

The ALG



Looking Forward
to the
MS Regatta

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

Creating Customers for Life.

Leclair Point, Inc. is an inland marine service center that provides a vast selection of professional specialized boating services to its growing customer base. Leclair Point is your premier partner in handling all your boating needs from storage and winterization, to refurbishment and vessel transport, to repair and maintenance services.

Owned and operated by boating enthusiasts living right here in Erie for over 17 years, Leclair Point people understand the meaning of quality, superior workmanship and fair pricing. And we offer both in-house and on-site mobile service.

We're new. We're eager. We're determined to make you our next "customer for life". Check out our website or give us a call. We'll both be glad you did.

Captain Chris Leclair
President/General Manager



Leclair Point, Inc.



133 Dobbins Landing
Erie, PA 16507 • (814) 459-4440
www.leclairpointinc.com

MS Regatta ... It's a Blast!	4
Venezia Yacht Club	12
Dreamer	18
"Tennnderrr ... Tennnderrr"	26
I Gained 18.3 Pounds	30
40 Years of Memories	6
Sailing Down the Slopes	7
Barney's Barneys	10
Wow... Erie Built Boat is the Cats Meow	15
Fifty Years Ago	16
Every Transom Has a Tale	20
James A. Rider	22

From the Bridge

Fleet Captain David Amatangelo



It's a good feeling to finally be into the boating season. The opening day ceremonies saw a beautiful sunny day, I believe that's just a prelude to our upcoming season.

I would personally like to thank the members that berth their boats on "O" dock for their patience during the initial boat launching and the relocating that had to take place. The membership has been very understanding during this initial phase of the Basin Project.

The committees have been working on a number of very exciting projects, one that

is already in place is the new menu for the dining room. Chef Jim has added a wide variety of culinary delights. The Grounds Committee is evaluating upgrading the fencing at the front gate to have the aesthetics blend with the gate house and our beautiful view of the bay.

With summer upon us and this being the busiest time at the Club, please practice safe driving on the grounds with construction vehicles, narrow roadways, and less storage space, be safe in your car as well as your boat.

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	

EYC Catering: Elizabeth Quinn 453-4931 or catering@erieyachtclub.org

Mailing address: P.O. Box 648 • Erie, PA 16512

On the Cover...

Everybody is looking forward to setting another record for the 22nd MS Regatta including the members of Peter Lund's crew on TAZ. Get involved ... It's a Blast!



Officers

Commodore James Means 833-4358
jam4392@aol.com

Vice Commodore John Murosky .. 456-7797
jmuroskyeyc@aol.com

Rear Commodore David Arthurs .. 455-3935
arthurs@spectrumcontrol.com

Fleet Captain David Amatangelo .. 452-0010
dave@amatechinc.com

Directors

P/C Richard Vicary 456-6813
rpv@vicary.com

Edward Schuler 434-4724
proboatguy@aol.com

Richard Nagle 474-2934
rnagle@adelphia.net

Bob McGee 838-6551
mcgee@erie.net

Gerry Urbaniak 454-4456
gerorem@gte.net

Bradley Enterline..... 453-5004
bkclaw@earthlink.net

Sam "Rusty" Miller 725-5331
captrm.eyc@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
JStachelek@Stachelek.com

Sandy Will 833-0303
carosal@velocity.net

Judy Emling 833-3293
judithemling@adelphia.net

Toni Sample 864/998-9935
totaluontheLake@wmconnect.com

Alex Webster 323-3954
chiroalex33@aol.com

P/C Pat Geary 459-7777
pkgasail@yahoo.com

Jill Robertson 833-0836
jill35tiger@hotmail.com

Kitty Ferrari 838-3933
fajferrari@yahoo.com

Doris Veihdeffer 452-4448
wjdm@velocity.net

Dave Heitzenrater 449-5126
dddd@velocity.net

Neil Milligan 734-4652
neilmilligan@verizon.net

Looking Forward to the MS Regatta... It's a Blast!

by Jan Stachelek

It's a beautiful Regatta rain or shine.

Beat the dog days of August, beat the boat next to you, beat a path to the beer and food, beat about 500 racing Rubber Duckies to win a prize, and most of all, beat last year's record!

Every year when I sit down to write the article for the Annual Sailing Regatta for MS, I think that there is no way we can top what we accomplished the year before, and every year I am wrong. You always come through. Last year, our 21st, we fielded a record 119 boats, fed over 620 people, and raised a record \$53,529.95 for Northwest Pennsylvania Multiple Sclerosis clients. To be sure, this was an amazing result so thank you all. But is it unbeatable? "I doubt it." We've got a truly dedicated and tireless committee. We've got prizes, fun and games. We've got food, drinks, music and laughs. We've got a beautiful Bay that can handle more than 119 boats, and we've got the most generous yacht club members in the world. So make me wrong again. Help make the 2006 MS Regatta another record!

You are the ones who make this happen so here are a few reminders. Line up your sponsors early, get your boats registered and up on the big board, recruit other boaters, donate a prize, or donate your time to the committee if you are able. And last but not least, buy a ton of "quacks", Rubber Duckies that is, from ME, so that I do not have to harass you all summer. I probably will anyway, but remember, it's all for a good cause, your fellow neighbors who suffer from Multiple Sclerosis in Northwestern Pennsylvania. So we'll see you on Sunday, August 27th for the biggest Bay bash ever and it's guaranteed you'll have a Blast!



Add a splash of color.



It's about friends... it's a Party.



A Beautiful Race Committee...two out of three



Follow me the finish line is this way.



It's about fun racing.

It becomes habit forming fun.



It's about socializing... it's a Party.



The MS Regatta is perfect for power boats too!



Communicate... it's a Party.



It's for multi-hulls.



Get involved... sponsor a boat.



It's for Outlaws.



It's for the Big Boys too.



Catboats love the MS Regatta.



Free isn't bad.

Forty Years of Memories

by Dee Bressler with Janet Stachelek

Dee and Clarke "Doc" Bressler are planning a permanent move this September to the more temperate climes of Florida. They will be sorely missed by all of us at the EYC, and so before leaving, we asked Dee to kindly share some of her memories of their 40 years as EYC members.

Dee and Doc relocated to Erie from Omaha, Nebraska in 1965. Believe it or not, they enjoyed many summers of boating on one of Omaha's lakes, so they were no strangers to the water. Upon joining the EYC in 1965, they quickly became active in the sailing fleet. Dee recalls that the Club had a very large and energetic small boat contingent at the time. The basin was jam packed with Thistles, Stars, and the like. The Bresslers owned a 19 ft. Thistle named, *Yellow Bird*, which they raced every Wednesday with their daughter, Connie, as crew. With so many boats, these races were not only competitive, but also exciting. And with so many boaters, the after-race parties and events were loads of fun and laughs. Over the years, Dee says, the boats just seemed to get larger and larger. The Bresslers were not immune to this trend, so at one rather raucous Christmas party at the EYC, they spontaneously agreed to take Bill Bloomstein's 33 ft. Pearson Vanguard off his hands, and they never regretted it. They renamed the boat *Rhapsody* for purely sentimental reasons. As an aside, when Dee and Doc went aboard to observe the "winterization" process for the boat, they noticed a

few bottles of cheap Vodka being poured into the fresh water tank. It was explained that this unique version of anti-freeze had been successful for 33 years: the remaining water in the tank doesn't freeze, nothing green seems to grow and it has the added benefit of lingering around a bit when the tanks are refilled in the spring! Sounds like a good plan to me.

The Club was contemplating major renovations at the time. Dee reminisced about the beauty of the old clubhouse. "I will never forget sipping a drink while sitting on the second story porch and watching one of our many glorious sunsets. So peaceful and relaxing," she said. Sadly, that porch was about to collapse under her, and the Board and members came to the regrettable conclusion that the building could not be saved. When it was torn down and the new clubhouse was completed, "Everyone", Dee said, "hated the thing. It looked exactly like the old Loblaw's grocery store in Erie. A non-descript rectangular box." But it was the Erie Yacht Club's box, so it had to be dealt with.

Dee has always been an active volunteer. She lent her many talents to the VA Hospital in Omaha for years before coming to Erie. That is probably why Whitey Wilson, Doc's new boss at GE, arranged an appointment for Dee at Hamot Hospital's Volunteer Services Office on the Monday after she moved here. She was still surrounded by unopened packing crates, but she kept the appointment and they



Dee at the helm of her beloved *Rhapsody*.

never let her leave. She has been a volunteer at Hamot for forty years and is an Honorary Member of the Hamot Aid Society. She has also been very active in the Lake Shore Garden Club. But it was the "rectangular box" that needed the most attention.

A committee of three, John Ashby, Paul Brugger, and Dee, was formed to tackle the problem of the interior aesthetics of the new clubhouse. They begged and pleaded with the Board for a budget and eventually received \$45,000.00 for the project. Not as much money as they had hoped, but Dee was confident that they could make a beautiful space with the money at hand. They purchased the eight chandeliers that still adorn the room today (although the Board thought four would be adequate), installed beautiful molding throughout, painted, papered, and cleaned like mad. They then turned to the floor and window treatments. They did not have money to do both. The draperies were in o.k. shape, but were a sort of drab beige with red birds in the back-

This is the 33' Pearson that Dee and Doc purchased from Bill Bloomstein which they named *Rhapsody* and logged many happy miles on until recently selling her to another club member.



Dee was always active in the Auxiliary and Doc is a Past Commodore, both having made tremendous contributions to the Club through the years.

continued on page 24

Sailing Down the Slopes of Austria...

After 32 Years



By Tom Halmi

It had been thirty-two years since Diane and I skied with the chartered Erie Ski Club Group headed by the late Kay and Darrow Schaubeker.

We had such great memories of that vacation trip that we knew it just had to happen again.

Taking advantage of some accrued flying miles, we were able to arrive in Munich one mid-morning this past February, less stressed and more rested via those 160 degree reclining seats, hot towels, two movies and a great menu selection.

As our plane descended into its landing mode, we could see the frosted rural countryside of Germany's Flughafen Munchen. We were to find out later it was eight degrees Fahrenheit and those temperatures scared us a might, thinking we may have to ski in conditions far colder than we had anticipated.

After clearing customs, we found our shuttle service desk with all of our equipment. We boarded the van with three other skiers and headed south on the Autobahn at 160 kilometers per hour, weaving in and out of traffic as if being chased by the polizei.

Three quarters of the journey to Kitzbuhel was rather flat. Then suddenly, the Alps loomed up and the excitement began. Winding up narrow roads we opened into a high meadow. There, rocky granite peaks easily defined themselves against a cloudless, blue sky. The day could not have been more perfect.

Our driver needed no help finding our pension, the Haus Christophorus, the headquarters for some forty years for the likes of the Fritz Meisers, Henry Fishes, Joe Shields, Clem



The Christophorus Inn in Kitzbuhel has been the home of the Erie Ski Club since 1960 whose backlit copper emblem is displayed near the entrance.

Schwabs and McAllisters and many other Erie Yacht Club people that skied as well as enjoyed boating.

Emmie Kuhr and her son Christopher, co-owners, greeted us and helped take our luggage to our mountain-view balconied room. Thirty-two years ago it was a "share the bathroom down the hall" scenario. Now, all the rooms have westernized and have in-room facilities.

A European informal breakfast buffet was served as part of our room cost. We were not used to the cold cuts of meat, cheese and brown soft-boiled eggs, which had their own Bavarian holders. We cracked open the top with a mini spoon and then scooped out the contents. The coffee was rich but not as gritty as in the past, perhaps westernized as well?

The ski lift was a ten-minute walk from our pension, and each day we would walk past Kitzbuhel's "The Grand Hotel," the site where Hermann Goring surrendered to the allies at the end of World War II.

The Hahnenkamm-Bahn, a high speed, six-person gondola, swiftly took us some 3,000 vertical feet to the top overlooking the Hahnenkamm Streif, the most touted downhill run in Europe. There, skiers reach some 80 MPH in the last schuss to the finish line. We traversed that run!

The views from the top of the many lifts were part of what we had anticipated for 32 years. All those beautiful vistas left us quiet and speechless.

Unlike skiing in Colorado, where one skis a particular mountain, in Austria, you ski the countryside, going from village to village, often finding that you've skied so far from your point of origin that it becomes necessary to take a shuttle bus or cab some 14 or even 20 miles back to your starting point. This avoids trapping you in some valley late in the day since there was no night skiing.

Being in our sixties, we felt we could ski as well as we did some 30 years ago, having been on Ski Patrol at the Peak. In the past we would



Ready to take the plunge down the "Hahnenkamm" which is the most touted downhill run in Europe.



We took a mid-morning break at one of the many small mountainside pubs. Note the EYC burgee attached to one of my ski polls.

continued on page 25

"A Poem"

Anon (As found on a notice board in Fiji)

I must go down to the sea again, in a modern high-tech boat,
And all I ask is electric, for comfort while afloat
And alternators, and solar panels, and generators going
And deep cycle batteries with many amperes flowing.

