... NEED I SAY MORE**

After graduate school I set out to live where my parents honeymooned, I moved to Hawaii, to figure out why mom had always played Hawaiian music in the house and made leis out of Delaware Avenue Pennsylvania rhododendrons. But in all honesty after graduate school, I set out to find an entrepreneurial business environment where I could still enjoy the sport of my youth and take it to a new level of fun. I moved twice to



**"My trawler *Renegade* off the Wainale Mountain Range, HI."**

Hawaii, once after graduate school and twice after my Hawaii based company moved me to Manhattan and I determined as much as I love New York and keep a joint venture office in Soho - it was the wrong island. I spent a summer on my return to Maui, obtaining a Captain's license, as an exclamation point to having logged the miles. I also set out to do what I always dreamed of doing when I sat in my Honolulu office, dreaming on being on the other side of the glassed walls, on the turquoise ocean that taunted me from my window daily. I set out to establish my own company to navigate my own course. And oddly enough my business everyday now is helping others do the same thing; architect and structure business deals and launch new companies which help individuals, groups and company leaders unleash the lines and set sail into open oceans of new opportunity.

**MOVEMENT VERSUS MOTION**

My company, Diamond Head Pacific Group, Inc. currently has four brands; 1) Diamond Head Advisors, Private Equity, Intellectual Property Business Advising, Land Development, and New to Market Product and Service Launching 2) ELARA, Education, Leadership And Retreat Adventures, and corporate executive leadership retreat company that utilizes yachting to teach communication awareness and teamwork 3) Hawaii Yachts Brokerage Diamond Head Yacht Sales and Charters, a hawaii based yacht sales and charter service brokerage with over 30 years of experience of selling yachts in Hawaii, [www.hawaiiyachts.com](http://www.hawaiiyachts.com) 4) The Sailing Club, a full service charter service and sailing school with over 15 boats in Honolulu,



**"The Sailing Club Twin 47 Beneteau's off Ko Olina Resort, HI."**

Chicago, Annapolis, and California (and working on a yacht for Greece). The mission of these companies is to "Provide singles, couples, families, and company leaders with the means to sail toward their dreams, visions, goals and destinations." In short I try to make people's dreams a reality. My clients range from entrepreneurs, to the Fortune 500, to Princes; it's a group no more eclectic than a sampling of the EYC bar.

**LESSON FROM THE EYC; ESTABLISHING A NEW YACHTING CLUB IN HAWAII**

My father Roger Allenbaugh, a current EYC member, and former Board Member, attended Strictly Sail Pacific with me in Oakland and we acquired one more boat just last week for the club, you might find us at any of the major boat shows shopping or promoting The Sailing Club. If you find yourself in Hawaii, look us up at the Hawaii Yacht Club, or The Sailing Club at Ko Olina Resort or Kewalo Basin on Oahu. We can plan a memorable trip in Hawaii for you and friends, company retreat, or family unlike any other on brand new yachts (our largest on order is a 57 Beneteau currently being built in France.) We also have several 60 plus foot power

yachts, a fleet of J80's due in early 2006, and are currently working on plans for establishing a clubhouse, a new yacht club for Hawaii, simply called The Yacht Club. Currently our Yacht Club is floating on a 37' Navigator Tug. , My company in summary answers three questions for travelers and locals in Hawaii, What to do? - Sail Hawaii With Us, Where to



**"H" is for Hula!**

eat? - Dine aboard with our gourmet chefs or at our partner restaurants: Where to buy property? - Buy a yacht or land with us and share access to yachts across the growing amenity fleet.

**continued on page 24**

**One of our new additions to The Sailing Club fleet in this 57' Beneteau center cockpit beauty.**



# Adventures With Andrew

by Heather Murphy

Our day began as many other days in Florida do. Our son, Sean, and his girlfriend, the lovely Leslie, were up early packing to fly back to Boston. They had been down for a few days to watch some pre-season Red Sox games and spend some time with us. After they left, I changed the sheets in the front guest bedroom and the towels in the guest bath, then ran some errands, while David tinkered about on the boat. We spent some time in the pool, had dinner and were watching the evening news when the phone rang.

The call was from our good friends Andy Hornyak, Jr. and Judy Murphy who just happened to be "in the area" and thought they might stop by and say "hello". Having driven over from the Miami area, via "Alligator Alley" they were on their way to Venice where Andy keeps his boat a trimaran, *Trillied*. Punta Gorda seemed a nice spot to take a break and visit friends. When they arrived Andy and David got to telling stories and the hour grew late. We invited them to spend the night and they accepted – perhaps part of Andrew's master plan. David and Andy had loosely arranged to "get together in Florida in mid March".



*Judge Knot* cruising the Intercoastal Waterway... just another great day for fun, frolic and play.

The following day we decided to explore Charlotte Harbor, its environs and its creatures as well. The wind was out of the southwest and since that was the direction we were heading the boys decided *Judge Knot* went to weather a little more efficiently than *Trillied*. The wind was light and we weren't in any hurry as we had no definite destination. We headed due south from the outer markers at Ponce Inlet from Punta Gorda Isles at about 8-10 knots. The harbor was filled with bottle-nosed dolphins probably



"The Amazing Amiable Andy"

seeking refuge from the red tide which was affecting the Gulf coast from Venice down to Sanibel. Because of the natural flow of Charlotte Harbor from the Peace and Myakka rivers, those waters were mostly unaffected.

At 8 knots to about 10 knots the pressure

wave created by *Judge Knot* provides a marvelous opportunity for the dolphins to body surf and jump. We picked up a pod of three, two adults and a young one, about one mile south of Ponce Inlet. They were joined by a pod of four a few miles further south. All seven stayed with us down to Cape Haze where we turned to head west over towards Boca Grande.

Andy was in his glory kneeling on the lower deck in the port quarter "communing with these sentient beings" and getting soaked in the process from their spray when they would leap and splash which they did constantly. Much discussion was directed by Andy for the rest of the day: "What do you think they're (the dolphins) thinking"; "...

the way they look right at you – eyeball to eyeball"; "they're just having a blast". At one point Judy asked David to tie Andy to the boat so he didn't jump in to join his new acquaintances. Heading south in the ICW from Boca Grande Inlet we explored the pristine waters of Pelican Bay in Caya Costa, still recovering from hurricane Charley which struck down here in August – Friday the 13th. We continued south to Cabbage Key which is opposite from Useppa Island at Mile Marker 60.



Andy fell in love with the dolphins.

Cabbage Key is an island once inhabited by the Calusa Indians. The high point of the island, at 38 feet above sea level, is a shell mound upon which is constructed a restaurant. The restaurant was once the winter home of the Rinehart family; they purchased the key for \$2,500.00 U.S. in 1929. Property in the area has appreciated somewhat since then. Mary Roberts Rinehart is known in some circles as a famous mystery novelist.

Andy's shining moment came immediately after we docked at Cabbage Key and the port





**Aerial of Cabbage Key... note Andy's water tower upper center of photo.**

engine couldn't be shut down from the bridge or the lower helm station. Andy immediately diagnosed the problem as the "relay on the port stop solenoid". David understood (or at least pretended he did). Andy manually activated the stop solenoid and the port engine promptly shut down. We restarted it and Andy stopped it several times just to be sure. Andy would've probably been happy to stay in the engine room (which is a lot like the bilge on a sailboat except it's much larger), but the crew needed to be fed. We climbed the steps to the restaurant where it is rumored that Jimmy Buffett himself has enjoyed a "Cheeseburger in Paradise". Shortly after we were seated Andy noticed the island's water tower and got permission to climb it. Climb it he did, two steps at a time, to enjoy the panoramic view of the harbor, Pine Island Sound and the Gulf of Mexico. While Andy was atop the tower, Judy reminded us not to say the "B" word during lunch. Any mention of the word "battery" causes Andy to go into a trance and deliver a fairly detailed and quite long lecture on the care and feeding of batteries. Exactly how long the lecture is no one knows for sure because no one has ever stayed awake for the whole thing. I made it for 2 hours and 26 minutes one afternoon before dozing off, but I'll never look at batteries the same way again. Andy kind of brings them to life and speaks of their being hungry, thirsty, tired, happy or unhappy.

When Andy returned from the water tower, David expressed some concern over the port engine problem and Andy in his best Confucius imitation observed:... "better to have engine not stop than engine not start".



**L to R: Andy, Dave and I and Judy, ate lunch surrounded by over \$60,000 in one dollar bills.**

When lunch was served, we ate surrounded by about 60,000 dollar bills autographed by the guests who left them. It's an old sailing tradition from the Caribbean. Since you don't really know if you'll have any money left when you're going down island, it's a good idea to leave enough for a beer since you'll pass through on your return. The walls, ceiling and posts are all covered in one dollar bills. After lunch we took a few more photos and climbed aboard for the trip back home. As it was getting late in the day, David wanted to get the boat back on the dock before sun-



**Outside Cabbage Key Restaurant with our boat behind the 4 adventurers.**

set so we returned at a steady 15 knots (pretty fast for a group of sailors). The dolphins loose interest in *Judge Knot* at that speed but not Andrew; his interest never flagged. Andy and David sang along with Bob Marley on the stereo to Marley's Jamaican hit "Judge (K)not". We got the boat back on the dock by sunset where it serves as the perfect background for the dolphin who lives by our pool and squirts water out of his head when he gets excited.



