



Basin Reconstruction Project Completed!



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From the Bridge

by Rear Commodore Ed Schuler

The completion of A Dock will allow us to devote our time and resources to another equally important part of the EYC, Ravine Drive and Ravine Park. Jon Tushak and I have discussed this project for a number of years, the beautification of Ravine Park. The Port Authority owns both the road and the park and our agreement with them states that we are responsible for routine maintenance of the road. However, the hillsides on both sides of the road have numerous natural springs that have the ability to destabilize the soil during periods of heavy rain. Jon and I propose that we continue to remove the deadfalls, branches, leaves, etc. that litter the hillsides to promote the growth of new vegetation that will help stabilize the soil. Once this is completed we can plant shade tolerant species that will not only keep the soil where it belongs, not in the road, but beautify the entire roadway from top to bottom. This is where the membership comes in. We will

need volunteer work parties to systematically remove debris, large and small, from the hill-sides. This project is too large to try to complete in one day and will require many hours of donated time to finish. The other aspect of this undertaking is the vegetation we would like to plant. My idea is to have the membership donate plants from their homes; hostas, ivy, ferns, pachysandra, bulb flowers, etc. - come to mind as excellent choices. I hope this idea is well received and I look forward to updating you with a work party date. To a magnificent summer.



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On the Cover...

As you walk along & enjoy the new EYC docks, be sure and thank the many volunteers who brought this eight year project to a beautiful conclusion.



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Basin Reconstruction Project

by Commodore David Heltzenrater

COMPLETED



Project Time Line

- 2004** Basin town hall meetings held. Bulkhead wall repair in front of club house completed.
- 2005** Committee formed. Membership approved basin reconstruction proposal.
- 2006** Basin Construction begins. O, M, N - dock concrete dead man and bulkhead completed.
- 2007** North West basin entrance break wall repaired & dead man installed, New 50 Ton Travel lift put in service, electric upgrades to L, M, N, O - docks, new M & O - pier and catwalks completed.
- 2008** J & K - pier and catwalks completed, sidewalk and small boat crane bases upgraded and installed. New 220' guest dock installed in front of clubhouse.
- 2009** 410' D & E - dock and finger piers completed.
- 2010** G & H - dock, finger piers & sidewalk completed
- 2011** B & C - dock utilities, sidewalk and finger piers, fall-removal of sailing school wing dock & construction of new 60' x 100' sailing school pier west of club basin.
- 2012** A - dock, dead man, bulkhead, dock, finger piers, sidewalk completed, asphalt paving A, B, C dock completed. Sailing pier concrete poured. 220' wave attenuator & floating docks to be installed.

One Magnificent Accomplishment!

The basin reconstruction project has essentially been completed. We have finished our major dock renovation after nearly eight years with six of those in actual construction mode. Today's basin has 371 boat slips of standard sizes with floating docks and catwalks plus a complete upgrade of the utilities. The project took thousands of hours of hard work by our crews, contractors and volunteers. We had roughly 40 tractor trailer loads of steel frames and plastic floats delivered and tens of thousands of nuts, bolts and washers and tons of concrete and asphalt used in constructing one of the most up to date dock facilities on the Great Lakes giving credence to the claim that the EYC is one of the best Yacht Clubs anywhere !

Initial planning began about eight years ago due to the forethought of many club members and officers. Then Commodore Andy Hanks held town hall type meetings in 2004 to discuss the deterioration of the walls, docks and catwalks in the basin.

It was determined that the talk was over and appropriate action was needed immediately. A basin study committee of 25 individuals was assembled and these motivated volunteers met on a regular basis to develop a plan for the basin reconstruction project. On September 24th 2005, almost a year after those initial considerations, Commodore Richard Vicary called a meeting to order at Harding School Auditorium for the sole purpose of presenting the proposed plan for basin renovations to the membership.

There were 204 voting members registered at the door who listened intently and viewed the power point presentations and plan descriptions of committee members P/C Gib Loesel, Jon Tushak, Richard Speicher, Ed Schuler, P/C Doug Nagle, P/C John Murosky, Sumner Nichols, and current Director Eugene Ware. The meeting continued with a lengthy discussion period followed by anxious questions regarding need, risk, EPA considerations, municipal permitting, financing, overall plan, time table and possible

slip disruption during the boating season.

Finally, after all discussion was exhausted, the vote was taken and tallied. Each of the four proposed resolutions presented were approved by the assembled group during the 2 hour 7 minute meeting. The resulting vote emphasized the belief that the yacht club needed to fix its docks and piers before other large capital improvements were to be made.