I must go down to the sea again, to the autopilot's ways,
And all I ask is a GPS, and a radar, and displays,
And a cell phone, and a weather fax, and a short-wave radio
And compact disks, computer games and TV videos.

I must go down to the sea again, with a freezer full of steaks,
And all I ask is a microwave, and a blender for milkshakes,
And a water maker, air-conditioner, hot water in the sink,
And e-mail and a VHF to see what my buddies think.

I must go down to the sea again, with power-furling sails,
And chart displays of all the seas, and a bullhorn for loud hails
And motors pulling anchor chains, and push-button sheets
And programs which take full charge of tacking during beats.

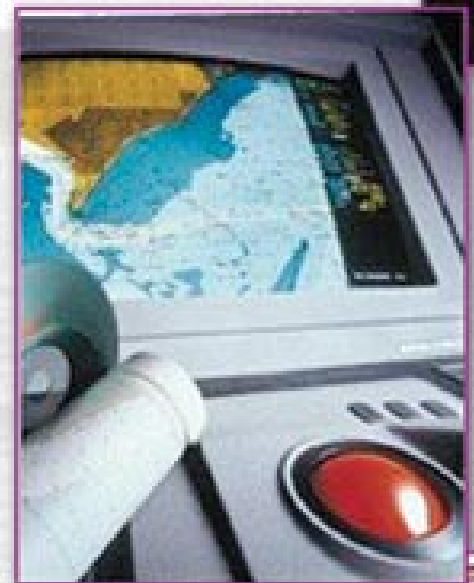
I must go down to the sea again, and not leave friends behind
And so they never get seasick we'll use the web online
And all I ask is an Internet with satellites over me
And beaming all the data up, my friends sail virtually.

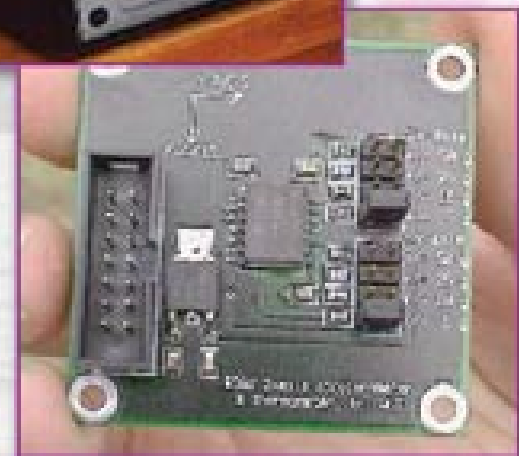
I must go down to the sea again, record the humpback whales
Compute until I decipher their language and their tales,
And learn to sing in harmony, converse beneath the waves
And befriend the gentle giants as my synthesizer plays.

I must go down to the sea again, with RAM in gigabytes,
And teraflops of processing for hobbies that I like,
And software suiting all my wants, seated at my console
And pushing on the buttons which give me complete control.

I must go down to the sea again, my concept seems quite sound,
But when I simulate this boat, some problems I have found.
The cost is astronomical, repairs will never stop,
Instead of going sailing, I'll be shackled to the dock.

I must go down to the sea again, how can I get away?
Must I be locked in low-tech boats until my dying day?
Is there no cure for my complaint, no technologic fix?
Oh I fear, electric fever is a habit I can't kick.





A New Breed of Cat!



Port Erie tunnel hull catamarans are rugged, extremely sea worthy power catamarans that can be used for a number of recreational purposes. Their superior stability and load carrying capabilities along with the high bow and deep freeboard allow the boat to run under weather and sea conditions that keep even larger boats in port.

Port Erie Cats are configured as either center console fishing boats or dual console sport boats suitable for both fishing and family use.

PORT ERIE
BOAT WORKS, INC.

2567 West 20th St. • Erie, PA 16506 • 814-835-8492 • porterleboats.com

Keeping You Cool.

Residential • Commercial • Marine

814.459.8255

Now Featuring

LENNOX

Keep

HEATING & COOLING



Serving the Erie Area for over 15 Years
with Quality Workmanship & Fair Prices

www.Keepheating.com

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

BREAK



THROUGH



All New 2007 Escalade



ROTH Cadillac

"The World's Oldest Cadillac Dealer"

5711 Peach St. • Erie PA
www.rothcadillac.com
mwells@rothead.com

Barney Barney

Richard "Rick" Barner more affectionately known as Barney or Barn to his boating friends has transcended through a series of metamorphisms since he first started sailing in 1975 on a small Pintail 15 and later in his early carefree cruising days aboard a Seafarer 26'.

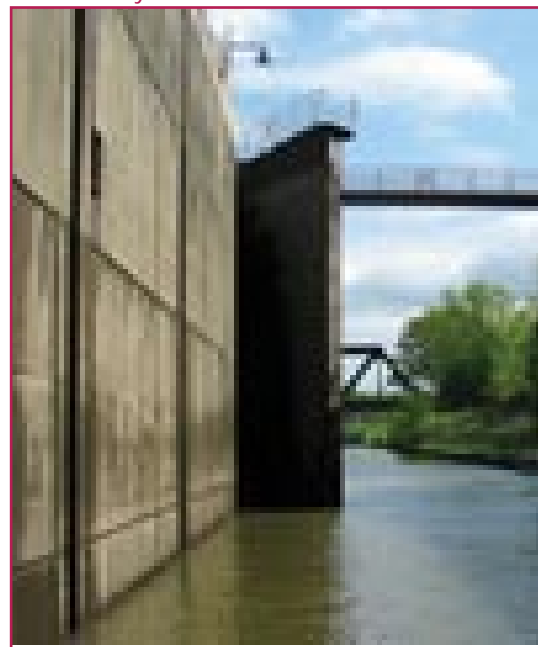
Rick somehow acquired the racing bug on Sam Kerr's Catalina 30' *Tooth Ferry* and then began his own racing career on a Catalina 27' appropriately named *Barney* which he successfully raced for 13 years as evidenced on the many awards in our trophy case.

Many of his racing peers thought that the Barn was most likely smoothing the seas amid a "significant other" relationship or that he was possibly embarking on a more permanent life relationship when in 2003 he launched his much larger phaet ride Catalina 38', for why else would anyone race a barn sized and equipped boat unless he was trying to impress a woman.

Well to everyone's surprise, a formal engagement hasn't transpired yet but all should have foreseen the not so subtle clue painted in large block letters amidships when the christened vessel revealed *Barney* rather than *Sweet Diane*.

After a few racing seasons had passed with the 38 footer, Barney was no longer content to

This lock commands the highest lift in the Erie Canal system of 40 feet.



ey's neys

by
Dave
Heitzenrater



The newest *Barney* at rest at Little Falls, NY in the Erie Canal.



The three amigos (L to R) Bill Hertel, Rick Barner the proud new owner and Nick VanHorn, all three EYC racing skippers.

haul all of his personal belongings, furniture, kitchen, library, portholes and skylights around the racecourse. It was time to move on.

Just what launched him into his next boat only he and God knows for sure. The racing fleet first suspected, but all knew he was well past the mid-life crisis panic time but something did get a hold of him. Something, yes something pushed him over the brink to persuade him to trade in the king-sized waterbed for a three-man surfboard. The fleet, quite surprised, although not knowing his objective observed that he may have over stood the mark

a bit when he found himself the proud owner of a Melges 24' sport boat that he labeled *Finest Kind*.

This is a pure, no frills, no potty, no cabin, no room, and after one year no more *Barney* racing boat that is more appropriately skippered by an owner the age of Rick's youngest son rather than himself. Despite the verbal abuse he received from his loyal racing competitors, he proudly campaigned this fast, fun boat for

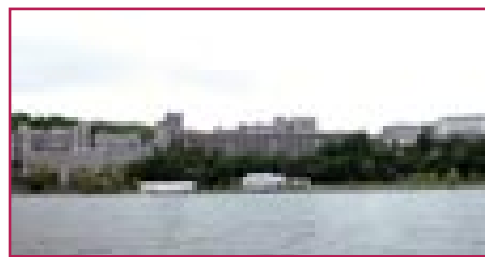


Barney's daughter Jessica rounded out the able bodied crew with New York's Verrazano-Narrows Bridge in the background.

a year before turning in his knees pads and back brace for a much larger and even faster machine.

After a long cold winter, our *Barney* has emerged from his winter cocoon bearing the wings of a Gemini. Rick's ultimate, his zenith, his ten year dream, his newest *Barney* in his life time fleet is a 34' Gemini Catamaran that

sports a 14' beam with a mast that rises 47' above the water into the sky.



Passing by the United States Military Academy at West Point on the Hudson River.

Rick Barner made the 797 mile delivery trip to his home port at our Erie Yacht Club through the Chesapeake Bay, New York City Harbor and the Erie Barge Canal from Annapolis, Maryland where he acquired the boat

PS . . What is the reason behind the name, why *Barney* we asked? "We named the Catalina 27 *Barney* because we didn't want anyone to take us seriously while we were racing. The name stuck so all the boats thereafter were named *Barney* except the Melges and everyone called that one *Barney* anyway."

"I want to thank my crew and a special thank you to Gary Miller for all his time and great knowledge that was invaluable in making our passage so much more enjoyable," Rick Barner.



Volvo's 70 Footer Class Race competitors at rest between racing legs in New York harbor.



"Hey anybody spot the Statue of Liberty yet?" inquires the skipper and head navigator Rick "Barney" Barner himself!



An Italian burgee was one of our goals during our travels this winter. The search for the elusive burgee took us to the island of Ischia, off the coast of Napoli, to Napoli, and to Venezia.

It sounds so simple - find the local Yacht Club and present the EYC burgee to them and receive one from their club. Perhaps it would be easier if we spoke Italian - Antonio (Tony) just looks Italian.



This is the equivalent of a busy street "Venice style" and yes they do sometimes suffer from traffic jams.

We spent the first two weeks of our travels in Ischia - specifically in the village of Panza on that island. This island is about nine miles from Napoli, right next to the island of Capri. To reach our destination was an adventure in itself; we flew into Napoli, took a taxi to the port, a hydrofoil to Ischia, then another "taxi" to our apartment. The word taxi is in quotes because it was a glorified 3 wheel golf cart with plastic sides and it took us about 30 miles around the island to our destination. There are

no roads across the island as Ischia is on a volcano, Mt. Epomeo. Because of this, you need to drive all the way around the island to get anywhere. We made it there just in time before the reception area closed for the evening - and of course proceeded directly to the closest pizzeria for our first pizza and pasta dinner. We managed to consume more carbs in the form of pizza and pasta during these 3 weeks than we have in the last 3 years.

At the local pizzeria in Panza, we were able to watch the last Steeler playoff game - it was the closest thing to a sports bar (we would call it a wine bistro). They had Skye TV there and we coaxed the owner to put one TV on the game - it started at 9 pm Italian time and we were the entertainment of the pizzeria as we watched and cheered and others watched and cheered us.

While we were in Ischia, we took the ferry to Napoli many times to see the sights. Three types of traghetto, ferries, connect the island to Napoli; the Navi which is the big car transport ferry, the TMV which is the large faster ferry carrying people, no cars, and the hydrofoil, Aliscafo, which is a small faster boat. By this time we have learned to take the bus in both Ischia and Napoli - a much cheaper method of transportation and more fun than a taxi. One day in Napoli we decided to go to Pompeii which was about a 45 minute train ride from Napoli. Needless to say, it was definitely worth the trip - the ruins were spectacular. While on the train, we traveled next to the very famous Mt. Vesuvius - an overwhelming sight. On the return trip, we disembarked at the first Napoli stop. Antonio was not certain it was the correct stop, so he stepped back on the train to check the posted listing. The train door closed, with Antonio on the train and leaving me standing on the train platform with tears in my eyes. I must admit I had a moment of panic - I do not speak Italian and had no euros or credit card in my purse (I didn't do that again.) So I waited there, and sure enough, in about a half hour, Antonio returns on the train. Traveling with him is always an experience.

The decision was made to rent a car for our second week in Ischia. We continued to search for an Italian Yacht Club but did not discover one in Ischia or Napoli. We had many adventures while on the quest. One time we were locked in (not out) behind an iron gate of a trattoria with no one there as it was siesta time. Another time we had to turn around on a roof of a home on the side of the mountain while looking for a winery. Both incidents will perhaps be a topic at another time.



This is the world famous St. Marks Cathedral, a fine example of Byzantine architecture.

The food needs to be mentioned. I expected the Italian cuisine to be delicious, but never in my wildest dreams did I expect it to be this fantastic. Numerous types of pasta and of course pizza coupled with other dishes were wonderful. In Panza, one of the featured dishes was Pappardelle al sugo di coniglio translated to rabbit in sauce-absolutely exquisite. The coniglio all'Ischitana is their traditional Sunday dish; the rabbit is bred in a ditch until full size under certain specifications. It is cooked with white wine, garlic, cherry tomatoes, and chili peppers. Also deserving to be noted are the

A fleet of gondolas along the Grand Canal as seen from the Venice Yacht Club.



lamb, liver, and of course the various types of fish and seafood. The food specialties of Italy could definitely be the subject of a different article.