**Judge Knot in her southern home berth in Punta Gorda, Florida.**

Before Andy and Judy left, I told Andy that I noticed him on his cell phone several times on the way back; knowing that he had some elderly relatives, I asked if everything was alright. He laughed and said all was well. All the calls were to one person: Pat Geary. Andy wanted Pat to know what a good time we were all having; that we were thinking of him and hoped the weather in Erie was okay. What a nice guy -- always thinking of others.



# Hollywood Squares

by Sandy Will



If you remember the Original Hollywood Squares and its comics, this may bring a tear to your eyes. These great questions and answers are from the days when "Hollywood Squares" game show responses were spontaneous and clever, not scripted and (often) dull, as they are now. Peter Marshall was the host asking the questions, of course.

- Q. Do female frogs croak?
- A. Paul Lynde: If you hold their little heads under water long enough.
- Q. If you're going to make a parachute jump, at least how high should you be?
- A. Charley Weaver: Three days of steady drinking should do it.
- Q. True or False, a pea can last as long as 5,000 years.
- A. George Gobel: Boy, it sure seems that way sometimes.
- Q. You've been having trouble going to sleep. Are you probably a man or a woman?
- A. Don Knotts: That's what's been keeping me awake.
- Q. According to Cosmo, if you meet a stranger at a party and you think that he is attractive, is it okay to come out and ask him if he's married?
- A. Rose Marie: No, wait until morning.
- Q. Which of your five senses tends to diminish as you get older?
- A. Charley Weaver: My sense of decency.

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# The "Mission" for the Erie City Mission

by Alex Webster



2004 skippers from the 1st Annual Sunset Cruise for the City Mission.

What happens when a worthy charity asks dedicated EYC members for help? Well one year ago, the City Mission discovered that answer. Last year, Sue McChesney asked EYC member John Tucker if he would help to organize a fundraiser for the cash strapped Erie City Mission. John Tucker and his wife Colby readily agreed. They decided to put their life long love of Lake Erie and boating to use. John then enlisted Jim Thomas for help in planning of the event. They quickly decided that a sunset cruise would be the perfect way to raise money and awareness for the City Mission.

They engaged several skippers who were willing to take as many couples as they felt comfortable on their boat. They began at EYC with a cocktail hour. Following the cocktail hour, they boarded their vessels for a scenic tour of Presque Isle bay. First they stopped at the Pepsi amphitheater to listen to the music playing, then to the Bicentennial Tower, the new Transportation Building, Perry's Monument and last but not least, Presque Isle Marina where they anchored and watched the gorgeous Erie Sunset over cocktails. They arrived back at the EYC at about 9:00 where D.J. Toby was playing music on the deck. The fun continued on into the evening.

Thanks to all of the generous boaters and sponsors who participated in this event they raised \$10,000 for an organization that has served the Erie community since 1911. Last year they provided shelter for 15,000 and provided over 85,000 meals.

They will be doing it again this summer! On July 29 the second annual "Sunset Cruise for the City Mission" will take place. If you would like to participate, they need skippers who are willing to donate their time and their boat for the cruise. Each couple is asked for a donation of \$125. The cocktail hour will be at 6:00 and the cruise begins at 7:00 followed by dancing on the deck with DJ Toby. You can call Jim Thomas @ 450-5724 or John Tucker @ 440-3227 to sign up your boat.



# What Will You Catch The "Islamorada Five"



The "Islamorada Five" enjoying part of their catch, both Amberjack and Yellow Tail Snapper prepared family style by the world famous "Islamorada Fishing Club". This Club was founded by the fishing guides and today Islamorada is renown as the "sport fishing capital of the world".

EYC's own self-proclaimed "Islamorada Five", plus Henry Lorence, arrived at Bud N' Mary's Marina, mile marker 79.8, in the heart of the Florida Keys. It was 6:15 AM and the marina was a buzz with veteran fishermen and tourists who hadn't the slightest idea of what to expect on the high seas! Sixteen offshore sport fisherman charter boats, an average size of 45', left the dock that morning in prime "live-bait" sail fish season.

The "Islamorada Five", Al Church, Fritz Curtze, Mickey McMahon, Glen Thompson and me, Itchy Penman (plus Henry Lorence) set out on the *Kalex*, a 48' custom marine management hull, designed and built by our Captain, Alex Adler, and his father. Captain Alex has 35 years of sportfishing experience at Bud N' Mary's Marina. He is an innovator of many fishing techniques locally and abroad and has won many tournaments as a Captain, Mate and and an Angler since 1971. The *Kalex* loves fishing for sailfish, blue marlin, and giant bluefin tuna internationally. Fishing is Captain Alex's passion and he welcomes families, inexperienced anglers, children and professionals (He even welcomed the Islamorada Five!). As the seasons change, the *Kalex* fishes a variety of locations including reefs, wrecks, and in the gulfstream, generally using light tackle and fly. The *Kalex* has been featured on Bass Proshop's Outdoor World, Roland Martin, Reel Adventures, TNN, FOX, and ESPN networks. The mates on the *Kalex* have been fishing with Captain Alex for many years and know how to work as a professional fishing team.

We netted Ballyho, Speedos, and Cigar Minnows for live bate. (All these species are



L to R: Weezer, Itchy, Glenn hold a 24 lb. Amberjack and Bo.

as big as "keeper" perch on Lake Erie.) The bait netting is fun in and of itself to us fresh-water fishermen! So then we trolled for sailfish and dolphin for a couple of hours with none to be had!

At about 10:30 Captain Alex decided to change the game radically and we anchored just off a reef in 180' of water. The mates, "Weezer" and "Bo", began to put out a chum-line to attract bottom fish! The "Islamorada Five" never expected to be anchored up and bottom fishing, which is just like perch fishing, but our experienced Captain Alex was attempting to take what this day would give us! Other Captains, with less experience, would have continued to troll on a day that the "sails and the dolphin just weren't biting! But not Captain Alex. His decisive shift in tactics led to an incredible and memorable session of bottom fishing... it was terrific!

At the end of the day we had boated 50+ Yellow Tail Snapper, 19 King Mackerel, 1 Amberjack, 6 Bonito and 1 Mutton Snapper. "What a great day of 'sail' fishing!!!"





# Itch Next?

## ' fishing the Keys

by David "Itchy" Penman



Leave it to Fritz to come up with a prized Grouper of approximately 25 pounds.



The Islamorada Five plus One" posing with a day's catch with Kalex berthed in background at Bud N' Mary's marina.



Al with a nice day number three catch, a 50 plus pound King Fish also called a King Mackerel.

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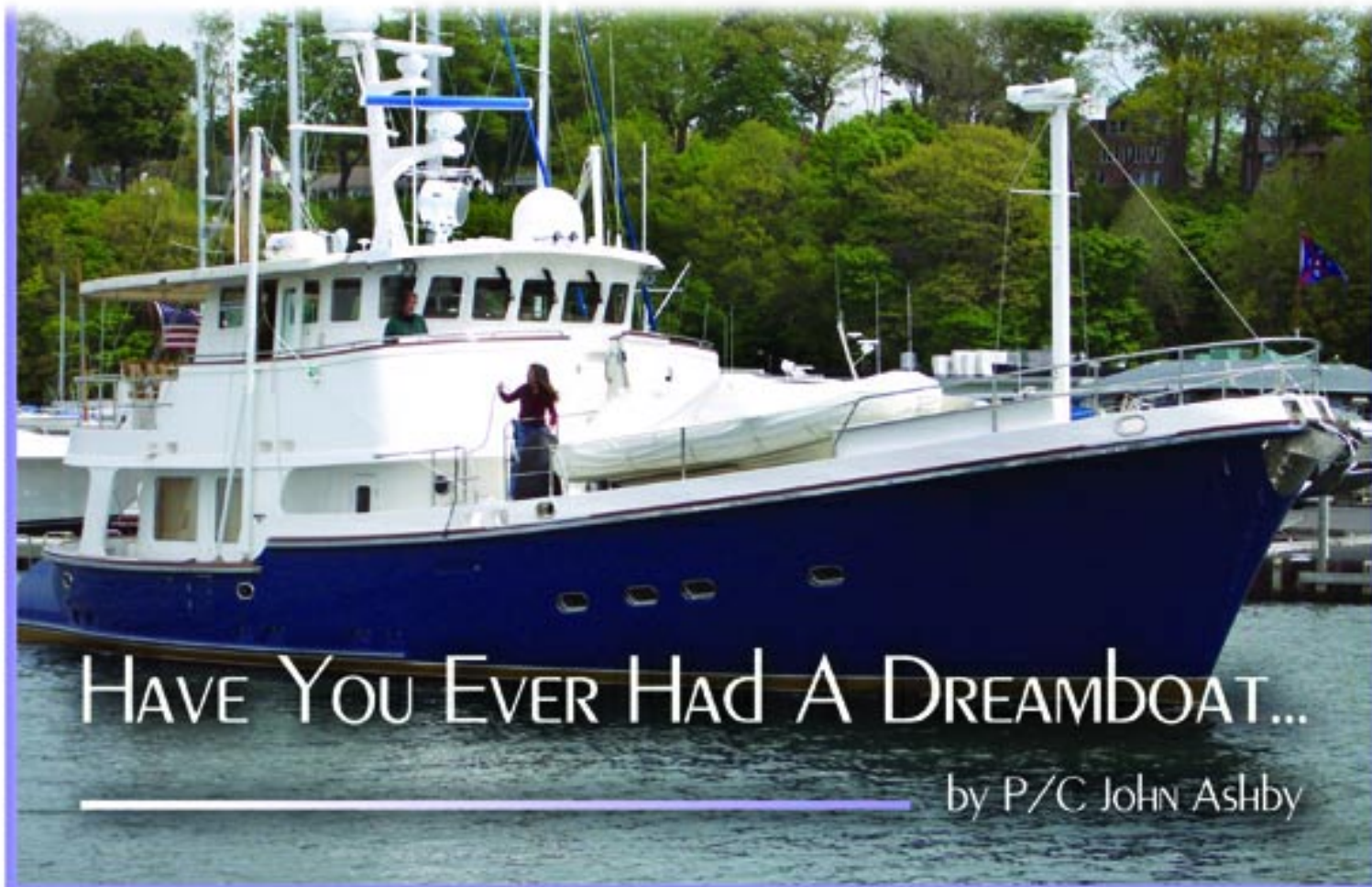