The exciting project then began with earnest. Recent reconstruction of the basin wall in front of the club house building served as a trial and provided experience to help in the overall basin wall and tie back construction. Establishing the initial plan was somewhat difficult in that standardized slip sizes had to be determined that met current requirements and also had to anticipate future basin requirements for larger boats. The plan was initially divided into 6 phases beginning with O dock wall repair. In the beginning,

(continued on page 14)

ADVENTURE TO CHINA★

"THROUGH THE LENS" BY SANDY LAWRENCE



Anticipation filled the air as a group of my friends and I boarded an international jet liner to embark on a vacation to China. The wide body jet transverse the Pacific, crossing the international date line to arrive in Beijing. It is said to be the largest terminal in the world.



First, we toured the most important Buddhist Lama temple built in 1694. Fortunately the timing was right for us, as this was the first day of their lunar calendar. We observed the burning of incense as thousands of Chinese had come to pray and burn incense. We viewed monks inside the temple dressed in formal robes, also in prayer.



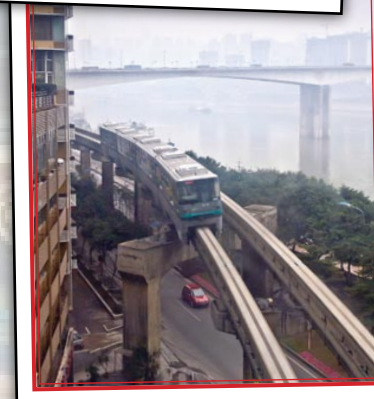
The next stop of our first morning was the Hutongs. I discovered the charm of old town Beijing on a rickshaw. Hutongs (known as streets, lanes, and narrow alleyways) are lined with wood carvings, ornate brick designs and traditional courtyard residences. The hutongs form the skeleton of the city surrounding the Forbidden City. The hutongs offer a glimpse into a world far removed from the hustle and bustle city life in Beijing.



Chongqing, is a scenic cliff-side city that overlooks the confluence of the Yangtze and Jialing Rivers. It is one of the four direct-controlled municipalities of the People's Republic of China. The other three are Beijing, Shanghai, and Tianjin. With approximate 10 million people in the Chongqing metropolitan area, it has the longest monorail system in the world and serves the main business and public districts.



People's Plaza in front of the Great Hall of the People where thousands of people can be seen dancing in the evening or watching a spectacular light show and entertainment. In the mornings people come to exercise or sit outside.



The entertainers also wore many different costumes with vibrant colors. Each costume had a story and is from different regions of China.



In the evenings after dinner in the Yangtze Club Room on board the cruise ship we were entertained by our wait staff and housekeepers during The Chinese Dynasties Show with Chinese costumes and customs through the ages, featuring a variety of traditional costumes from all regions and periods of Chinese history.



Dress up time for guests on cruise. Here I am in Empress attire.



Standing on plank approaching our cruise ship. The cruise took us through the cradle of China. As well as the Three Gorges and the Three Gorges Dam. It gave us the opportunity to see some of the most spectacular scenery ever imaginable.



Local farmers and merchants with their wares waiting for us to make a purchase on the way to "Ghost City". I did buy one of the silk jackets for \$15 American dollars!



The first shore excursion was at the "Ghost City" in Fengdu, which has two thousand years of history. Temples and shrines dedicated to the gods of the underworld are located here.



Cruising Presque Isle Bay

by Toni Armstrong Sample

If you have a boat at the Erie Yacht Club, unless it never leaves its cradle, trailer, anchorage or slip, you are very familiar with cruising the bay. Not many boating clubs can offer what we have for all the various types and styles of boating. This wonderful protected bay is available to boaters almost any time from early morning, afternoon, late evening or even an interlude after midnight when sleeping doesn't come easy or isn't important. By boaters I mean anyone who boards anything that bobs, floats, coasts or glides across the water including sailing, rowing, kayaking, power boating, sail surfing, ski-doing, or even that slow lazy drift with a line over the side to snag a fish that calls to so many who seek stress reducing solitude.

Our bay is long and narrow. Some areas near the shores are shallow and require some local knowledge if you have concerns about a keel. Other areas may be a bit rocky or weedy and can foul a propeller. Cruising or tacking along the center of the bay offers, generally, good winds and low waves. You'll find nothing more ideal for talking, sipping, gawking, a little exercise or a lot of fun and spectacular views then cruising Presque Isle Bay.

It's also great for racing, rafting together, fleet blessings and Erie Days firework displays.

As many times as I have traversed our bay I never tire of the views on both sides. The Presque Isle side is mostly trees, shoreline, a lighthouse, an opening, and a monument, the Coast Guard Station on the channel to the lake and at the lake end of that channel the black and white light house.