Now on to Venezia. This entailed driving our rental car to the port, taking the ferry across to Napoli, then a bus to our hotel near the train station in Napoli. We had decided to go to Napoli the day before for two reasons - one to enjoy Napoli one more time and the other to be on time for our train which left at 8:30 am from Napoli to Venezia. This worked out perfectly. Our train ride was about 7 hours and enjoyable with lovely scenery and good vino.

The Super Bowl! But we are in Venezia, it starts here at midnight and will end about 4 am. The day before, we found a bar which had Skye TV, and in speaking with the owner, told him about this American football game of extreme importance. He had Antonio write the specifics on paper which he then put on a computer and printed many notices. These were placed all over Venezia, and when we arrived there about 11 pm, other Americans had started to come in also. The owner said because of the polizia he would need to close by 2:30. At which Antonio said "no no"! It was extremely exciting, the small bar was filled and almost all there were the Steeler fans. The owner did stay open until the last 4 minutes of the game. At which time we raced back to our hotel (now almost 4am) and were able to see, but not hear, the final seconds of the game in black and white on the TV in our room. Goooo Steeeelers!

Any article about Venezia must take note of the Italian architecture. The three main bridges which span the Grand Canal dividing the city



Tony relaxing by one of the three main bridges, the Bridge of Rialto, that connect the two halves of the city.

into two parts are the Bridge of the Scalzi, the Bridge of Rialto, and the Accademia Bridge. There are around 45 internal canals running into the Grand Canal and are connected by 350 bridges. Piazza San Marco, Rialto Bridge, and the Church of Santa Maria della Salute will forever remain in our memory. La Fenice Theater has an intriguing history. Suffice it to say

continued on page 28

Building Erie & Beyond!

Odyssey
Builders, Inc.
General Contractors

**1521 Lowell Avenue
Erie, PA • 833-0261**

Coming Soon!

"The Best is Getting Better"

1202 West Sixth St. (formerly Way 2 Go)
Ph: 452.2347 • fax: 459.0237
Toll Free: 1.800.700.7809

**frontier
pharmacy**
"Keeping Health Care Affordable"

- Increased Parking
- Modernized Facility
- Large Customer Lounge

- Better Customer Service
- Improved Phone System
- Increased Computer Capability

24 Emergency Service: 814.459.5736 Cell 814.392.4465

**We support our LOG
winter and summer !**

**CIFELLI
AUTO**
SALES + SERVICE
ERIE, PA

"Frolic" 2006 Edition

By Jim Finn, Chairman



This year we will again offer boat rides to physically challenged kids of all ages and their siblings, parents and or guardians. These include clients of MECA/United Cerebral Palsy, Muscular Dystrophy, Make-A-Wish, Achievement Center, "Sharp Kids", Great Lakes Diabetes Institute, and Special Kids Network. Each local agency provides volunteers to help register their clients and assist us in guiding them to a boat. For many it is their first boat ride, while others have been returning to EYC for several years.

In the past there has been excellent support by EYC for this charitable event. We have made every effort to make this a fun event and not so much a fund raiser. There has been good member participation, and more is always sought. Other yacht clubs are invited to send boats to help in giving these kids a boat ride down Presque Isle Bay.

Perpetual monetary support has faithfully come from Infinity Resources, Inc. Their do-

nation allows for a free hat to be given to all involved. These ball caps are purchased at a great savings from Creative Imprint Systems. Please remember to support these EYC member owned companies.

This July 10th if you are at the Club for the event you will witness the joy of a wheel chair flotilla aboard one of Norm Schlosser's Water Taxis. For several years now, Norm has provided one of his boats piloted by our own Captain Bill Vogel and his First Mate Patty. Like many others they provide freely of their own personal time off to help make Frolic-on-the-Bay a memorable experience for the kids and their families. Year after year, the generosity of the Club definitely has a lasting effect on these special kids.

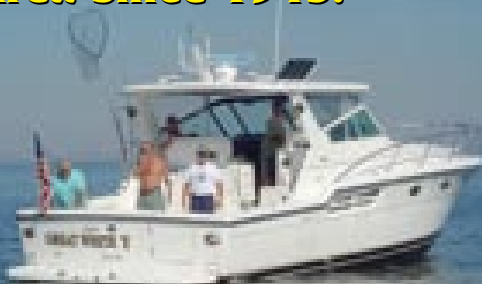
Thank you to all the EYC members, staff and friends who make it all happen. It is truly a special day for special people.



Serving the Erie Area Since 1945.



COMMERCIAL • INDUSTRIAL • INSTITUTIONAL
CONSTRUCTION AND DESIGN



814/825-3456 • Fax: 814/825-4043

When It's a Mat



South Shore
Marine Electronics LLC

Mentor, Ohio • 216.407.6555
southshoremarineelectr

Wow... New Erie Built Boat is the Cats Meow!

by P/C John Ashby

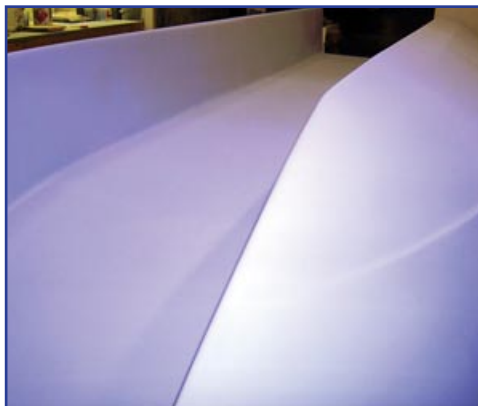


When I was a kid growing up on Presque Isle Bay and Lake Erie, I can remember that there were a number of boat manufacturers in Erie county. There was Lund Boat Works located on the East Public Dock wall. Paasch Marine and J.W. Nolan & Son were both located on the West Public Dock wall. Lund built some of the finest wood boats, both sail and power, that you could find anywhere. Paasch built a variety of boats from pleasure boats to work boats to commercial ferries, while Nolan was best known for building great fish tugs. Both Paasch and Nolan specialized in steel con-



A dedicated philosophy of quality in the design and craftsmanship is found in every aspect of the boat's construction.

structed vessels. There was also a company located in Union City that built outboards and later small dinghy sized sailboats with dealers



Port Erie utilizes state of the art high tech design applications in conquering Lake Erie's unique heavy weather sea conditions.

all over the country. This was of course MFG Boat Company and being in the advertising business I named and designed the logotype for their sailboat division SailMFG. All the MFG boats were built out of that new fangled material at that time called fiberglass. In fact during the late 50's our parents bought a 17 foot MFG outboard for my brothers and I that had a huge 50 hp V4 Evinrude on it ... now that was one really big and really thirsty outboard engine. If you were around back in those days you know that gas was cheap in comparison to today's prices but we were just kids so even cheap gas back then was expensive to us. It's all relative.

Well a lot has changed since then but one thing has remained a constant ... Erie is still a great place to manufacture boats. Enter our newest Erie boat builder Port Erie Boat Works. This time it is a Californian who retired back east in his wife's hometown. I am referring to former Erieite Alana Mastrian and her husband Ken Handman.

Ken refers to himself as something of a "gear-head" whose passions include designing, building and racing his own hot rods, sports cars, power boats and sailboats. Ken also has a passion for motorcycles and is a recreational pilot. This guy would fit in perfectly around the Erie Yacht Club 'cause a lot of our members share the same passions as Ken.

continued on page 34



The PE-19's bottom's novel tunnel design not only helps provide a smoother ride but the boats can operate in much shallower water.

ter of Course...

Sales • Service • Custom Installation

NORTHSTAR **SIMRAD**
Techniques BOATING ELECTRONICS

KIVIA **FURUNO**
Raymarine SeaTel

Raymarine Certified Service
& Installation Technician

NMEA Certified Marine
Electronics Installer

53 • Fax: 440.255.7417
ronics@comcast.net

**NM
EA**

WFB
ARCHITECTS

**WEBER
RECTENWALD
BUEHLER**

2831 W. 8TH STREET
ERIE, PA 16506
PH 814.833.7523
FX 814.833.6202

Proud to support The Log and the
renovation of the P/C Office Space

EXCELLENCE BY DESIGN

Support
the LOG
 by Supporting
 Log Advertisers

*"Working for
 your Happiness"*

**Residential Real Estate
 Specialist for Buyers
 and Sellers.**



Stephanie Chiz
 Realtor



3838 West Twelfth St.
 Erie, PA 16505-3302
 838.8000 ext. 309

email: schiz@suttonsutton.com • cell: 814.450.1146

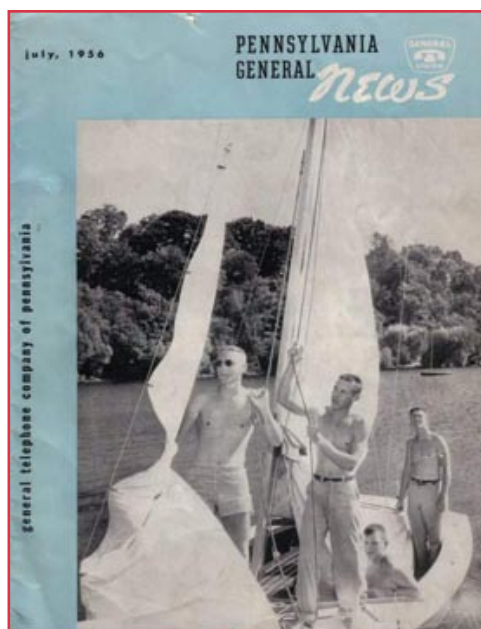
**Visit our
 Web Site
 for all the
 latest in Club
 Activities**

www.erieyachtclub.org

50 YEARS AGO This Month

by Ted Schuler

The photo taken off the west wall of EYC was the cover of the General Telephone Company News, July 1956. The crew of the lightning (#3574 which belonged to Gib) are left to right myself, Ted Schuler, Ed Lutz, Rich Altman, and P/C Gib Loesel. At the time, my Dad, T. J. Schuler (Race Committee Chairman 1957-1958, Director 1958-1970) was the Head of Purchasing for the state of Pennsylvania for General Telephone, the predecessor to the predecessor to Verizon. He was in charge of supplying a summer photo for the monthly News. Ed's dad, Red Lutz, who took the picture, was a freelance photographer who supplied many photos to the Erie Dispatch Herald and the Erie Daily Times.



Back then, my brother John and I raced Erie's own one design class an "Eighteen Footer" designed by Ted Paasch. Ten were built during the 1930's, a depression era boat that could be built for less than \$300.00. Other 18 sailors in the fleet by hull number were #2 the Frazier's, #3 Harold Odgen, #4 the McDougal sisters Janet and Martha, #6 Nat and Myra Reyburn, their children Peter and Peggy, #7 the Murray's, #8 myself and John, #9 Gail Garren and his son Butch and #10 P/C Roy Martine. Most boats were built by individuals, except hull numbers 7, 8, and 9 which

were built by the designer Ted Paasch. Ted Paasch also did many major repairs, as by the 1950's these were 20-year-old wooden boats. The 1951 photo of number 8 shows the long boom which hung well over the transom. Obviously designed long before the days of high aspect rigs.

Janet McDougal was a sailing instructor during the early days of the sailing school. I was one of her assistant instructors. Back then we used our own boats. Late in the summer when the students had learned all there was to know about sailing, we sailed over to water works, the plan being to tie up at the pier and have a picnic lunch. When entering the pier on an easterly breeze, we were to hang west, round up and luff to a perfect stop. The student at the helm got too close to the east pier, started to round up then fell off. We stopped by sliding down the concrete. The previous season, Ted Paasch had built a replacement stem for old number 8. The stem, which was square, was now well feathered on the starboard side. Oh well, it was back to the classroom.

In the early fifties, Gib, Martha McDougal and I represented EYC in the Wakefield Series races, the elimination races leading to the Sears Cup which was the Junior National Sailing Championship. The first set of races was held off Rocky River or Mentor which we won. The final set of races was held in Devils Lake, Michigan an inland lake surrounded by corn fields. The wind blew in circles. We finished second to the Sandusky team who won the Sears Cup the previous year, thus ending our careers.

Ed raced in the Star fleet against Doug Painter, the Traphagen brothers Mike and Pete, the Klahr brothers, Lew and Dean, the Mangan brothers Tom and Al and later against Gail Garren when Gail moved from the Eighteen Footer to the Star fleet. Later Ed came back to Erie while still in the Navy, rebuilt his Star boat and sailed to a second place finish behind Dean Klahr in the 1967 Erie Yacht Club Annual Regatta. This was Ed's last regatta at EYC as he left the following month for Viet Nam. Ed continued sailing Star boats for the next fifteen years in the Annapolis, Maryland area. Today he crews aboard a Cal 25, races his International Penguin Class dinghy and cruises his Pearson 30 on the Chesapeake Bay.