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# HAVE YOU EVER HAD A DREAMBOAT...

by P/C JOHN ASHBY

Have you ever had a “dreamboat”? Your mind’s eye choice of the boat that you have decided would be your ultimate boat for a second home, or for summer cruising, or for retirement, or maybe for making the “big move” and selling your home for a full-time “live-a-board” lifestyle. Well I have.



**Super comfortable bridge features 360 degree view and a bunk behind settee.**

It all began about three years ago while I was paging through some boating or sailing or yachting magazine when all of a sudden there it was right in front of my eyes and I couldn’t believe what I was looking at. It was a trawler. A beautiful trawler. And by the cut of her hull it looked like a really seaworthy “little ship” that could sail any body of water with no problem. This became the boat of my dreams...it’s called a Nordhavn 62. WOW! I think it was love at first sight.

This fanciful love affair lingered on for a year or two every time I would see another adver-

tising photo or an article with photographs of this beautiful little ship...my “dreamboat”. Then suddenly one day it dawned on me. I



**Surround yourself with a plethora of cutting edge communication and navigation electronics. Outside the bridge, on both the port and starboard wings, are complete controls for docking which are duplicated at a stern cockpit station.**

was so taken by the exterior design of this fabulous yacht that I had, as yet, never even seen what her interior looked like. So I began

a search of the net and found it....[www.nordhavn.com](http://www.nordhavn.com). If I was infatuated with the Nordhavn 62 before, now I was head over heels in love!

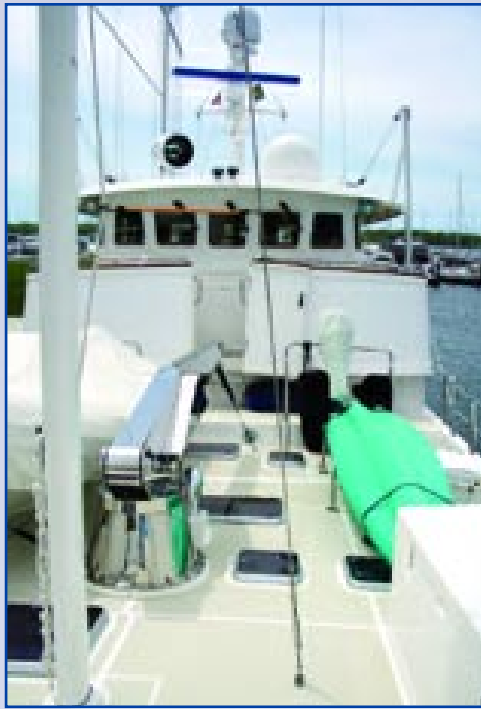
The interior is wood. All wood. Hand crafted and perfectly mitered wood like a piece of fine furniture. It’s simply gorgeous.

The Nordhavn 62 was actually designed for cruising the oceans of the world with a crew of only two people, like a husband and wife, (hmmm...maybe it would be worth getting married again!) at an average speed of about 10 knots. So who’s in a hurry. If you don’t like spending time on the water you probably shouldn’t buy a boat in the first place, right? Plus I am a sailor and 10 knots is pretty darn fast to us.



**Nausikaa easily maneuvered to her berth aided by both bow and stern thruster. She looks good bellied up to our new front break-wall with her seven foot draft.**





Looking aft from the bow the large forward deck is well laid out and features a crane for launching the inflatable runabout.

Now remember, up to this point I've only seen pictures in both magazine articles and ads and by browsing the Nordhavn website. Then a couple of weeks ago I stopped down to the Club after work, which is not an unusual occurrence, but what happened next was. While standing at the bar greeting all my 'ole mates, I suddenly looked up and "when what to my wandering eyes should appear but a" Nordhavn 62 passing our lighthouse obviously coming into the Club. I blurted out, "Hey, look... that's a Nordhavn 62!", and one of the guys said, "No, I just talked to the Captain's wife on the telephone and she told me the make, depth etc. because they are planning to be with us for a few days and she said it was called something, but not Nordhavn". Well, I thought to myself, I know what a Nordhavn looks like so I said to the gathering, as if I were talking to only one person, "I'll bet you a hundred bucks!". The telephone guy responded with, "Well I'm sure it wasn't called that!" I heard that word "sure" and suddenly a wide yellow stripe shot up my back so I sheepishly replied with a half laugh, "Well thanks then... that bet could of cost me a lot of money", cancelling out my boisterous wager. But by the time the yacht had entered the basin and was on a course to the break-wall right in front of the Clubhouse, I yelled "That is a Nordhavn 62!" It was like seeing a dream come true and my dream was right here at the EYC.

I then found out who the Captain and his wife were and I thought to myself, hey I know them, they're both Erieites. A half an hour later I just couldn't stand it any longer, I had to get a closer look.

continued on page 25

Upper deck looking aft.



Upper aft deck behind pilothouse.



The "Stern Bustle" model.

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Up to the bridge... down to the staterooms.



Main salon TV drops out of sight.

# Ho'olu Komo la Kaua

by Mary VanHorn,  
& Gerry Urbaniak,  
Chairpersons



A warm breeze carries the fragrance of fresh tropical flora, while the delicious smell of Kalua Roast Pork wrapped in banana leaves, fills the air, making everyone's taste buds tingle with anticipation. Mai Tais and other exotic drinks abound, as traditional Hula dancers sway to the seductive music of the Luau. But we're not dreaming about a trip to Paradise....

Save yourself a fortune in airfare, and instead, join us at the Erie Yacht Club's Luau Celebration on Saturday, August 6th.

You'll be greeted at the door by authentically dressed Hula Dancers, who will adorn you with a beautiful Silk Lei while serving a complementary, ice-cold Mai Tai. Our Island inspired menu will include a delicious selection of the Kalua Roast Pig, fresh Lomi Salmon, Hawaiian rice, fresh, tropical fruit kabobs, Pineapple and Papaya, Polynesian Chicken, Hawaiian Sweet Bread, Mango Glazed Ham, Aloha Sweet Potato, and a decadent dessert of Coconut Crème Pie, Banana Breads and Macadamia Nut Cookies.

For your entertainment pleasure the renowned "4 Jays Dance and Party Band" guarantee that you won't want to sit still for a minute during the entire event. Erie's own authentic Hula Dancers will return this year to start the evening, and entertain you during the Band's intermission where they promise to give Hula lessons to anyone (and everyone) that cares to volunteer... C'mon... you know you want to try it !

Start to finish, the evening promises to be filled with fun, laughter, delicious food, great drinks, fabulous entertainment, and all of your Erie Yacht Club friends. This event will sell out early. Please watch your EYC Mailer for ticket sale dates. Seats are limited.

Mahalo, 'n Aloha !!



# Basin - Dock Study Committee Report

by P/C Doug Nagle, III

On May 16, 2005, members of the dock committee met with the bridge and board of directors and presented a comprehensive basin improvement plan which incorporates a mixture of fixed and floating docks in essentially the same overall configuration that now exists. The plan provides for wider catwalks for the fixed docks, stable and sizable floating docks and, of course, water and electric service for all. In addition, the plan accommodates our Jet Ski owners and sailing class facilities all without any loss in the number of slips.

The new fixed dock cat walks are significantly wider than what we now have and overall stability will be greatly improved. The floaters incorporate a proprietary design which will result in a superior end product that is a floating dock but does not rock and roll like one. Both the fixed and floating walkways and piers will be aesthetically similar and create a visually appealing overall look.

This plan is a result of many hours of hard work by the volunteers of the basin subcommittees and started with a survey of the existing docks and bulkheads and even extensive underwater filming of most of the infrastructure of our basin. It was decided that our basic configuration was sound, and with structural repairs and improvements could become an excellent foundation for our new facilities.