Rich Altman started sailing in a Snipe and later graduated to a Thistle. He was one of the first Thistle sailors at EYC. Rich built a Thistle from a kit, truly some assembly required. The kit came from the Douglas and McCloud factory in Mentor, Ohio. It consisted of a molded plywood hull right out of the mold, transom, gunwales, rub rails, thwart, rudder, tiller, mast, boom etc. and much hardware (gudgeons, widgeons, plates, shackles, and a gazillion stainless steel screws and bolts.

Gib started sailing under the watchful eye of his older brother P/C Rich in Rich's International Fourteen Footer (sort of a mini Thistle) and became a Lightning sailor when he bought Bob Walker's Lightning #3574. After selling his Lightning he became a crew member on Rich Altman's Thistle along with Rich's brother John, these boys campaigned the Thistle hard traveling all around our region. In approximately 1956 they were successful in winning the Thistle National Junior Championship.

As the law of the small world works, Ed and I now live just outside of Annapolis, Maryland. About five years ago Ed started racing as crew aboard a Cal 25. I met Ed about four summers ago, where else but at the good old EYC canoe house where we hung out a half a century ago. When Ed quizzed me about crewing again, the answer was of course "yes, sounds like fun".

Our skipper of the Cal 25 is Tom Corboy. Tom and Ed left Erie the summer of 1957 aboard an Allegany airlines DC3 for Baltimore's Friendship airport and their Plebe summer at the United State Navel Academy, both graduated from the Academy and have been friends ever since. Tom as it turns out was a classmate of Rich Altman at the old Millcreek High School, then at the McDowell High School when it opened in 1953, and was part of the assembly crew of Rich's thistle. Tom recalls, "I learned how to sail on Rich's Snipe and then occasionally helped with the construction of the Thistle. I can't tell you how many drill bits we broke and how many stainless steel screw heads we twisted of putting that boat together".

The next photo has Tom, Ed and me on the rail of "L'Orange" as we sailed past the famous Annapolis radio towers on a blus-

tery Sunday afternoon this past March. What else would you name a boat that has a wide orange stripe around the topsides? On a Cal 25 the skipper sits forward and blocks the spray, the crew loves it.

The top picture shows our crew, of course wearing orange shirts and jackets. Pictured is from left to right is, Ed Lutz, myself and Tom Corboy. The picture was taken while tied up to the Pier at the Annapolis Yacht Club at the end of the 2006 frost bite racing season. Tom, Ed, and I along with two other crew members are the Geezer crew, average age in excess of the half past sixties. L'Orange won the series in 2005 and came in second out of 15 Cal's for the 2006 series.



P/C Gib was the only one of the pictured crew that stayed in Erie. He can be seen pleasure sailing aboard his Catalina 34, *Me Own' QE*, BME and racing aboard Boyd Bert's *Diablo*. It is also reported that he has developed a passion for racing Radio Controlled Sailboats, a 1 Meter Soling and his new US 12 that is under construction.

Rich Altman was last seen about 20 years ago by Tom at a high school reunion. Rich, if the law of the small world still holds and you happen to read the EYC Log, please report in.

So the bottom line is whether cruising or racing, we are still enjoying a sport we learned over a half-century ago at the EYC. And bragging a bit, series finishes of first and second aren't too shabby for a bunch of geezers with gray hair and orange shirts.



Support The LOG



with your Advertising!

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

Call: John Ashby
455-2757



When it comes to
establishing relationships
with new and valued clients,
leave behind more
than just a business card.



GETTING YOU NOTICED!



814-455-0629

toll free 888-884-6477(GOHR)

promo@gohrs.com

www.GOHR.com

Enrich Your LOG.

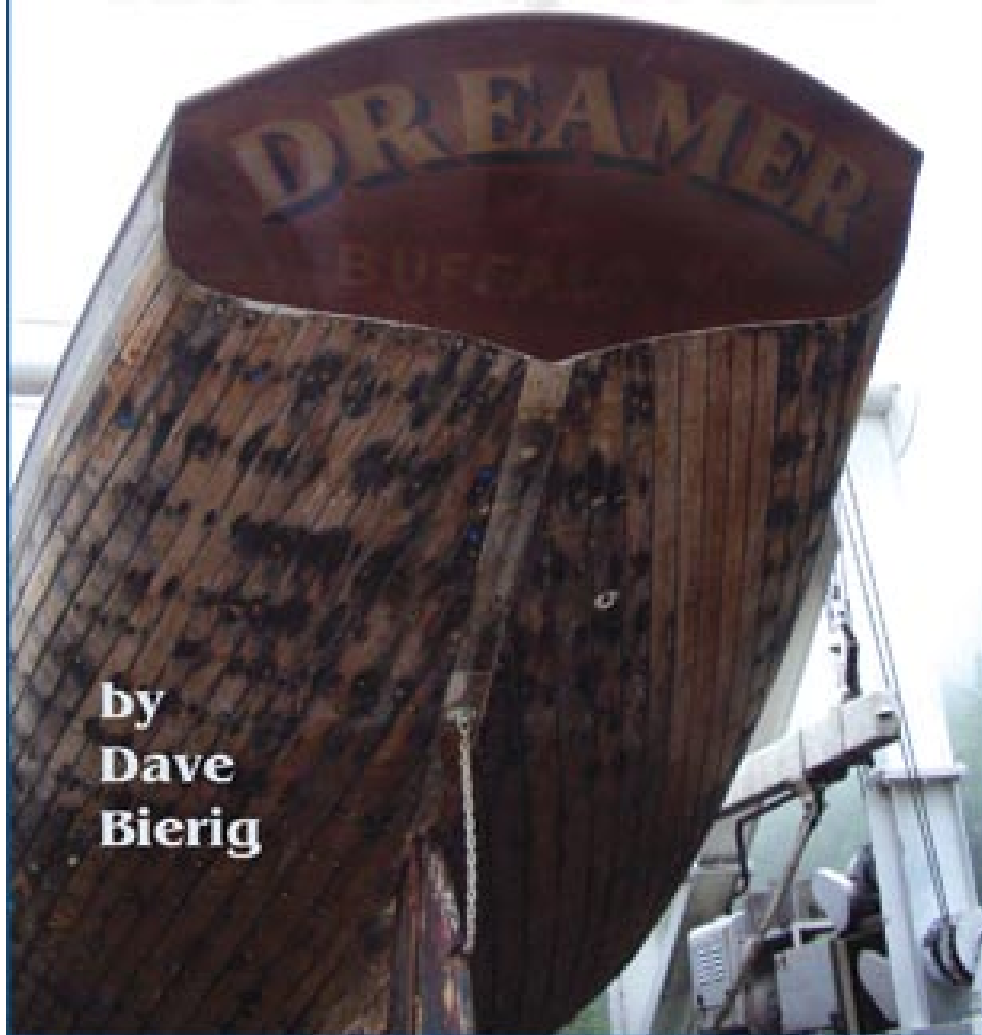
Tell us your story...

everyone has got at least one.
Contact any member of
the LOG staff
listed on Page 3

"Dreamer"

The Beauty of Sail

by
**Dave
Bierig**



When my long term customer and friend, Herb Smith, completed his first circumnavigation in the schooner, *Appledore II*, he made some remarks to me about "dreams". He felt it was important to have a dream but was not sure that it was necessary to fulfill that "dream". Well a group of us, all Erie Yacht Club members, are now exploring that concept further with a 55 foot Alden Ketch which by coincidence is named "*Dreamer*".

Dreamer was built and launched in 1929 by the Reed-Cook Marine Construction Company of East Boothbay, Maine. She was designed by famous yacht designer by John G. Alden of Boston who also designed P/C Bill Ambro's original *Vixen* as well as my sloop *Anemone* now in her 50th year at the EYC. The Alden organization survives to this day and has provided us with copies of the original drawings and much other useful information on *Dreamer*.

We know some of *Dreamer's* history. For instance, we know that she driven ashore in the 1938 New England hurricane and repaired and



The interior has received the attention that a true "Lady of the Lake" certainly deserved and the results speak for themselves.

that she later made some Atlantic crossings. In mid-life her white pine decks were replanked with teak and her original fir masts were replaced with slightly taller spruce masts.

By 1982 she was in poor condition but was saved by Joe Gelsomino and his son Joe, Jr. of Buffalo, who motored her up the Erie Canal and worked on her for eight years in a building at Rich Marine Sales on the Niagara River. They almost totally rebuilt the boat and then sailed her for many years.

The Gelsominos sold the boat about four years ago to a chap who stripped off the exterior paint and then disappeared, defaulted and abandoned the boat. The yard, not being paid, moved her outside and did not bother to cover her. She would sit in this condition for three years.

I first saw *Dreamer* on the Saturday morning of Labor Day weekend in 2004. I had gone to Rich Marine that morning to bend sails on

Dreamer displays the classic lines of uncompromised grace, elegance and dignity of the famous yacht designer John G. Alden.



Michigan Maritime Museum's new topsail sloop *Friend's Goodwill* which had motored up the Barge Canal from her builder's yard in Albany and was being rigged. The rigging was going slowly so I pitched in to help since the plan was that I would sail back to Erie aboard



Dreamer possesses the magnificent lines of a true classic sailing vessel.

to have a look at the sails. As I worked on the rigging I kept glancing shoreward at a beautiful big old wooden sailboat that stood on jack stands in the yard. Her bright work was peeling and her topsides and bottom were bare wood and becoming grey and weathered. Even in that condition this boat commanded your attention ... she simply dominated the scene.

Well, the rigging work went on and finally by Sunday night the sails were bent on and we set out for Erie. I came to work the following Tuesday morning with that big beautiful sailboat on my mind. Something had to be done and I couldn't do it alone so I called the Director of the Pennsylvania Center for the Salvation of Endangered Boats a.k.a. John Kuder. John was his usual cheerful and efficient self and



Three of the original members of Erie Yacht Restoration LLC (L to R) are EYC members Bob Arlet, myself Dave Bierig and John Kuder.

mess was cleared up. We both kept checking on the boat and in February 2006, John reported that the boat was cleared and able to be sold.

This project seemed to be too much for just the two of us until Bob Arlet joined in the effort. With Bob in tow, the three of us went to Buffalo and looked the boat over. The outside needed work as we knew, but the inside was still perfection and truly beautiful showing the results of the Gelsomino's labor of love. The teak and holly cabin sole, the mahogany and butternut finished bright work, a good engine, new generator, natural gas stove, microwave, etc. were all magnificent. The down side was that we would have to replace the rudder post and the wood keel. These were still original

structures and over the prior three years, to say nothing of her, Mother Nature had not been good to them. We thought a few days and made an offer which was accepted a few days later. Also during this period, Rich and Doug Klaber joined our group and organized it as an LLC called Erie Yacht Restoration. And so begins the adventure.

By the time this article appears in the LOG, *Dreamer* should have been trucked to the EYC and work will be underway. *Dreamer* will be in her 77th year with her relauching scheduled for her 78th year in 2007. In the back of our minds will be Herb Smith's remarks about "dreams".



Past Commodores Gib Loesel and Doug Nagle pipe *Dreamer* a welcoming salute to her new home.



Dreamer arrived by truck at her new home, the Erie Yacht Club, on a foggy Thursday June 1st, 2006.

set out at once on the new quest. He called back in a few minutes to report that the boat was tied up in litigation and that she would set where she was, as she was, until the legal



Every Transom Has A Tale

by Toni & Dave Sample



The *Magic* was this J35 original name reinstated by her current owner Bill Hertel.

1. Heather Hertel starts us out with a tale about *Keya*. In the beginning there was a pet hamster that her mother, Michelle Hertel, bought to use with her students in the Erie Gifted Program. The hamster's name was KEYA which, in Hawaiian, means "Princess". When her Dad, Bill Hertel, traded boats a short time later it was decided to also name his new Catalina *Keya*. Bill eventually sold *Keya* to Tom and Fay Trost. When returning from racing they often hear the tribal-like chants of, "Key-a, Key-a, Key-a". To think it all started with a hamster named by her mother's students!

2. On-a-roll, Heather relates that several years ago her brother Aaron was helping out Lunds with a high school sailing program when they put the boat *Tazmanian Devil* up for sale. Bill bought her. One cold spring day Heather went to the club to help her Dad with the 'new boat' and found him sanding off the name. Heather had heard that changing a boat's name was bad luck so she was sent into a momentary panic and she threw out the urgent query, "What are you doing, Dad?". From his posi-

tion on the ladder he tossed her 1980's copy of a Sailing magazine and there was Dad's new boat on the front cover, and in big red letters was its name - *Magic*. Dad returned the boat to its original name, *Magic*. Is changing a boat's name bad luck or not? Heather says that despite some unpleasant crashes, de-masting at the J35 Nationals in Toronto, a hole in the transom at LYRA in Rochester, and a few other minor mishaps, "*Magic* has always returned us home safely".