Of the many issues the committee wrestled with, low water was near the top. Our new dock dimension plan helps solve this problem by locating slips that accommodate shallow draft boats in shallow water and deep draft boats in deep water. Also, the slips are generally wider to accommodate the larger beams of today's vessels.

In the weeks to come, the committee, by

direction of the bridge and board, is planning several ways to communicate information to the membership. This will include articles in the log, bulletin board displays and a series of "town meetings" in which all members can participate and give ideas and thoughts regarding this project.

The bulletin board has been displaying infor-



Illustrates how the wall is pulling away- taken December 2, 2004.



Continuing deterioration of "O" dock - taken December 2, 2004.

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mation all winter and currently shows the new basin plan.

The "town meetings" will provide information to our members in more detail as to projects costs, time tables and financing recommendations. More importantly, they will give every member an opportunity to give the committee thoughts and comments regarding the overall program.

Additionally, in early June the officers and committee heads met with the DEP regarding the permitting requirements associated with the project.

In closing, don't forget to check our website at [www.erieyachtclub.org](http://www.erieyachtclub.org) under the member secure section for current information and updates. And also, please feel free to contact the committee with questions or comments you may have concerning the project.



The back fill continues breaking down - taken May 23, 2005.



Continuing deterioration of "O" dock - taken May 23, 2005



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# Erie's Biggest Bay Bash!

## Sign Up Now for the 21st Annual MS Regatta

by Jan Stachelek

Well, it's that time of year again. It's the time to think about finding a sponsor for your boat. It's the time to ponder the largest Presque Isle activity of the summer season and how you might manage to stay clear of that boat that you almost crashed into last year. It's the time to do it all... all of the food, all the laughter, all the music, and all the fun. It's also time again, the 21st time, for those bright yellow whimsical ducks to mysteriously

begin to appear throughout the grill room and on the deck. It is also the time when the Regatta's "official human fixture," Eric Ambro, will be back on his perch at the bar signing up the MS Regatta fleet of both power and sailboats and promoting the Rubber Ducky Race sales. Mystery solved!

I know last year's 20th Anniversary of the Sailing Regatta for MS was a phenomenal success. Thanks to all of you, we had a record

fleet of 109 boats participating, and we raised a record nearly \$50,000 in support of Northwestern Pennsylvania Multiple Sclerosis clients. Why not have more boats jockeying for position while vying for the coveted race pennants? Why not have more beer, food, music, and fun? Why not have the entire basin covered by yellow ducks for the traditional "Rubber Duckie Race?" The Committee boat won't mind. But most of all, why not

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raise more money for this very important cause? I know that by sticking together we can keep the ball rolling by beating another MS Regatta record, which has become the annual challenge for every one of our participants to rally around a "Beat the Record" theme. Together we can beat the 109 boat record and together we can break the elusive \$50,000 barrier.

Over the years, this EYC sponsored event has become bigger and better each and every year. And although the Chapter is always profoundly grateful for any help that we give, the clients benefit the most from our efforts year after year. EYC members and friends have never let them down. Rather, our efforts buoy their spirits and they are heartened by our continued generosity. So with local MS clients cheering us on, I ask that you once again rise to the challenge and make this the best year yet.

Call your friends at the other marinas and Yacht Clubs and ask them to join you for an unbelievably fantastic time by sponsoring their boats, buying rubber ducks and joining the hundreds of dedicated "Beat the Record" people at the 21st Annual MS Regatta. Talk to Regatta veterans P/C John Ashby, Eric Ambro, Kit Kershaw, P/C Andy and Rosalie Hanks. Find out what this event is all about and how you can get involved. In other words, be a "Beat the Record" booster! Then sit back and enjoy the fun on Sunday, August 28th at the 21st Annual Sailing Regatta for MS at the Erie Yacht Club.



This is where it all happens... the MS Regatta!



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# Canoe House New Home for 55

by Holly Wolford O'Hara



Built from the dismantled 1896 first EYC Clubhouse the "Canoe House" was the first building constructed at the EYC.



**H**ave you seen our program lately? 2005 marks 55 years of excellence in sailing instruction at the Erie Yacht Club. In an effort to bring to the forefront an emphasis on safety, learning and fun, the Reyburn Sailing School has made some big changes this year. The sailing school has revamped the program curriculum, remodeled the Canoe House, repaired and replaced the Jr. sailing dock including brand new cradles, created more training opportunities for our staff, and worked throughout the year on the maintenance of our fleet.

You may have read in our brochure the "New Course Descriptions". Over Memorial Weekend, the sailing school staff completed 20 hours of hands-on training in curriculum development in an effort to provide the best possible instruction to all students. That same weekend, several of our instructors attended US Sailing Level 1 training. Our goal this year and in the future is to give our young and older sailors more opportunities to become proficient sailors and safe boaters while having fun with their friends.

On Opening Day the staff gave free sailing rides to kids in the EYC basin. This was the first time the program offered this to its members and it was a big success. Look for other free sailing opportunities at major Club events.

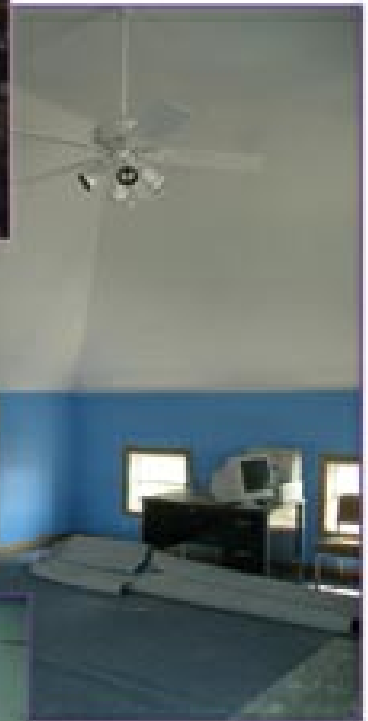
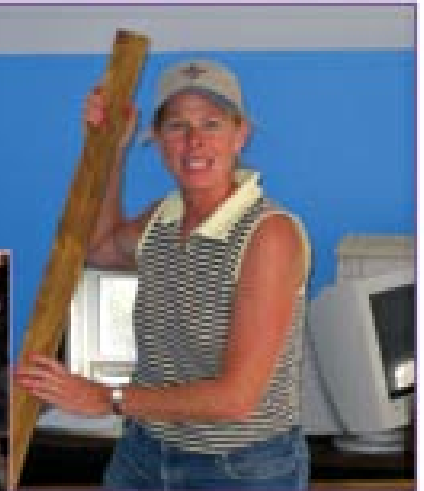
If you have not had a chance yet, check out the Canoe House and docks. With our new



# Year Old Reyburn Sailing School



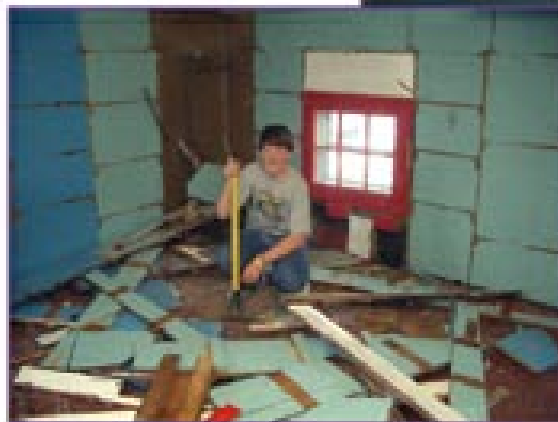
and transported by barge to our current location, acted on this property and acted as the temporary



course structure we needed more and improved classrooms. Thanks to the efforts of members, parents, staff, and Club officers the Reyburn Sailing School has classrooms they can be proud of. Next year we plan to expand our efforts into the picnic shelter area with the help from the Long Range Planning Committee. Our sailing school is our future and the Program Committee is committed to improving our already great program.

Can I still sign my child up for classes? Yes. In an effort to accommodate busy summer schedules, this year the program is offering multiple sessions in our Learn-to-Sail program. Second Session runs July 11-August 5th. As of this writing we have openings in our Day programs and have added a 3rd Opti Starter session on Tuesday and Thursday evenings. Our Adult program now has a Learn-to-Race class in the evenings from July 11-August 3rd. So, don't wait till next year. Call Mike at the Club to see what is available. As with all our programs, both members and non-members are welcome to sign up for classes. Discounts are given to EYC members.

So, if you have been thinking of signing your child up for sailing lessons or want to sign up yourself, make this the year. Applications are available online at <http://www.erieyacht-club.org/reymburn/reymburn.html> or call the office at 453-4931.



continued on page 28

# EYCRF MARINE AUCTION

by Dave Heitzenrater  
Auction Committee  
Chairman

Saturday, March 26, 2005, was the date the Erie Yacht Club Racing Fleet resurrected the marine auction after a long hiatus via the able hands of fast-talking James Finn, EYC member and professional auctioneer. The last EYC marine equipment auction we can recall was in the late eighties and was conducted by the raucous pair of EYC members Roy Martine and Bill Robertson. They were seen more as performers than auctioneers and had the attentive crowd in stitches with their sharp comments and jovial auction style. Despite these antics, they sold a host of marine items to the membership.

The remaking of the auction became a party event that featured the slippery tongued Jim Finn who was assisted by the always witty PC

Ron Busse, who much like Bob Barker of the Price is Right, controlled the pace of the program. He introduced and described each item drawing from his vast knowledge of boats, pieces and parts, and shady experiences among many marine salvage yards. Only the Busse could identify a "pig staff" and know the difference between a Martec and a Gori folding propeller or a grounding plate from a mounting plate and where to put a stuffing box.



P/C Busse Drinking on the Job



Mermaid Fenders



Buried Treasure?

Mary Beth Horst, sporting a borrowed black glittery high slit dress with feathered boa suitable for any formal occasion assisted these two characters clad as carnival barkers who often heckled the pensive crowd. None the less, Mary Beth was on the job in her sequined spiked heels presenting each resurrected item from the wide assortment including a used marine head, decorative anchor lamp, winches, spinnaker poles, bilge pumps, anchors, horns and switches.

Out of the spot light but very crucial to the success of the auction were a host of hard working committee members including Karen Imig, Abby Busse, Sarah Franke, Diane Mitra, Jane Rayburn, Justine Tushak, Kay Fritts, Gary Fritts and Scott Heitzenrater. These volunteers registered our guests, assigned paddle numbers, registered, identified and tagged items with lot numbers, tracked the bids and successful bidders, tagged the sold items, collected payments and disbursed proceeds.

A dozen door prizes including etched EYCRF glassware were presented through out the evening with complementary food and beverages adding to the great party atmosphere.

There was no charge to include items in the auction but the racing fleet did retain a nominal 10% of the selling price. The fleet officers were very thankful for a number of donated items that were received from generous EYC members. A beautiful Kevin Irvin/Gary Fritts print of high-powered racing yachts overlaid on a Presque Isle Bay nautical chart that was donated by PC Andy Hanks. Another generous donation was four hours of "on the water" racing instructions submitted by racing skipper PC Dick Robertson.

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There were over 140 items from both power and sailboats put up for bid in the two and a half hour event. The least expensive items were sold for \$1, for example a pair of stuffing boxes with the largest successful bid being \$250 for a spinnaker pole. A pair of fenders in the image of a mermaid and a 10 hp outboard engine were at the opposite ends of the usefulness scale.

Surrogate bidders were seen in the crowd relaying offers from out of town rivals via cell phone. The most distant and successful bid was later identified as being transmitted from Norfolk, Virginia.

This was a great fun event for the EYC members and the racing fleet. We are very thankful for everyone who participated in the auction by submitting their items, those who came to our party and bid plus our volunteers as well as the EYC staff.

Many wives applauded the auction as it began the annual basement spring-cleaning ritual.

So start collecting you stuff now, the next auction will be here before you know it!



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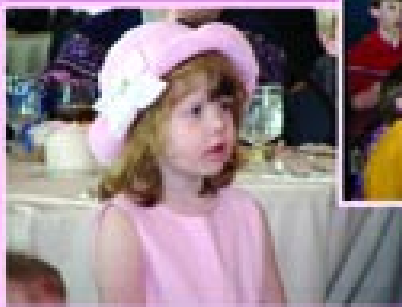
# Another Egg-citing Hunt!

by Norm Wilson



Your sons, daughters, and grandkids didn't miss the enjoyment of Easter at EYC. From the moment they entered the Club, excitement prevailed. All the decorations of the Holiday were there—balloons, pastel eggs (hunted and retrieved later) a skillful juggler (Geoff Bach) who wowed the audience during lunch and refreshments that complimented the party. What fun! The photos tell it all...spellbound children who enjoyed a venue of fun at the EYC.

Your Club is providing such good family experiences, the activities, as well as the food, thanks to the combination of members who find EYC a place to be with friends and the volunteers who create great occasions. Keep it up!



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# Fishermen rescue five men after their boat capsizes

Five men were saved from Biscayne Bay by two fishermen after spending several hours in the water when their boat capsized.

BY CHARLES RABIN  
crab@herald.com

Five people whose boat capsized were plucked by passing fishermen from the chilly waters of Biscayne Bay just north of Pacific Reef on Monday.

According to spokespersons from several law enforcement agencies, the group of

three adults and two teens; all male, had been in the water for several hours, and four of the five men were without life jackets.

None were injured, and all were returned to shore at Homestead/Bayfront Marina by late afternoon, where friends and family awaited.

"There were no injuries, and no one was in shock," said U.S. Park Ranger Brian Fields, who brought the group ashore from Adams Key, just south of better-known Elliot Key, after they were questioned and

received medical attention.

Authorities said the group set out on a fishing expedition Sunday evening from Alabama Jack's, a popular restaurant along Card Sound Road on the way to Key Largo.

At some point during the evening they made a cellphone call to a friend on shore to say the boat's battery had gone dead but that they believed they'd be fine overnight and would try to fix it in the morning.

At some point the 21-foot vessel began to take on water,

eventually capsizing in the morning. Before the boat sank, another cellphone call was made to the same friend, who this time alerted the U.S. Coast Guard.

At about 2 p.m., two fishermen trolling the waters nearby spotted the group and pulled them aboard. The four men not wearing life jackets were hanging on to parts of the boat that remained above water, Fields said.

The group, according to U.S. Coast Guard spokeswoman Anastasia Burns,

included Juan DeLorenzo and Yordano Hernandez of Homestead, Yosbel Tamarit and Efran Gonzalez of Miami and Fernando Lorenzo of Las Vegas.

None could be reached for comment late Monday.

Burns didn't know if any of the five were related. The boat owner is believed to be DeLorenzo.

The incident caused a large-scale search that involved agencies from the Florida Fish and Wildlife Conservation Commission, the

Coast Guard, Biscayne Bay park rangers and Miami-Dade police.

The Coast Guard launched a vessel from Islamorada, diverted a cutter and sent out a helicopter. But it was two fishermen in a small boat who eventually found the group.

"The battery went dead; the bilge went dead, and it eventually capsized," Fields said. "It was kind of rough out there."

"Everything indicates that it was just a fishing trip that went terribly wrong," FWC spokesman Jorge Pino said.

## Henry the Hero!

by Jan Stachelek

Well, just when we thought that there could not possibly be another grand adventure in the life of Henry Lorence, we find out that our feisty old friend has done it once again. What follows is a ridiculously outlandish tale which Henry relayed to me upon his return from wintering in Florida with Betty. I actually thought he made it up until he produced an article from the Miami Herald to bolster his claims. Here is the story.

On November 27, 2004, two Cuban men and their three teen boys set out on a fishing expedition from Alabama Jack's in Key Largo. They were piloting a 21ft. vessel which belonged to one of the men. At some point near evening, the group used a cell phone to call a relative. Apparently, the boat's battery had gone dead, but the men felt that they would be fine for the night, and relayed that they would try to fix the problem in the morning. Overnight, the seas became rough but the boat seemed to be fine. The next day, with 8-10ft. swells, the boat began to take on water. Because the battery was dead, the bilge pump was of no use. The Cubans tried to manually bail out the water but were unable to keep up, and as the swells continued to rise, they knew they were in serious trouble. They made another cell phone call to the same relative, who then alerted the Coast Guard. The boat capsized in the wee hours of their second night on the water. By then, the Coast Guard had launched a search vessel from Islamorada, diverted a Coast Guard cutter to the region, and dispatched a helicopter, all of which had been unable to locate the vessel. Enter our avenging angel.

On November 29, despite the rough seas, Henry decided to do what he does every day in Florida, GO FISHING! He and his friend Bob set off from the Homestead area early in the morning. Henry and Bob were completely

Henry "Hank" Lorence "The Hero".



This is a "photographic likeness" of Captain Henry Lorence's boat utilized in his heroic lifesaving saga preformed last November.

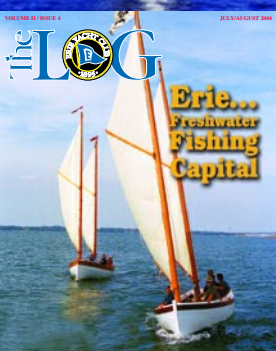
unaware of the large-scale search operation for the Cubans that involved agencies from the Florida Fish and Wildlife Commission, the Coast Guard, Biscayne Bay park rangers, and Miami-Dade Police Department rescue boats. Sometime near 1:00 p.m., Henry and Bob came upon the capsized vessel with the five Cubans desperately trying to hang on. The Cubans had been in the water for several hours, and four of the five were without life jackets. Now comes the good part!

Henry circled the capsized vessel three or four times to gauge the situation. The Cubans were begging Henry not to leave them, and the father of the teens was imploring that Henry take his children and leave him behind

if necessary. Only those of us who know Henry well know that there wasn't a chance in Hell that he would leave, not only because of his compassionate heart, but also because he would never be able to resist the challenge. The overturned vessel had an inboard/outboard engine that Henry did not want to get anywhere near with his boat. He and Bob decided that their best shot was to come in bow to bow and try to ride one of the swells into a position that would bring them along side the capsized boat. This required some delicate timing. Henry obviously did not want to hurt any of the people, nor damage

continued on page 27





# It Doesn't Take a Crystal Ball to Predict the LOG'S Future

by P/C John Ashby

At this very moment in time, absolutely right now, you are reading the 12th issue of your new EYC LOG. If I may, I would like to take a moment to discuss where the LOG is now, how we got to this point, and what it will take to keep your new LOG vibrant and alive because it doesn't take a crystal ball to predict the LOG's future.