3. David Frew spins a tale about *Ashram*. Pronounced Ahh - shram (soft a's). The name comes from Sanskrit (Ancient Indian) and means a non-sectarian retreat. David originally ran into the word in the Herman Hesse book "*Sadhartha*". *Ashram* has been attached to six Frew sailboats since 1969: an O'Day, a Mariner, a Catalina 22, a Yankee 24, an Erikson 27 and the current Non-Such 30 since 1983.

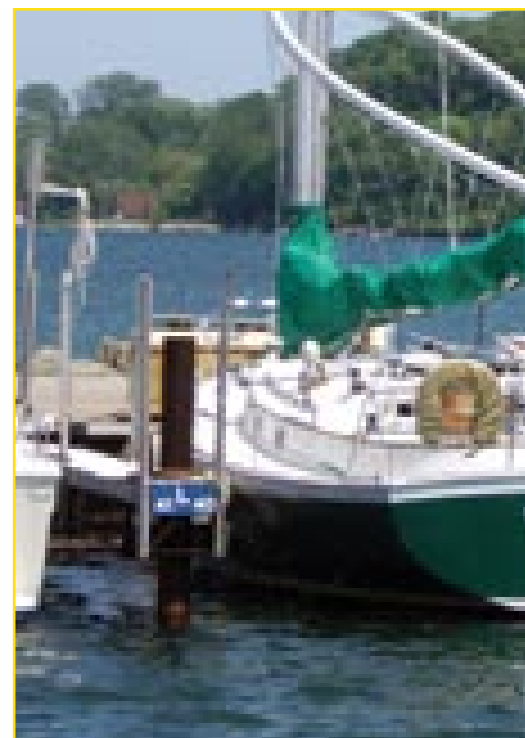
4. A tranquil Transom moment from Karen Imig. Karen tells us that her new Catalina 22 will be named *Mingo*. This has nothing to do



The name *NYANZA* came from one of the lake freighters Jim McBrier's grandfather owned early in the 1900's.

with the Indian tribe or the battleship... it's how her little granddaughter says "Flamingo" which was Karen's late husband's "trademark"!

5. Finishing the series of 'tales' for this edition of the "Log" we end with Jim McBrier's accounting of the yacht *Nyanza*. Jim says, "Our Hinckley SW42 is named *Nyanza* after the 280' lake freighter owned by my great grandfather, James McBrier, that plied the waters between Erie and Lake Superior between 1892 and 1900. This *Nyanza* hauled coal north and lumber south. James was a lumber merchant at that time having come from Sewickley, Pa. in the late 1880's. He later became the founder of the Ball Steam Engine Company and the Erie Steam Shovel Company, later known





as the Erie of Bucyrus Erie. James' brother, Harvey traveled in Africa and we believe this is the origin of Grandfather's many boats names including *Nyanza*, *Uganda* and *Sevona*. Sevona was Captained by Captain McDonald who lived in the Art Museum House on 6th Street. Sevona sank in a gale in Lake Superior, but all crew and passengers were saved. (We decided not to use that name!) "NYANZA" stands for THE LAKE in Swahili and it means Lake Victoria... the lakes proper name is Victoria Nyanza. Victoria Nyanza is the second largest body of fresh water in the world, only second to Lake Superior." There is photo of the original *Nyanza* in "The Ports of Lake Erie" by David Frew.




ASHRAM is a roomy, fast non-such 30 catboat Dave Frew has owned for twenty-three years.



Wet, Wild & Wonderful!

Waldameer

ERIE, PA








Visit Us At: www.waldameer.com

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

Wild Cards Sports Bar & Grill
Contractor: J.H. Willow, Inc.



Tom Ridge Welcome Center
Contractor: Perry Construction Group, Inc.



SVHC Sassafras Medical Building
Contractor: Odyssey Builders

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

John V. Schultz
FURNITURE & MATTRESSES



Erie's #1 Furniture And Mattress Store Since 1940

John V. Schultz, Summit Towne Centre, Peach and I-90 www.johnv.com

Recycle for a Beautiful Environment.

Recyclers of commercial
residential and industrial metals.
(Container Service Available)



Lincoln Metal

PROCESSING &
RECYCLING CENTER

1602 Sellinger Ave • Erie PA 16505
814/838-7628 • www.lincolnmetal.com

EXPERIENCE • SERVICE • INNOVATION

James

James A. Rider was born in about 1915 and was raised in Cambridge Springs, Pa. His family owned and operated a hotel in that community. At that time in history, Cambridge Springs was famous for its natural spring water and people came from near and far to purchase it for medicinal purposes and bathe in the health enhancing spring waters. His family was very wealthy and I believe the money came from Coca Cola and/or American Standard.

Prior to WW II Jim was an owner of a large power boat called the *Alert* and was a member of the Erie Yacht Club. Jim was a married man with his wife's name being Ann and they had a daughter named Elizabeth. All are now deceased. Jim was a very large man probably weighing around 300 pounds and suffered from very poor vision. Jim loved to party and you could always find a party on his boats, especially after winning a race.

In the late 1930's the yawl *Enigma* was the queen of Lake Erie and had won many races. It was at this time that Jim decided he wanted to become a sailor and challenge Ken Eckerd and his famous yacht *Enigma* to a race. In 1939 Rider had a 44 foot wood yawl built by Herman Lund of Erie and designed by Phil Rhodes; she was named *Carina*.

When WW II came about Jim was employed by Tolon Boat Works, which was run by Harold Paasch and was building landing craft for the war effort. Jim's employer had said many times that "Jim was one of the best employees he had working for him". This was the only time Jim was gainfully employed, but does not imply he was a lazy person as he did all of his own work including working on his boats and often worked 8 to 10 hours a day.

After the war, Jim raced *Carina* all over Lake Erie and was a very successful skipper, winning many races. In 1946, Jim formed a crew and raced and won overall the Detroit Mackinaw Race. The crew came from the Erie Yacht Club and they were as follows: Captain Jim Rider, P/C Durker Braggins, Norm Gibson, Gordon Gunnison, Merle Crowell, Ross Mabie, Bob Fry, Edmund Mehl, Bob Mangan and P/C Rich Loesel. All but the last 3 crew members are deceased with both Mehl and Loesel still being EYC members. This was the first boat

Jim A. Rider

Yacht Owner & Captain

by P/C Richard O. Loesel



After racing against two New York 32's, which were 45 foot Sparkman & Stephens designed sloops, Jim bought *Tigress* out of Mentor, Ohio after moving to Annapolis in 1939.

from Erie to ever win this coveted race's top prize. However in the 30's a yacht by the name of *Grace*, owned by Al Denial did win second place with a very young crew with P/C Durker Braggins also being a member of that crew. EYC member P/C Frank Zurn in later years also placed first in the Mackinaw Race.

During his *Carina* days Jim Rider had many races against two New York 32's from Mentor Harbor, the *Falcon* and *Tigress*. These New York 32 yachts in 1935, were 45 foot sloops designed by Sparkman & Stephens. Jim annu-

ally sailed the Interlake Yachting Association Regatta at Put in Bay, Ohio where there were several more NY32's from Detroit. This rivalry became very intense between the NY32's and *Carina*. At Put in Bay the NY32's sailed as cutters so Jim would remove *Carina*'s mizzen so he could be in competition with them. This went on for some years, and as best as I remember Jim came out on top most of the time. If you check out the EYC trophy from way back you will see his name on it very often. In 1947 Jim sold *Carina* to Richard Nye



Rider's 44 foot ketch, the yacht *Carina*, was built by Herman Lund as competition against Ken Eckard's famous *Enigma*.

who took her to the east coast where she became very well known for her excellent racing performance.

In 1947, Rider bought a boat from Chicago by the name of *Batavia* which he kept in Erie for about 2 years. Then he purchased a converted 8 Meter by the name of *Roulette*. He purchased another boat by the name of *Tarantula*, and this time he had a partner, EYC member Merle Crowell. Jim continued to race all of these boats.

In the early 1950's Jim moved to Annapolis and purchased the New York 32, *Tigress* from Mentor Harbor. He lived aboard *Tigress* with his second wife, Billie and wintered in Florida. Some Erie sailors crewed with him on *Tigress* which Jim had changed to a mast head rig. They won the Miami Nassau race in 1960 with a mainly Erie crew. Three of the crew who I remember were P/C Durk Braggins, P/C, Bob Way and long time EYC member Chuck Blakely.

I lost track of Jim about this time and did not sail with him again until 1966 when P/C Bob Way chartered the 73 foot yawl *Escapade* and we sailed the second half of the SORC (Southern Ocean Racing Circuit). Rider was on board as part of the Erie crew.

Some time after his move to Annapolis, Jim had an aluminum yacht built by Erie builder, Harold Paasch. She was approximately 45 feet in length and he named her *Puffin*. It is my understanding that *Puffin* was actually Jim's own design.

About 1967 he had a yawl called *Stormy Petrel* which I again sailed with him in the SORC with a combination Erie and Annapolis crew. This was the last contact I had with EYC's Captain Jim Rider who loved and lived for yachting and yacht racing. But in remembering Jim Rider, I can say one thing for sure. Jim owned more boats, raced more races and had more fun than just about anyone could possibly have in one lifetime.



Courtesy of Sparkman & Stephens Inc

July Calendar of Club Events

- 1st After Hours Happy Hour
10PM-12AM Drink Special
- 2nd Champagne Sunday Brunch
11 am – 2PM \$11.95
- 6th Erie Corvette Club Sunset HH
Chicken Brochettes Night \$1.00
Ent. by Dick & Jane Show
- 7th Dock Party G, H, I
Snipe Nat. Regatta to July 14th
After Hours Happy Hour
10PM-12AM Drink Special
- 8th Snipe Burger Bash (Lawn)
After Hours Happy Hour
10PM-12AM Drink Special
- 9th Champagne Sunday Brunch
11 am – 2PM \$11.95
Lazy Lighthouse Sunday 5-8PM
Entertainment by Boyd & Emily
- 10th Frolic on the Bay
Charitable Event
- 13th Beatles Sunset Happy Hour
Entertainment by Abbey Road
- 14th After Hours Happy Hour
10PM-12AM Drink Special
- 15th After Hours Happy Hour
10PM-12AM Drink Special
- 16th Champagne Sunday Brunch
11 am – 2PM \$11.95
Family Picnic
- 20th Sunset Happy Hour 6pm-9pm
Hawaiian Shirt Night
Ent. by Sunny Jim White
- 21st Dock Party J, K
After Hours Happy Hour
10PM-12AM Drink Special
- 22nd After Hours Happy Hour
10PM-12AM Drink Special
- 23rd Champagne Sunday Brunch
11 am – 2PM \$11.95
Lazy Lighthouse Sunday 5-8PM
Ent. by Uncharted Course
- 27th Sunset Happy Hour 6pm-9pm
Perch Fingers Night \$1.00
Entertainment by Easy Street
- 28th Dock Party, L, M, N, O
After Hours Happy Hour
10PM-12AM Drink Special
- 29th After Hours Happy Hour
10PM-12AM Drink Special
- 30th Champagne Sunday Brunch
11 am – 2PM \$11.95

40 Years of Memories

(continued from page 6)

ground. Undeterred, Dee chose to spend the money they had left on a high quality carpet that would last for years. To tie it all together, she chose a beautiful deep red that complimented the birds in the draperies. When the room was finally unveiled, the Board, Dee says, “went crazy.” They thought the red carpeting made the room look like something found in a Bordello rather than in a Yacht club. Too bad for them because that carpet did last for years and years!

The EYC Ladies Auxiliary, of which Dee has been a member for forty years, used to be much more active than it is today. Traditionally chaired by the Commodore’s spouse, the Auxiliary employs a variety means to raise money in support of the Club. They have held book fairs, fashion shows, luncheons, and invited esteemed guests to speak. The money the Auxiliary raises is its own, but the group often consults with the Board and General Manager to assess the needs of the Club. Over the years, the Auxiliary has provided funds for landscaping, ladies room renovation, and the silver punch bowls used for Opening Day, the Tom and Jerry Party, and other special events. They purchased the plate warmers used for the buffet service, and have also contributed funds to the Reyburn Sailing School, the small boat docks, the grounds, and more.

Dee has noticed that attendance at Auxiliary meetings and fundraisers is down considerably from years past. It is her fervent wish that the Auxiliary not disband for lack of interest or knowledge of its worthy projects. The list above is far from complete. Dee encourages all EYC spouses to become involved, especially the younger ones. Marie Pessa has recently agreed to act as the Auxiliary chairperson. Dee says that Marie brings much needed energy and enthusiasm to the cause, but she cannot do it alone. I freely admit that I was in the dark myself about the important role of the EYC Auxiliary. For those of you who are unsure how you can help, I would suggest that you contact Marie Pessa, or better yet,



As re-enactment players, Dee and Doc played Mr. and Mrs. William Penn at the launching of the USS Brig Niagara, back in 1988.



This Grandfather clock was built and donated by the Bresslers to the EYC Centennial Auction Committee as just one more example of their dedication to the EYC over the last 40 years.

take a few minutes over the summer to track down and chat with Dee before she leaves. Her passion and commitment to this worthy cause is infectious.

In closing, I will leave you with some personal tidbits of information about Dee. Did you know that over the years, she and Doc have visited almost every National Park in the country? Did you know that they build Grandfather clocks together? They are currently finishing their ninth. Doc builds the clocks from scratch and installs the mechanisms. Dee does all the finish work. All are lovingly handcrafted and gifted to their children and grandchildren. At the time of the EYC Centennial, John Ashby prevailed upon them to contribute what was, at that time, a half finished clock that they were building for their son. John suggested the clock be auctioned off to raise money for the Centennial festivities. The clock sale raised almost \$4,000!

Dee and Doc’s son, Bruce, a retired Neurosurgeon in Green Bay, blessed them with three grandchildren, who, in turn, provided three great-grandchildren. Add their daughter, Connie Farrell, and her husband, Jack, owner of TOOL-ALL, Inc., into the mix and what you get is one close-knit happy family. But they have also been an important part of our EYC family and while they will be sorely missed, we wish them the best of health and happiness in their new home.



Sailing Down the Slopes...

(continued from page 7)

close the slopes, being some of the last people down the hill. However, things were a bit different this time. We could ski as well, but for



over the Austrian snow.

Checking the date, we sadly realized that we had to head back to Munich. "Where did the nine days go?" A bitter-sweet time for both of us. Time had sped by quickly, but physically, we knew we had pretty much spent ourselves. With that, we weaned ourselves from the

only half as long and the terms "après-ski" and "mittagessen," (lunch) were used more often in our vocabulary.

We were somewhat familiar with the terrain and slopes thanks to Ted Majeroni, who we skied with back in 1974. We ended up his "side-kicks" on that vacation. It was Ted who introduced us to our first jagertee. We asked what it was and he said, "Just follow me and you'll find out." And we did.

The meals on the slopes, as well as in town, brought back a myriad of memories with their skewing to the hearty and no end to the local malt beverage, 17 ounce "foss," (draft.)

A visit to the Aquarena (village spa) the third day was greatly appreciated. There, one could contract just about any type of massage available, and we did. Saunas, steam baths, foot-baths, and hot and cold pools were also available. One late afternoon, Diane treated us to a real sleigh-ride. The driver, a mountain farmer, took us "Along the river and through the woods." The 3 1/2 meters of snow that had fallen made the runners glide perfectly



We took a magical sleigh ride (Diane took the photo) on the mountain in ten feet of fresh snow ... beautiful.

Diane purchased some "Kisslinger" crystal directly from one of their artisans in Rattenberg, Austria.

slopes and the enchanting village of Kitzbuhel in the Tirol.

We ended our last few days in Munich with a day trip to Salzburg to say, "Happy Birthday," to Mozart. Fondly, we wished good-bye to the sights and cuisine of the Alps and Bayern before confirming our flight departure with the concierge at the Bayerischer-Hof.

Would we do it again? In an Erie minute!



We are pictured here with a "Gilded Person" (a real guy) as part of the commemorating of Mozart's 250th Birthday.



August Calendar of Club Events

- 3rd Sunset Happy Hour 6pm-9pm
Ugly Shirt Night
Entertainment by DJ Toby
- 4th After Hours Happy Hour
10PM-12AM Drink Special
- 5th Luau Party
Entertainment by Party Squad
After Hours Happy Hour
10PM-12AM Drink Special
- 6th Champagne Sunday Brunch
11 am – 2PM \$11.95
Lazy Lighthouse Sunday 5-8PM
Entertainment by Boyd & Emily
- 8th Junior Sailing Banquet
- 10th Sunset Happy Hour 6pm-9pm
Brat & Brew Night featuring
Urbanik Bros.
Ent. by Ridge Runners
- 11th After Hours Happy Hour
10PM-12AM Drink Special
- 12th After Hours Happy Hour
10PM-12AM Drink Special
- 13th Champagne Sunday Brunch
11 am – 2PM \$11.95
- 17th Sunset Happy Hour 6pm-9pm
Ent. by Acoustical Gypsies
- 18th After Hours Happy Hour
10PM-12AM Drink Special
- 19th After Hours Happy Hour
10PM-12AM Drink Special
- 20th Champagne Sunday Brunch
11 am – 2PM \$11.95
Lazy Lighthouse Sunday 5-8PM
Ent. by Uncharted Course
- 24th Sunset Happy Hour 6pm-9pm
Shrimp on the Barbie \$2.00
Ent. by Dick & Jane Show
- 25th After Hours Happy Hour
10PM-12AM Drink Special
- 27th Champagne Sunday Brunch
11 am – 2PM \$11.95
- 26th After Hours Happy Hour
10PM-12AM Drink Special
- 27th MS Regatta
- 31st Erie Corvette Club Sunset HH
Entertainment by DJ Toby

Mid Week Buffet
Served every Wednesday 5:30- 9:30
\$10.95

"Tennnderrr... Tennnderrr"

by P/C John Ashby

As a kid, if you were hangin' around the Canoe House, as we always were, well then you were definitely, absolutely and most emphatically "on tender duty". Why? Because that was just the way it was. And because hangin' around the Canoe House had responsibilities in that you had to be prepared to act whenever that hollowed call came flowing across the water from the club's keg field, "tennderrr", "tennderrr", for the race would be on. OH, THOSE BEAUTIFUL MELODIOUS WORDS!

Oh, how those magnificent and treasured words would create a smorgasbord of joyful



As seen on the cover of the March/April 06' LOG, our Tender was an old life boat similar to the above photo except ours was only about 20 feet long.

responses pulsing through your body ... from a tingling sensation in the pit of your stomach to a massive adrenaline rush. "Yes siree Bob", those simple yet melodic, titillating, and spine-tingling words would elevate your heart rate, send chills dancing all across your skin as your muscles tensed for "the race was on". All your senses were focused on one mission as you flew out of your little green wooden slat Canoe House chair in a desperate race attempting to be first aboard the "tender". You have got to understand we were just kids, between ten to maybe fifteen years old and at that age there are some things in life that are just "massively" important. In this case, being first to jump aboard the tender and then grabbing the tiller meant "you were the one in charge", "you were the driver" ... yes that's right you were "the Captain in command of the tender."

Yet this race had just begun for your mission, your duty and your responsibility to your club and your fellow boaters was to retrieve those members, who were patiently waiting aboard their "kegged" boats just west of the basin,

safely on board the tender and returned to dry land by way of the tenders slip located right smack dab next to the Canoe House. Where upon you would race back to your little green wooden slat Canoe House chair so you would



These are the same little green wooden slat Canoe House chairs and table that we used back in the early 1950's... and they were old then! The best investment the Club has probably ever made in anything.

be poised and ready for the next melodious call "tennderrr", "tennderrr" again challenging your senses against the other yacht club kids for the next race was on.

Wow. What duty. What a thrill. What a great way of "being paid off" for all your hard work, sweat and toil that you preformed around the club property all day long under the tutelage of the then Dock Master Marty Pomorski. You

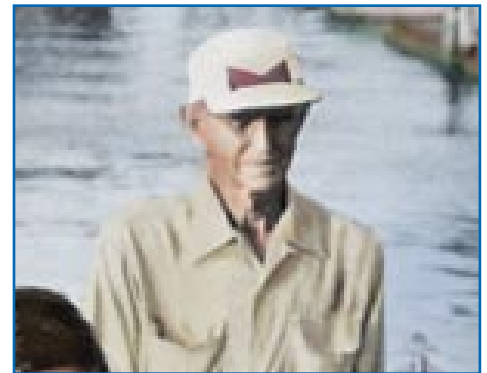


Sure you thought I was crazy about little "Green" wooden slat Canoe House chairs. Well here's the proof ... and green they were.

were again being permitted to do additional work for the Club without any financial reward what so ever while again saving your beloved Club the cost of hiring another employee. But then again "who cared" if you were a yacht club kid.

Yup, the Canoe House was a kid's little bit of heaven ... well at least until 4 pm every afternoon from Monday through Friday.

You see there was this challenge or you could call it an obstacle that interfered with our "kid's rights" not only over the Canoe House but the entire Yacht Club property. Our problem being that there was this second guy, for the second shift, making it a yard crew of two at the club. The first shift began at seven in the morning with our lone, yet number "one", yard crew employee Mr. I. Martin "Marty" Pomorski. Marty was the Canoe House gangs friend, guidance counselor and mentor and we would do anything to help out our pal Marty no matter what! And we did exactly that, we helped Marty out by working with him around the club all day long whenever he needed our



This is the only photo we had available of Mr. Harry Edler which was taken from the cover photo of the March/April 2006 issue of The LOG that inspired this article.

help. But then came that dreaded hour when Marty would leave at "four pm" and the shift changed with the unholy appearance on the scene of one Mr. Harry Edler. Harry Edler was a tall, slender man with great big hands and a really small "grinch like" attitude toward us kids. Why you may ask did all you kids feel this animosity towards Mr. Edler? It was very simple... because he was forever trying to

take our summertime playground away from us at 4 pm everyday, Monday through Friday. How you may ask? Well, because Harry would begin enforcing, what we felt were absolutely ridiculous club rules by bellowing out in a loud commanding voice "okay you guys get the hell outta' here and up da' hill ... you know you ain't allowed around here without your parents". That's why. Because in our minds Harry was being unfair, unjust and totally unreasonable with us and we thought "now that just isn't right or fair." To say the very least we did push the club's rules a bit far but we had just finished working with Marty all day long around the club. So, to us, getting "tossed up the hill" was just not fair! Then again, some-



Why did they put a cigarette machine in the kids gathering spot... the Canoe House?

times maybe, we did torment Harry for treating us in what we felt was an "inhumane" manner. Let me put it this way, "dash some crazy adult club rule because we still loved the place even after four pm, on Mondays through Fridays on account of the Canoe House was part of our playground no matter what the time of day it was". There I said it!

Today, reflecting back on the situation, I mean it was the club's rule and it still is a club rule stating that "no children of members are to be permitted on the club's property without their parents being present" or something like that. So I can understand why Harry was not at all happy with a bunch of disruptive member's kids hanging around, getting in his way and disturbing his piece of mind while he was trying to fully concentrate all his efforts on guarding the club against insidious interlopers, robbers, burglars and "those lousy, noisy and good for nothin' member's kids".

And old Harry was ready to back up his every word, for what he lacked in youth and agility he made up with loud commanding tone of voice, a big six cell flashlight and an even bigger six shooter. Yep, Harry had a big Smith & Wesson 38 caliber revolver with a six inch barrel. Those last two items, along with Harry's rather caustic personality, accompanied him on his rounds of the club property with his "sidekicks" Mr. Smith & Mr. Wesson always

continued on page 34

BACK COVE YACHTS

- Diesel Powered
- Bow Thruster
- Hard Top / Express Models
- Economical to Operate
- Handcrafted in the Maine Tradition



J-22 sailors love Jim Andraitis' Back Cove 29 "Frostbite" almost as much as Jim does when he tows them to the racing area.





960 West Bayfront Parkway • Erie, PA 16507 • 814.455.6800
www.rermotoryachts.com • www.rcryachts.com



Splash...into Summer with a New Look and Color.

- Screen Printing
- Promotional Products
- Embroidery
- Incentives
- Industrial Screen Printing

The right corporate apparel and promotional items can positively affect your image both to your clients and your staff. Creative Imprint Systems makes available to you the best brands and creative promotional products to leave a lasting impression.



2670 WEST 11th STREET • ERIE PA 16505
 814-835-1000 • WWW.CREATIVEIMPRINTSYSTEMS.COM



Kitty at the front gate of the Venezia Yacht Club with our EYC burgee ready for the trade.

Venezia Yacht Club (continued from page 13)

now that it was almost completely destroyed by arson in January 1996 and the reconstructed La Fenice was opened in December 2003. The book *City of Fallen Angels* by John Berendt is a fairly accurate description of the history of this event. We took a tour of the Theater which began in the royal box - breathtaking. Years could be spent wandering the streets and still see something new and wonderful each day.

On to the burgee search. With the help of our hotel, we located the address of a yacht club in Venezia. The name of it is Compagnia Della Vela Venezia - Stella d'Oro al merito sportivo. The receptionist phoned the club for us and discovered they were on holiday (just like EYC) but the secretary was there and would be glad to see us. The club was located right next to the Piazza San Marco on the Grand Ca-

nal. The Piazza and the Canal are quite large, so when we arrived we enlisted the help of a friendly mail man to find the club. The setting was gorgeous, overlooking the Grand Canal and a fleet of gondolas. After ringing the bell, the gate unlocked and we were admitted. The secretary then said, in very halting English, that the other secretary and the Commodore would be in later if we could return in about an hour. We of course said yes, and went to a nearby vino bistro in San Marco to wait. The bistro was called "Gran Caffè Chioggia" and including a piano player to entertain us. The price of the vino matched the location and the entertainment.