The answer is simple...it takes YOU. The members of the Erie Yacht Club. "You" are what it has taken and will continue to take in the future to keep your new LOG going and growing.

That's it! A simple answer to a simple question. You see, the new LOG is you...it's created, written, edited, and dedicated to you, your Club, your love of the water and your lifestyles. Yep, that makes it "for you, by you and all about you". Therefore you should know how it works and why it works for you.

First, you should thank Eric Ambro for lighting the creative fires that brought about the LOG's rebirth. It was Eric's standard response for years when members would ask him questions about upcoming Club functions and events to which he would always respond "Read your LOG". So a review of old LOGs was initiated and the realization became evident that there just wasn't the type of material in the old LOG that encouraged readership. The result of this in depth research, "reading old LOG issues", was a not so crazy solution that states "if you give the members a reason to read their LOG...they will read their LOG".

Next you have to thank P/C Peter Traphagen and his officers and board for letting us make a somewhat dramatic change to the old LOG as the traditional Club publication.

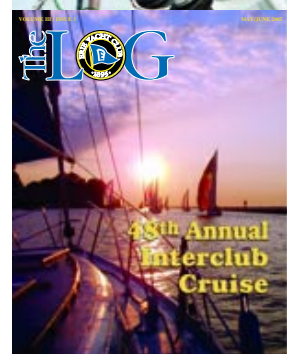
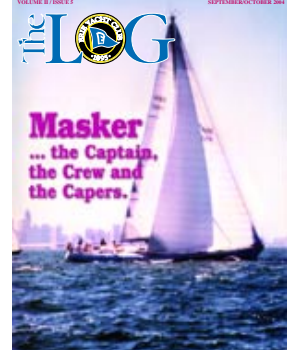
Apparently the change has been for the better. If the hundreds of comments coming back to the LOG committee from members are any indication, you are not only reading the new LOG, but a lot of you say that you actually look forward to receiving each new issue in the mail and then thoroughly enjoy reading every issue cover to

cover. Well that's great and we thank you for all your kind words. I know the LOG committee certainly appreciates them and hopefully Eric does too for now he may not have to face quite as many questions as he has in the past.

Now, you may wonder how did we make the LOG so much more appealing without costing the Club any more money than was budgeted for the old LOG? The answer again is YOU, the members. First, the LOG's committee of writers, editors and photographers are all volunteers. Secondly, the members submitting articles, which is the backbone of the publication, are the LOG's bottomless well of terrific material. And thirdly, the members' advertising support makes possible the creative design and layout, the use of full color printing and the additional number of pages you now enjoy with your new LOG. So the new LOG is 100% member driven.

Now, what can you do as a member to keep your LOG going and growing? That's easy. Support your LOG with your volunteer time, like being on the LOG committee, or by submitting articles in "final form" or working with people from your LOG committee who love helping members produce their articles, or by supporting your LOG with your advertising and of course by supporting and thanking your LOG advertisers for their continued support. We realize not all of you can do all these things, but if all of you will do some of these things like becoming a committee member, submitting articles and offering advertising support, then there is nothing that can stop your new LOG from continuing to thrive as an alive, entertaining and informative magazine far into the future.

If you have any questions on any of these ways of involving yourself in your new LOG, just ask any of our LOG committee members. Remember, we need your stories for LOG articles, so don't hold back, your fellow members will love them. Again, thank you for supporting your new LOG and READ ON !





## July Calendar of Club Events

### July

- 1st Dock Party G, H, I  
7:00 pm Lighthouse
- 3rd Champagne Sunday Brunch  
11 am – 2PM \$11.95  
Special 4th of July Lighthouse  
Picnic 5-8pm with entertain-  
ment by Uncharted Course
- 6th Mid-Week Buffet 5:30 – 9:00pm
- 7th Sunset Happy Hour 6pm-9pm  
Shrimp on the Barbie Night  
\$2.00 with DJ Toby
- 10th Champagne Sunday Brunch  
11am – 2pm \$11.95  
Family Picnic 3pm to 6pm
- 11th Frolic on the Bay (Charity)  
Jim Finn, Chairman
- 13th Mid-Week Buffet 5:30 - 9:00pm
- 14th Sunset Happy Hour 6pm-9pm  
with Kramer & Vendetti Duet
- 15th Dock Party, L, M, N, O  
7:00 pm Lighthouse
- 17th Champagne Sunday Brunch  
11am – 2pm \$11.95  
Lazy Lighthouse Sunday 5-8pm  
with entertainment by the  
Dick & Jane Show
- 20th Mid-Week Buffet 5:30 – 9:00pm
- 21st Sunset Happy Hour 6pm-9pm  
with entertainment by  
Acoustical Gypsies
- 24th Champagne Sunday Brunch  
11am – 2pm \$11.95
- 27th Mid-Week Buffet 5:30 – 9:00pm
- 28th Sunset Happy Hour 6pm-9pm  
with DJ Toby
- 29th Dock Party A, B, C, D, E, F  
7:00 pm Lighthouse
- 31st Champagne Sunday Brunch  
11am – 2pm \$11.95  
Lazy Lighthouse Sunday 5-8pm  
with entertainment by  
Uncharted Course



"Friends aboard at sunset."

## Yachting Hawaiian Style...

(continued from page 5)

### THE LOVELIEST FLEET OF ISLANDS ANCHORED IN ANY OCEAN

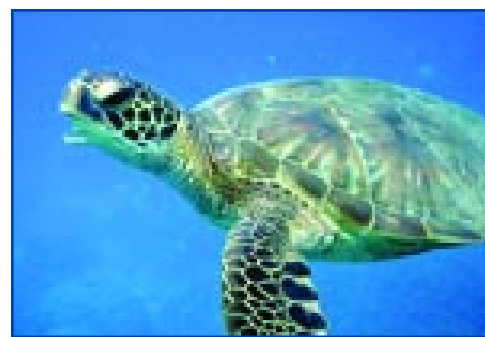
Arrival day to Hawaii by private yacht, is akin to sailing a space ship, into a water world of "big blue" offering little sight of life for 18 days from sunrise to sunset; you are surrounded by nothing but nature: constellations in dusk, occasional fish and birds by day, and the red dim glow of your compass in a painted starry deep black night. You stretch your eyes on night watches in hopes of catching a glimpse of Hoku Leia, the "star of gladness" that navigated Polynesians to these delightful islands.

What also makes Hawaii an interesting sailing area is the challenge that the area offers to some of the most skilled sailors. The Alenuihaha and Molokai channels form the grandest scaled natural wind and water channels in the world, with the world's tallest mountains measured from the ocean floor funneling wind and water of the trade winds that circle the globe. Although we do not have cold waters and fog, we do have on occasion some of the most challenging winds



"Dolphins in the basement".

and swells in the world. The diversity of the islands offers gentle passages in the lee of the islands, like Waikiki's shores and offers calm twilight passages.



"Sea turtles in my backyard".

### SAIL HAWAII WITH US!

For more information on chartering in Hawaii visit [www.HawaiiYachts.com](http://www.HawaiiYachts.com), Diamond Head Yacht Charters The Sailing Club or call us direct at Hawaii Yachts at (808) 222-9768 / (800) 908-5250. Mention you are a friend of P/C John Ashby, and we'll extend EYC members the "John at the bar is a friend of mine!" Sailing Club Discount! I welcome you to visit Hawaii, with much aloha, and fun yachting to share.



"Another night at the office".



## Dreamboat

(continued from page 11)

As I strolled up to my "dreamboat" with a big stupid smile plastered on my face, Diane, an old friend and the Captain's wife, said "Hi John" as she was making the dock lines ship shape. I was so entranced or dumfounded or taken back by finally seeing "my dream boat up close and touchable" that I'm not really sure what my response was but Diane did invite me aboard for a "look see". As Diane gave me a tour of the boat I was in a state of pure awe. My mouth was agape, my eyes were protruding out of their sockets, my heart pounding and I can only hope I wasn't drooling. There must be something wrong with me, it must be my age, because I was responding to the "boat" and Diane was right there and she is really "one good looking woman".

Well, I could go on and on about my "dream boat", but instead I have included some photos I took so you all can understand my infatuation with this lovely lady of the sea, my "dreamboat", the Nordhavn 62.

An after thought! Maybe it's just another dream, but I wonder if I did have a Nordhavn 62 that maybe, just maybe, some woman would actually find me attractive and maybe, just maybe, she would actually want to sail away with me on my dream boat. Then we could cruise the lakes, rivers and oceans of the world together. Just the two of us... dream on... dream on... dream on.