We returned to the Club after about an hour and when we walked into the main room were greeted very graciously by the secretary and the Commodore. We were stunned when we noted about a total of 38 burgees framed on their wall. This included 7 from the states, and one from the Erie Yacht Club! We

did notice that it said in small print under our burgee that we were from California. The explanation might be that on our burgee it says in very small printing "made in San Diego California". The Commodore was introduced to us and he said "Senor Ferrari - that is a very important name in Italy!" Antonio commented that because they already had a burgee from EYC they probably did not want another one. And he replied "no - no - we must exchange - your name is Ferrari." So the exchange was made. He apologized that the club was actually closed and therefore could not offer us vino, but we should enjoy their fantastic view. After a little more conversation and a photo, we departed. That was very fascinating adventure.

Back at the EYC we discovered the Venezia Yacht Club burgee on display as #35. Now we have two. Our search for burgees will keep going throughout our travels. Perhaps we will be more successful in the future.



The VYC Commodore presents Tony with his club's burgee in a clubhouse ceremony.

"Excellence from Design through Validation"

**North America's Premiere Supplier
of Tooling for the Injection Mold
and Die Cast Industry**

Reddog
INDUSTRIES INC.

A Hilbert Company

2012 East 33rd St. • Erie, PA 16510
814.898.4321 • Fax: 814.899.5671

**Surf'n'Turf
Marine**

Sea Ray LUND

Lake Shark Headed Down Under to the Land of Kiwis



by Tracy Buczak

EYC member Tracy Buczak, RCR Yachts Erie, presents burgee to Terry Ewbank the new owner of *Lake Shark* who is an American now residing in New Zealand, while Terry's friend Kiwi Rick Bloomfield owner of *Lake Shark's* sister ship in New Zealand looks on.

Since our opening of RCR Erie in 2002, we have had several unusual events in selling and brokering both sail and power boats that have left me shaking my head. But the following is by far the most unusual to date.

In March I received an email from a gentleman from the Netherlands concerning a powerboat listing we had. That soon resulted in a sale and transport of the 1999 Bayliner to the Port of Baltimore and across the Atlantic by container ship to the Netherlands. Another boat left recently for Montreal, the 2nd listing we had bound for Quebec. Another powerboat was recently trucked to Vancouver, BC and a small sailboat to Toronto. But by far the most unusual was an email lead I received from Terry Ewbank. Several emails and some late phone conversations brought us to an offer on John Bloomstine's *Lake Shark*, a C&C Custom 50 that most of you know.

First, a little background on the C&C Custom 50: Designed by the legendary team, Cuthbertson & Cassian and built in the C&C Custom plant in Ontario, this is an impressive yacht. Three were built between 1971 and

1973. All were C&C Red hulls. *Lake Shark* is hull #1 and was originally named Phantom. Hull #3 is now in Seattle, and Hull #2, a red hull called Phantom, is in Terry's adopted home of Russell, Bay of Islands, Northland, New Zealand. Terry is close friends with the Kiwi boat's owner, Rick Bloomfield. Rick and bride, Robin, charter the boat and frequently race her successfully, I might add.

After some negotiations, a deal was made contingent on a visual inspection and examination of inventory. Terry made arrangements for his trek from New Zealand to Erie and would be arriving in late April to be joined by Rick, his friend and resident C&C Custom 50 Expert.

The time difference had Sara, my effervescent Administrative Assistant a bit perplexed. "Is Terry arriving on our April 29th or his April 29th?" Well anyway. Terry and Rick flew over 15,000 miles taking 27 hours to get to the EYC. I met Terry in the parking lot walking toward *Lake Shark* on a Saturday afternoon. Terry and wife Christine have adopted New Zealand as their home for the last 10 years, relocating from Aspen, Colorado, where they

still maintain a home. Terry's business as a developer allows him to live anywhere.

Terry and I spent the rest of the afternoon aboard *Lake Shark* and Rick arrived on the 30th. Rick has owned Phantom, his C&C 50 for over 17 years and is a true character complete with Kiwi accent that'll have you speaking the same way in a couple of hours. John Bloomstine met with them and went over original drawings from C&C that Rick was able to obtain. It was entertaining to listen to their chatter over the boat and I could see Terry's and Rick's excitement building as John took them to lunch. A few glitches were ironed out and we closed on the sale by the end of the week. All during that week Terry and Rick and Terry's brother-in-law, Andy Aronson, who flew in from Greensboro, NC, were treated with EYC's famous hospitality and I'm sure entertained us all with their excitement and wit. I joined the now famous trio at the bar one evening and enjoyed seeing Erie Yacht Club members stop for a chat and glass of cheer with Terry, Rick and Andy. Rick, who loves his beer, admitted he could not accept all suds that folks wanted to provide him with.

It was soon time for our Kiwi connection to head out. Terry was stopping off to Aspen, while Rick was advanced guard to San Diego, where Terry's had hoped his C&C 50 would be trucked and then refitted for the estimated 2-month journey to New Zealand.

In a couple of weeks we expect the trucking schedule to be in place. *Lake Shark*, soon to be re-christened, Just Imagine, will be launched for the last time in Erie, hauled out at Perry's Landing, and be headed west to instead, Ensenada, Mexico for the re-fitting.

On the morning they left, I presented Terry and Rick with an EYC burgee and Terry will be sending me one from Russell, Bay of Islands, that will be displayed in EYC's grillroom. Cheers to these wonderful gentlemen, and fellow sailors. Cheers to new friends... safe journey.

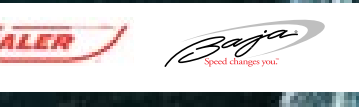
From Terry: "thank you so much for all of your help and hospitality in Erie. We very much enjoyed our stay there, and of course we're quite excited about the yacht. Cheers and thanks again for everything," Terry Ewbank.



814/838-8639

2240 Powell Ave.
Erie, PA 16506

www.surfnturfmarine.com
boat@surfnturfmarine.com



Over A Century of Family Service.



Brugger
Home for Funerals

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

"I Gained 18.3 Pounds In One Day!"

by P/C John Ashby

That headline is absolutely correct. About four months ago I did gain 18.3 pounds in one day!

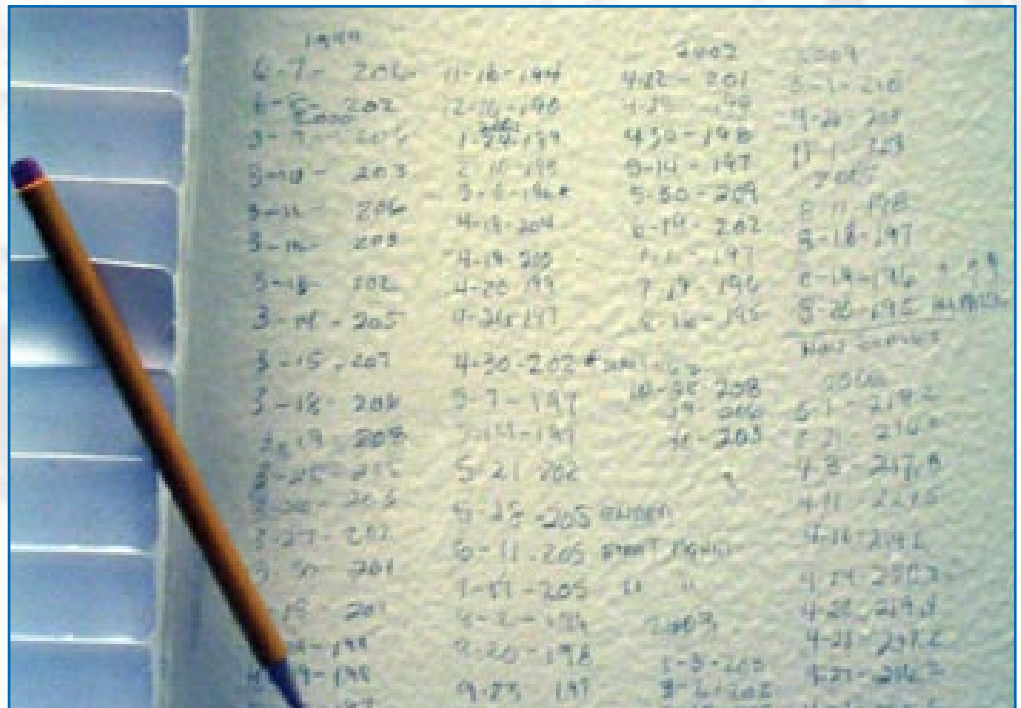
I don't know about you but being a little over weight has always only been a nuisance and a relatively mild issue for me. That's right. I always have considered just a few extra pounds not to really be a problem. Well, except for that time in my late thirties when excessive gym workouts caused me, at 232 pounds, to



Back in the early 80's I lost 60 pounds in 12 weeks on my famous beer diet.

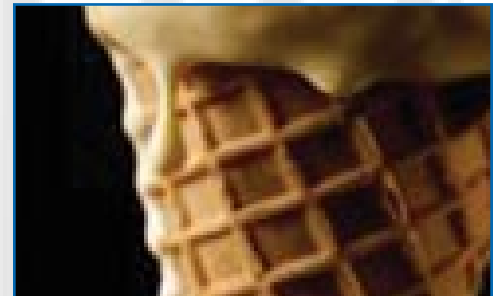
resemble Popeye's nemesis Bluto. And, also that period of time in my forties when without any exercising at all, except for the overworking of my jaw muscles to their maximal legal limit, did I attained an ungodly weight of 245 pounds of "pure after dinner muscle" and a waistline approaching 40 inches. During these two instances I must admit I did consider myself as having a weight problem since I am but 5'9" short. Thankfully, both these episodes were relatively temporary conditions.

The Bluto situation was solved in just three months by means of my now famous, or some may say infamous, "Beer Diet". This "Beer Diet" was a combination of long hours at the gym and basically no food at all ... just beer. I must admit that this Beer Diet was one of the most enjoyable diets I ever conjured up and it did result in a drop of 60 pounds from 232 to a lithe 172 on my bathroom scale in a mere twelve short weeks.



This is the wall in my bathroom above my scale with a handy pencil ready to record my weight and the date. This charting process began on June 7th, 1999 when I thought I was a mere 206 pounds.

Here's how it worked. First, I would wake up in the morning (please note that without this first step there is no reason to worry about your weight) and partake of just one cup of coffee in which I had to add just a touch of sugar. Then when lunch time rolled around I would refrain from eating anything at all that meaning "nada"... "zip"... "absolutely nothing at all" unless of course I would developed a headache from this total lack of nourishment. If this should occur, I would be forced to eat a small dinner sized salad adorned with some dietary type of salad dressing. At the end of the work day, I would proceed directly from my office to the "fitness center", with a "do not stop at the Dairy Queen or any other such deliciously fabulous fat producing emporium", for my three hour plus high intensity workout. Upon departing this "fat reduction factory", I would go directly to the Erie Yacht Club's adult refreshment center and partake of the number



Since being a little kid I have had this overpowering thing about soft serve ice cream especially chocolate in one of these yummy sugar cones. Irresistable!

of Michelob Light Beers that it would be required to obtain a state of mellow relaxation. At this point, in my quest for a more sculptured svelte appearance, I would return to my home for a good nights sleep and begin the entire process again the very next morning "if

I should wake". This "diet" worked surprisingly well but I am afraid that if I should attempt such a non-medically approved diet today that my liver would simply wave good bye and quit its rather important bodily function. Now since that would not be a very healthy scenario to find ones self in, I am certainly not recommending or promoting this or any other famous or infamous beer related diets. If your are not a whole lot nicer to your liver than I was, the results could have you ending up in a state of the proverbial "dirt nap" and those naps definitely last for a long, long time which is usually referred to as an eternity.



I sure have had a bunch of discussions with doctors and nurses regarding these medical office scales. And I was wrong... I hate that!

Now, today it is not like I have become massively obese but sooner or later, as the years pile on, you have got to do something to keep the pounds from piling on. Being even a little over weight, like say ten or fifteen pounds, will not actually do a whole lot to negatively affect your longevity when your in your twenties and physically active but things can change dramatically as the years and the pounds sneak up on you.

You may exercise on a "regular" basis as I try to do. This week I'm regular which can be properly interpreted as spending two hours a day, three days a week at the gym in an attempt to regain my youth. But what I actually need today is four or five days at the gym as my "regular" routine and that alone is still not the answer to all those extra pounds since all that heavy exercising "just makes me hungry!"

Think about it, "do you know any really big, really heavy, I mean really huge, gigantic, immense, humongous, massively mammoth older people"? Concentrate here. Think hard about all the elderly folks with whom you are acquainted and out of all of them that are over the age of eighty, how many are over weight. Most of us can't think of maybe one person that age who is still alive that is "rotund."

continued on page 32

Giving You Back The Lazy Days of Summer

- Fertilization - Granular & Liquid
- Weed Control
- Lime
- Insect Control• Aeration
- Tree & Shrub Program
- Perimeter Pest Control
- Bed Maintenance Program



Locally Owned & Operated Since 1980

814/454.4333 • www.perfalawn.com

Proud to be a Supporter of the New LOG.

TEAM HARDINGER
Transportation / Warehousing

Erie, PA
814-453-6587
800-877-6587
www.Team-H.com



Interested in Joining the Erie Yacht Club?

Prospective members are welcome to contact Conrad Stachelek, Membership Chairman, by addressing a letter to him requesting membership information c/o Erie Yacht Club P.O. Box 648 Erie, PA 16512 or if you wish, contact him through his E-mail at: cstachelek@stachelek.com. We have various classifications of membership which Conrad will be more than happy to discuss with all those seeking membership information. The Erie Yacht Club enjoys a reputation throughout the Great Lakes as one of the oldest and finest yachting organizations in the entire country. We welcome your membership inquiries.

EYC Catering!

- Weddings • Showers • Parties
- Company Award Banquets

Call Our Catering Manager

Elizabeth Quinn

453-4931

or e-mail to:

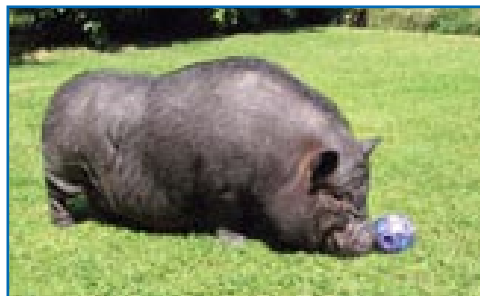
cartering@eriyachtclub.org

Visit our
Web Site
for all the
latest in Club
Activities

www.eriyachtclub.org

How I Gained...

(continued from page 31)



Did you ever wake up in the morning feeling like this and say to yourself "I must of made a pig out of myself last night." Well I have.

Realizing these factors I have to admit that I am a big chicken. I am afraid. I am simply scared silly and nothing more than a big old scaredy cat about being over weight any longer at my age "cause it's just plain dumb!"

Here's one for you to ponder. One of my friends from the gym, whoops, there is that term again that shows my age, I mean "fitness center", who's name is Frank. Frank is in much better condition than I am and Frank is in his eighties. Now, how did Frank get this way you may ask? Well, Frank is a marathon runner. Frank is a distance cyclist. Frank works out at the "gym" almost everyday and always finishes up his exercise routine with a hundred

laps in the pool! So to say the least, Frank is not pudgy nor hefty nor immense nor anything close to being considered over weight. His wife and daughters think he is "much too thin" but Frank is happy just the way he is ... "happily thin".

But then again Frank is also a "lucky dog" because simply put, Frank does not like to eat. In fact, says Frank, "forty years ago my wife stopped getting mad at me for my not eating my dinner, she simply stop preparing dinner for me." Now this makes Frank happy but he can't say the same for Kay, his loving wife or his daughters who all want to fatten him up so he won't be so skinny which maybe damaging to his health." Well, in my humble, non-medical opinion, and after knowing and watching Frank over the years and then taking into consideration the numerical advantage he has over all the life expectancy statistics, I think Frank's life style is a whole lot smarter way to live by than say mine happens to be.

The problem for most of us is we are not like Frank, because most people really like, no we relish, no we are madly and passionately in love with eating which usually means consuming too much food. Most of us savor every bite and every little morsel that we can cram onto our plates, in our mouths and down our throats. That is of course if your anything like me, and if you are anything like me, you prove this theory on every opportunity that you get by eating your fill and then some. Right?



This is my brand new scale that has caused me all of my new found anxiety. I liked my old scale a whole lot better. 18.3 lbs better.



"I think it's called a scale,
but mom calls it a @\$%& bar!"



Coleman & Co., P.C.

Certified Public Accountants

1805 West 38th Street • Erie, PA 16508 • 814.866.3000
Fax 814.866.0171 • E Mail edc@colemancpa.com

I was just thinking. "How good would I be feeling right now if I weighted a mere 185 pounds? I can almost "physically" feel the sensation of 185 and it feels great. Look at it this way ... if you were a guy who is only five feet nine inches short and all of a sudden you dropped 40 pounds you'd feel pretty darn great too. Right? Now, I am not suggesting starving yourself or utilizing my ridiculous beer diet but embarking on a sensible diet in combination with a fairly serious exercise program. If that should happen then I know one thing for sure, I'll be out trying to dunk basketballs again. In my current condition I can barely touch the net almost!

For many years now I have utilized a technique to charged myself up into a positive state of mind to just "get it done" and lose those fifteen or twenty pounds. My incentive has been to buy three to five new pairs of dress slacks at least one size too small. This means I have a lot of pairs of pants that I have never been able to wear. (Why do we refer to pants as pairs anyway?) So I have plenty of brand spankin' new slacks, ranging from size 36 to 34 all the way down to size 32 and I have never worn any of them. Now that's some pretty darn smart strategical planning on my part that I have undertaken over the last ten or fifteen years ... right?

Oh yeah, I almost forgot the headline up there at the beginning of this raving, "I gained 18.3 pounds in one day." Well that's true. The reason behind this rapid weight gain was "I bought a new scale". Personally, I was quite fond of my old scale, the one that weighted me in at 18.3 pounds lighter than I actually am, but that old scale broke. Now I have to face the grim reality that through all those years, in all those doctors offices, in all those discussions with all those nurses that went something like this I was wrong. "Hey that's wrong. I just weighted myself this morning. Well sure but I never weighed myself with my clothes on. And look, I also have my shoes on and then there is all the stuff I carry around in my pockets including my right pocket that's full of a ton of change too." I was so wrong!

Well, my new bathroom scale is real nice and modern, and good looking, and high tech but I have to admit I liked my old scale a whole lot better ... about twenty pounds better. So let this be a lesson to you "take care of your old bathroom scale"... so you won't have to be faced with a "weight problem" like me.



Support

by Supporting
Log Advertisers



Unexpected Encounter?




SMITH COLLISION, INC.  **For Complete Premium Collision Repairs on all Foreign & Domestic Vehicles.**

3844 West 20th Street • Erie, Pennsylvania 16505 • 814.835.1110

KNOWLEDGE, EXPERIENCE & PROFESSIONAL CARE

ARMANINI & KOLODYCHAK L.L.P.
 Oral & Maxillofacial Surgery



ARMANINI • KOLODYCHAK • HLAUDY
 4600 ZUCK ROAD • ERIE, PA 16506 • 814.838.2144



Anchor Marine Ltd

Over 125 Years of Experience Serving Erie Boaters



Five State St. • Erie, PA 16507 • 452-1717 • Fax: 452-1804
www.anchormarineltd.com • e-mail: anchormarine@winbeam.com

Erie Built Boat is the Cats Meow (continued from page 15)

Retirement is not something that was easy for Ken to settle into because that gearhead mind of his keeps gearing up with ideas like designing and building a trailerable outboard that can safely and comfortably stand up to whatever Lake Erie has to hand out. Hence the Port Erie 19 or PE-19 was born.

The PE-19 design is unique among all other mono hull and dual hull or catamaran outboards. First and foremost, this is by far the biggest 19 foot outboard you have ever laid your eyes on. Ken's radical catamaran designed hull is a totally disruptive design combining new technologies, fresh ideas and proven concepts that looked good on paper and proved themselves in the prototype test results. These tests were conducted by over 100 veteran Lake Erie boaters in "on the water trial" in all the different weather conditions that you can expect to face on Lake Erie. "I was even somewhat amazed that everyone of the prototype test participants agreed that the PE-19 was something that none of them had ever experienced on the water before" admitted Handman. "I guess that I'm both amazed and pleased with the results." Handman added ... "and what is really great they loved it."

The PE-19 unique catamaran bow design hull develops added buoyancy and greater lift when encountering the steep choppy waves found on Lake Erie. Unlike other catamarans

which all have a slightly V shaped bottom meant to cushion the ride, the PE-19 has a unique hollow tunnel configuration which not only allows running in very shallow water but also delivers a far superior ride in rough and choppy water. "It is not only a safer boat to challenge the extreme waters of Lake Erie in a boat of this size range but what is also remarkable are the high speeds that can be attained in really bad weather," stated Handman.

The Port Erie 19 design advantages include the fact that it is the ultimate in high freeboard trailerable boats, is geared towards Lake Erie customers, is affordable, it consumes half the fuel and is half the weight while being twice as fast in rough water and can carry a 50% greater load capacity than its competitors. The PE-19 comes in two model configurations, the single console fishing model and the dual console cruising model.



Unique design applications such as the fishing lure lockers are but a sampling of the PE-19's fresh thinking and practical adaptations.



These are but a few examples of Ken Handman's design innovations in rowing skiffs.

This unique new PE-19 outboard will be marketed across the waters of Lake Erie and in the Chesapeake Bay area initially. If you would like to learn more and see this little beauty up close and personal, contact fellow EYC member Jack McAllister who recently became Port Erie Boat Works' new Sales and Marketing Manager. Jack's got all the "skinny" on the new Port Erie 19.

Port Erie also features a tough wave beater in their seventeen foot Sea Skiff 17. This light weight beautiful has the same configuration that will stand up to Lake Erie's sometime brutal wind and wave conditions.

Do you think they will ever let me get behind the wheel of what I believe to be the biggest 19 foot outboards afloat? No. You're right... probably not!



"Tennnderrr... Tennnderrr..." (continued from page 27)

riding right along with Harry neatly stashed away in the glove compartment of his car. Harry meant business and we kids were not to be even considered as any part or parcel of any of "Harry's business".

The Canoe House was a gathering spot, especially for us kids, because that was where the big red Coke machine was located along with the candy machine and a "Dixie Cup" ice cream machine. I think I can also remember at one point there even being a cigarette machine dawning some space in the Canoe House. I wonder why they removed that from a kid's gathering place? Oh well, there was another one conveniently located just inside the front door of the old club's main entrance, so "no problem'o for some of the kiddo's!" But I ask you "if they (the Club's Board) didn't want us kids hanging around the Canoe House, why would they go to such great lengths to make it such a perfect kid's "Pleasuredrome"? Coca-Cola, candy and ice cream machines, a real profit center even without the cigarette machine. So I mean really "come on Harry, we got rights too, ya know"? Wrong. Kids rights back in the 1950's didn't exist! Nope not back then. What was "right" back then was us makin' tracks up the hill and that's exactly what we did.

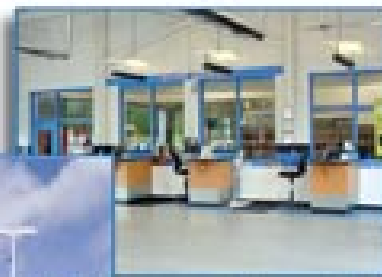
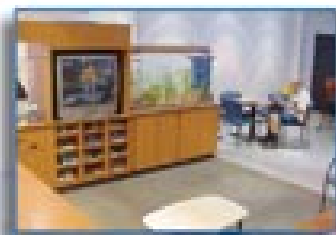


Along with the Dixie Cup Ice Cream machine was a candy machine like this one adorning the kid's Canoe House.

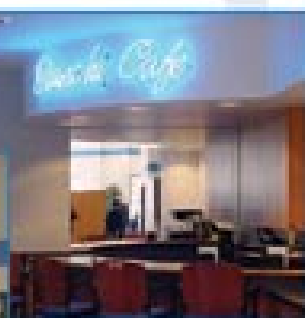
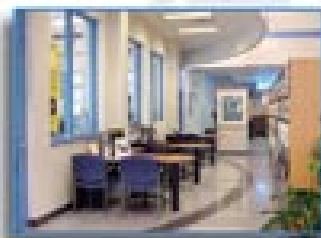
I will readily admit that with all those kids hanging around the Canoe House it really did make for remarkable and highly memorable good, no "great", times at the club. I'll never forget those breath taking challenges with your success depending on your determination, strength of will and many summer's of practice to achieve the your ultimate goal, winning the race to the tender whenever those beautiful, melodious words would come flowing across the water "tennderrr... tennnderrr". Oh yeah... those were the days.



This artistically decorated old double ender hull is a closer match to the size of our old EYC tender.



Check Out Our
Cruise Lines.



Bianchi Honda

Honda's Highest Award Winning
Dealership in the Entire Country

8430 Peach St. • 868-9678 • www.BianchiHonda.com



Thanks Eric!
for making
Labatt Blue and
Blue Light #1

AVAILABLE FOR
A LIMITED TIME ONLY
LABATT BLUE & BLUE LIGHT
30 PACK CANS!

CHEERS.
TO FRIENDS.

Always Enjoy Responsibly.

© 2009 Labatt USA, Norwalk, CT. All Rights Reserved. TM - Labatt Brewing Company.