**Captain Kirk Taylor  
& His First Mate Diane.**



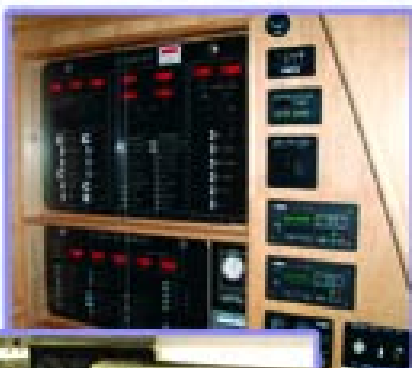
**The Master Stateroom.**

**The Office.**

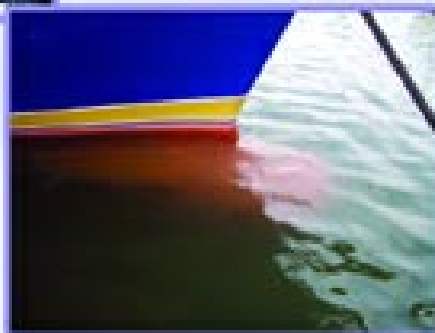


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**Bulbous Bow.**



## August Calendar of Club Events

### August

- 3rd Mid-Week Buffet 5:30 - 9:00pm
- 4th Sunset Happy Hour 6pm-9pm  
Entertainment by D.J. Toby
- 6th Dover Weekend  
Luau Party with entertainment  
by 4 Jay's
- 7th Champagne Sunday Brunch  
11am - 2pm \$11.95  
Lazy Lighthouse Sunday  
with entertainment by  
Dick & Jane Show
- 10th Mid-Week Buffet 5:30 - 9:00pm
- 11th Sunset Happy Hour 6pm-9pm  
Grilled Shrimp Barbecue  
Night \$2.00 with Kramer &  
Vendetti Duet
- 12th Dock Party J, K  
7:00 pm Lighthouse
- 14th Champagne Sunday Brunch  
11am - 2pm \$11.95
- 16th Junior Sailing Banquet
- 17th Mid-Week Buffet 5:30 - 9:00pm
- 18th Sunset Happy Hour 6pm-9pm  
with entertainment by the  
Dick & Jane Show
- 21st Champagne Sunday Brunch  
11am - 2pm \$11.95  
Lazy Lighthouse Sunday  
with entertainment by  
Uncharted Course
- 24th Mid-Week Buffet 5:30 - 9:00pm
- 25th Sunset Happy Hour 6pm-9pm  
Brat & Brew Night \$1.00  
with entertainment by D.J. Toby
- 28th Champagne Sunday Brunch  
11am - 2pm \$11.95  
MS Regatta
- 31st Mid-Week Buffet 5:30 - 9:00pm

# Here's the "Poop" on Submitting LOG Articles

by P/C John Ashby

I can feel your "creative juices" flowing with a torrent of fresh new articles coming from new members, old members and members of all ages!

So now that we have all of you fired up from reading the article about the future of the LOG from page 23. I thought it might be helpful to offer you some additional information on what we need from you when you submit your articles in the future.

First lets talk about the different types of articles we utilize in the LOG, the word count restrictions and the number of photographs (with captions ) that need to accompany your article when it is submitted.

Side Stories - word count from 150 and not to exceed 375 with 1 or 2 photographs including "captions in sentence form". Caption info is also applicable for all of the following:

Short Articles - word count from 500 to 800 with 3 to 5 photographs with captions.

Medium Articles - 800 to 1,100 word count with 6 to 8 photographs with captions.

Major Articles - 1,100 to 1,600 word count with 6 to 10 photographs with captions.

Photo Essays - 80 to 300 word count with 8 to 15 photographs - most photo essays cover events therefore captions are not necessary.

Note: Always submit a greater number of captioned photos than we may actually need or may be used for your article, this gives us design latitude when laying out the publication.

Next we have to cover an extremely important matter, "Article Deadlines". First the word "deadline" which means the final necessary day for us to receive your articles so that we may use them in the LOG for the appropriate issue. This also means that we need final "ready to go" copy and your captioned photos, not "rough copy" that you're still working on. We never should see any rough copy because with all the articles we have to deal with it can become massively confusing and mistakes will be made. Remember we are volunteers just like you so the deadlines are doubly important. We simply cannot spend a lot of extra hours in all facets of getting the publication out on time and still get the job done right. THANK you in

advance for your consideration on this important subject of deadlines.

Okay, what are the deadline dates? The LOG's deadline dates are similar to any magazine's deadlines for articles. We are not talking about "advertising deadlines" here because they are a different animal. So here they are the "article deadline dates":

Jan/Feb Issue deadline is Nov 15th

Mar/Apr Issue deadline is Jan 15th

May/Jun Issue deadline is Mar 15th

Jul/Aug Issue deadline is May 15th

Sept/Oct Issue deadline is July 15th

Nov/Dec Issue deadline is Sept 15th



**"Don't be late for our very important deadline date."**

Remember the LOGs are mailed the last week of the month previous to the issue's date. For example, the May/June issue is mailed during the last week of April so most people will receive their LOG before May 1st.

Well, there you have it. All the inside "poop" you'll need to help us make and keep your LOG "all it can be". If anyone has any further questions just give me a call or anyone on the committee and we will be glad to help you help us to keep your LOG going and growing.



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## Henry the Hero

(continued from page 22)

his own boat thus putting everyone in danger. On his first pass, the three teens were able to scramble onto Henry's boat with Bob's help. After a few more passes, Henry was able to rescue the two adult men.

With everyone safely on board, Henry and Bob set to making them warm and providing fresh water for their extremely grateful and tired passengers. Henry was assured by the Cubans that they were legal U.S. residents but one can never be sure. In any event, he



Henry's Florida fishing buddy "Bob" who shares Henry's heroship.

radioed the closest Ranger Station located in Adams Key and reported the rescue of the stranded Cubans. He was told by U.S. Park Ranger Brian Fields to bring the men to shore at the Caesar's Cut Station.

Now imagine this scene. Henry, whose boat is in less than sterling condition (gross understatement), arrives at the Marina to find that he is surrounded by Park Police, Coast Guard officials, Immigration Agents, and helicopters circling overhead. Oh, and I forgot, also the news media. Since most of the attention was focused on the Cubans, Henry and Bob quickly reported their names and addresses, as well as a brief description of the rescue to the Park Police, and hightailed out of there before anyone wanted a closer "inspection" of the rescue boat.

And there you have it, yet another exciting adventure in the life of a man who has so often found himself in any number of ridiculous and even dire circumstances, but who always enjoys every minute of what life offers to the fullest. So, to add to the many monikers (a few less than flattering) which have been bestowed upon Henry over the years, we must now add Henry the Hero!



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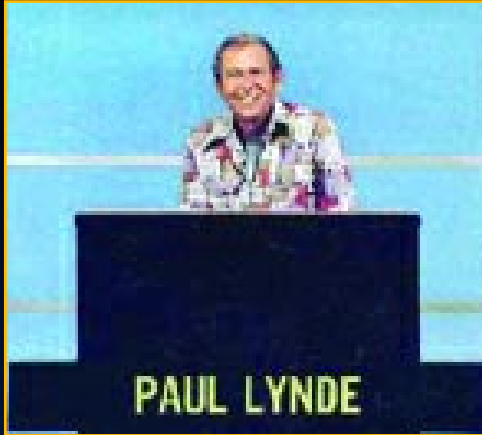
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## Hollywood Squares

(continued from page 7)



Paul Lynde was "Hilarious"

- Q. In Hawaiian, does it take more than three words to say "I Love You"?
- A. Vincent Price: No, you can say it with a pineapple and a twenty.
- Q. What are "Do It," "I Can Help," and "I Can't Get Enough"?
- A. George Gobel: I don't know, but it's coming from the next apartment.
- Q. As you grow older, do you tend to gesture more or less with your hands while talking?
- A. Rose Marie: You ask me one more growing old question Peter, and I'll give you a gesture you'll never forget.
- Q. Paul, why do Hell's Angels wear leather?
- A. Paul Lynde: Because chiffon wrinkles too easily.
- Q. You've just decided to grow strawberries. Are you going to get any during the first year?
- A. Charley Weaver: Of course not, I'm too busy growing strawberries.
- Q. In bowling, what's a perfect score?
- A. Rose Marie: Ralph, the pin boy.
- Q. It is the most abused and neglected part of your body, what is it?
- A. Paul Lynde: Mine may be abused, but it certainly isn't neglected.
- Q. Back in the old days, when Great Grandpa put horseradish on his head, what was he trying to do?
- A. George Gobel: Get it in his mouth.
- Q. Who stays pregnant for a longer period of time, your wife or your elephant?
- A. Paul Lynde: Who told you about my elephant?



Two sailing school instructors position a newly designed and constructed cradle on the new decking surface on one of the school's boat ramps. This was a big year of renovations for the Reyburn Sailing School...Nat Reyburn would be proud.

## Canoe House New Home for 55 Year Old Reyburn Sailing School.

(continued from page 11)

We still have room and happy to answer any questions.  
Here are just a few?

- Q. How old does my child need to be to take lessons?
- A. Evening Opti Starter - 6-9 yrs, Opti Day Programs - 9-12 yrs, Traditional FJ/420 - 10-16 yrs, Race Team - 13 and up (skipper's rating)
- Q. Will my child really learn to steer a boat their first year?
- A. Absolutely, our new course structure guarantees it.
- Q. My child is 9 yrs old, which class should I sign up for?
- A. For 9 yr olds we recommend the Opti Seaman or Mate programs. Opti Seaman for beginners and Opti Mates for intermediates. The two programs are 1/2 day sessions Monday through Friday.

Q. Can I help out with the program?

A. Yes, our new Parent-of-the-Day program allows parents to actively participate in the program.

Q. What if my child does not like sailing, can I get a refund?

A. Yes, our goal is to get children to love to sail but we realize that some are not ready or just don't like it. We will do our best to make it a great experience but if they really don't like it after a few days we will refund your money and hope you come back next year.

Q. I'm not sure my child wants to sail this summer, why should we sign up this year?

A. Our program is redesigned to meet the needs of every child while emphasizing safety, learning, and fun. If you left the program we want you to come back. If this is your first year, give it a try.

Q. How well trained are the staff?

A. Our instructors are US Sailing level 1, CPR, and First Aid certified and received extensive training in curriculum development and course management. They are really good sailors too...



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# Give Us Your Best Shot!

by Eugene Ware

Hope all you photographers have been busy shooting since the last LOG. The First Annual Photo contest, which is open to Club members and their immediate families only, is off and running with early entries already in our files.

There are three classes in the competition, which closes September 6, 2005.

The classes are:

- Class A 12 years of age and under
- Class B 13 to 18 years of age
- Class C Everyone else

Photographs must be of the Erie area boating activity, Presque Isle, the waterfront, any water sports on the bay or lake, or other outdoor Erie area related subjects. Photos must cover the spring or summer seasons only. A few of my photos on this page might give you an idea of some subject matter that would qualify.

When you enter the contest, we will need a short description of the picture and a creative name for it. Your name, age, address, and telephone number will also need to accompany your color 5" x 7" or 8" x 10" print which can be dropped off or mailed to:

LOG Photo Contest  
Erie Yacht Club  
P.O. Box 648  
Erie, PA 16512

Winning photos, three in each class, will be published in the November/December 2005 LOG.

(All the photos on this page are not eligible... they are mine the chairman of the First Annual EYC Photo Contest)



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# Float Plans

## It's a rule but better than that it's a good idea!

by P/C Pat Geary and  
Dock Master Bill Vogel



The EYC gas dock... that's the "Float Plan" hub.



Making your slip available for transients is simply a matter of common courtesy.

to do so may result in the member finding that his slip is occupied by someone else upon his return.

The importance of the departure and return reporting procedure cannot be over emphasized. To make the process convenient, the information may be given to the gate guard upon entrance to the Club grounds, the gas attendant, the office, or the Dock master.

In addition. A box for written information will be located by the gas pumps."

The rule aside it's a good idea to file a float plan for a number of reasons. As an example, many of our members who use their boats to cruise to other clubs or ports can remember arriving at their destination after a long day and being told to "stand by" while the dock crew (or members) try to find them a dock. This can be frustrating especially if, unlike the EYC, there are no actual attendants assigned to assist visiting boaters.

The EYC has a process in place and by following the rules visitors will remember how accommodating the staff and members were at the Erie Yacht Club.

As summer is upon us it is time to remind members with boats docked at the Club that float plans are required if you will be vacating your dock for more than 48 hours. How the EYC crew handles vacant docks during the boating season is as follows.

You may have noticed our fuel dock attendants driving the Club's golf carts around the basin with clipboard in hand. They are checking and recording any docks that might be vacant. Those docks that have not had a boat in them on the third day are recorded as available for visiting boaters looking to overnight at the EYC. Most times members file a float plan with the fuel dock or, if early departure before the fuel dock is open, with the gatehouse guard.

On occasion members either don't realize a float plan is required in the Club's dock rules (Rule 11) or forget to file before departing on their journey. To inform those members who are not familiar with the rule here is the rule from your EYC members' handbook.

"The Club reserves the right to use vacant slips for visiting boats when the assigned members are not using such slips. Members are required to notify the Dock master or his representative of departure and expected time of return if the period of absence is 48 hours or more. Failure

As Dock master Bill Vogel explains that by not filing a float plan a domino effect can be set in to place. Bill has many stories of members returning to the Club basin to find their slip occupied. If lucky the visitors are on their boat. If not the visitors are in the Club or worse yet up the hill. The member is inconvenienced and ties up at the gas dock. The domino effect continues with the gas dock being occupied while the fuel dock crew works at jockeying boats around. The sad thing, according to Dock master Bill, is most of these unpleasant occurrences can be avoided by taking the time and courtesy of filing the yellow float plan.

Another suggestion from P/C Geary is when underway on your return to the EYC to avoid the occupied dock situation, call the gas dock to remind them of your filed float plan and your expected arrival time back at the basin. The gas dock phone number is 456-9914. P/C Geary calls from his cell usually when an hour out from the Club. By posting the gas dock number at your nav station it will be a reminder. Bill Vogel also suggests grabbing a few float plans and keeping them always on board.



ERIE YACHT CLUB	
Float Plan	
Please Print Name in the Member Column	
Member Name	
Boat Name	Slip No.
Date and Time of Departure	
Date and Time of Return	
Signature	Date

These simple "Float Plan" forms are available at the Gas Dock... don't forget to use them, it is the courteous thing to do as well as a Club rule.



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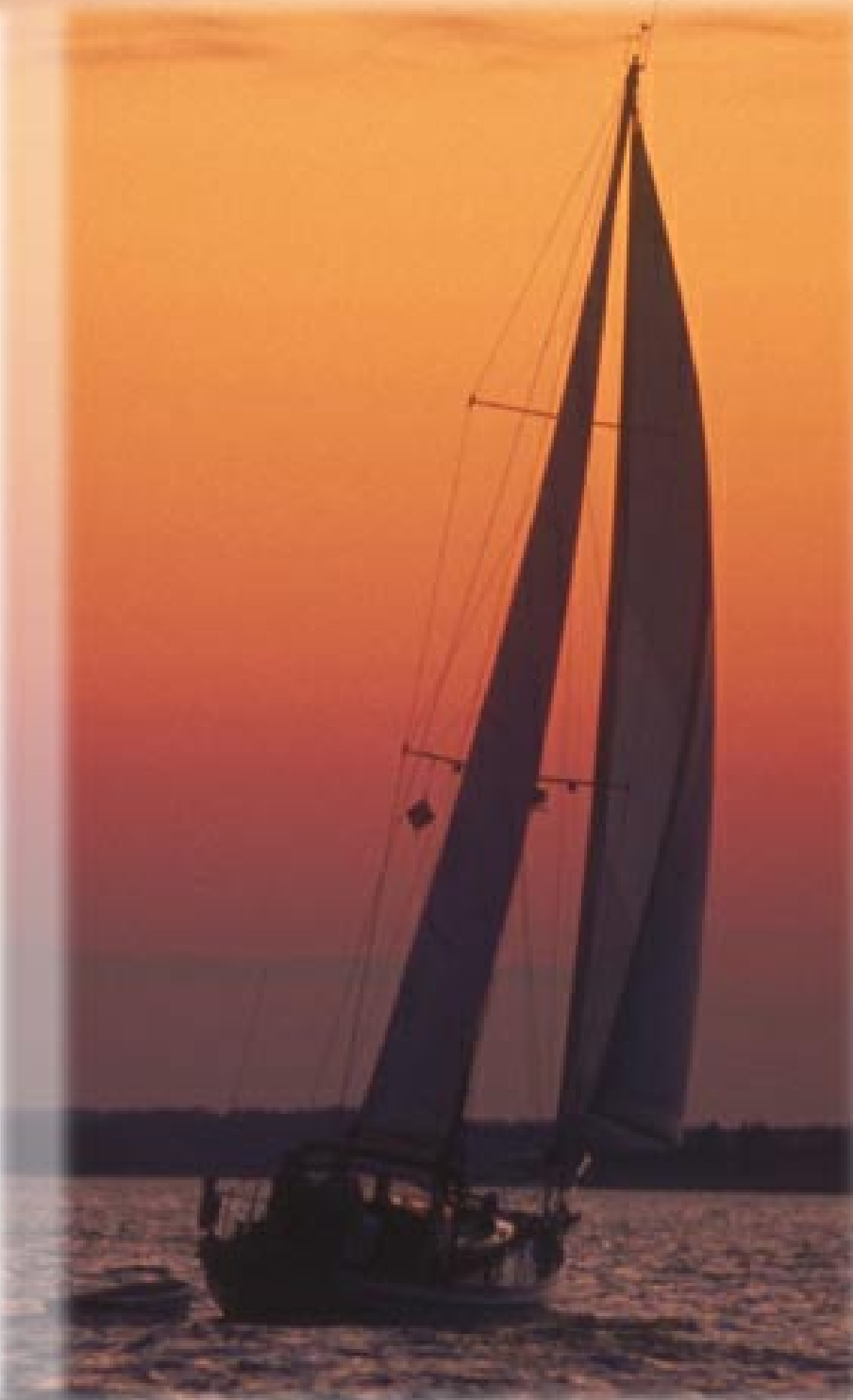
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