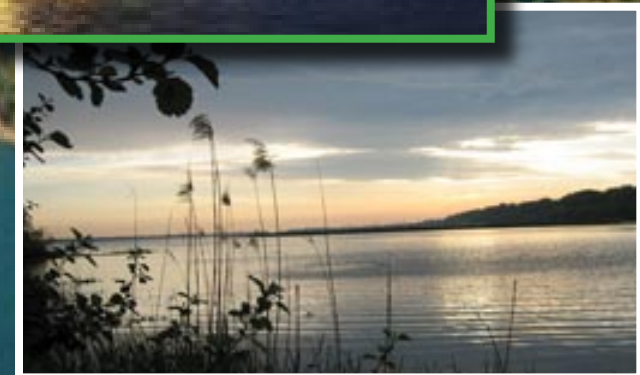
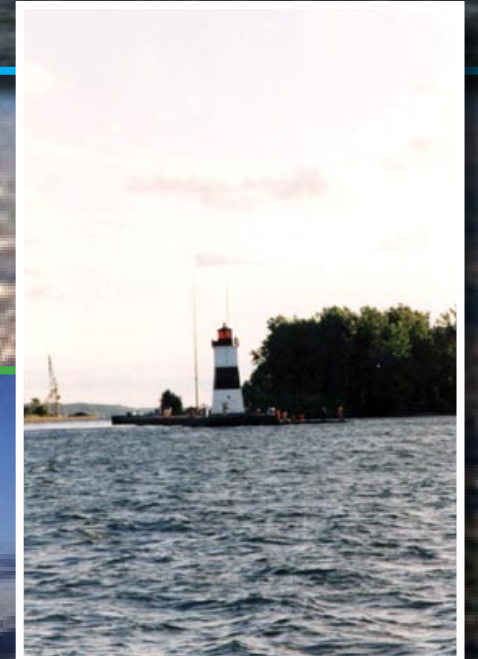
On the Erie side of bay as we leave our yacht club channel and turn east we get to view from the starboard side of our vessel our own wonderful Yacht club followed by the shoreline cottages of Ferncliff, next the piers of shoreline homes, restaurants, clubs, a utility, a hotel and businesses. There is the Bayfront Parkway and behind that the inner workings and strivings of a dynamic Erie. I never tire of the view of State Street as it meanders up from Dob-

bins Landing. This is the landmark that our silver haired members remember as the end of the drag strip. Opps! I probably shouldn't have said that! Moving on past the boat works and pleasure craft docks we find the Erie Library and home port of our flagship Niagara, piers for large ships, the transportation hub, loading docks, the channel and as we slip out of the bay and begin the entrance to the lake we find the famous east side Land Light House.

Many of us take our bay for granted. Can you imagine what would happen if our Peninsula suddenly disappeared and we were open to all the elements of Lake Erie? It is unimaginable. If you have ever viewed the PBS program, "On Shifting Sands" that was made many years ago,

you have seen the evolution of our Peninsula and Bay and know that it could happen. Think about that the next time you are on the bay.

It's big, it's beautiful and it's ours. Let's revere and respect it as we should. It is one of the many things that make our Erie Yacht Club so unique as a member driven Great Lakes Club.





Join Us For Frolic on the Bay



2 0 1 2

by Dan Dundon



This July, we will continue a tradition of giving special-needs children boat rides. These are kids with difficult lives and maybe life-threatening conditions who otherwise might never get to enjoy a day on the water. Following the tradition set by previous Frolic chairmen, we will be holding the 22nd Annual Frolic on the Bay July 9th at the Erie Yacht Club.

This will be my third year as Frolic Chairman. Each year always gives me special memories as I make new friends and have new boaters sign-up as first-time-Frolic-skippers. Of course, there is also the renewed friendships, seeing all the skippers who volunteer their boats and the shore-side folks who volunteer their time faithfully supporting Frolic, year-after-year.

Among the new-to-Frolic boats last year was the Erie Yacht Club Racing Fleet "Flagship". At their first Frolic, siblings Kailey Orlando (10) and Michael Orlando (9) joined the adult crew of the Flagship where they both had a great time entertaining and visiting with the special needs kids who joined them for a boat ride. How encouraging to see some of the youngest members of the Erie Yacht Club Family sharing their love of the water with the Frolic Kids who might otherwise never experience going out on Presque Isle Bay. Flagship skipper John Orlando tells us, "This is the first time that I've participated in Frolic and I look forward to doing it again next year. My kids and I really had a great day. My hat is off to all the volunteers who helped make Frolic such

a success."

Many of these Frolic children travel some distance to enjoy the day with us. They never go hungry, either because they are given a bag lunch of a sandwich, fruit, chips, and soda. This same lunch is given to every sibling, parent, friend and caregiver that goes on the boat. Each year all these folks are also given a commemorative hat as a memento of the day.

In 2010 we changed the Frolic to an afternoon schedule to give folks more flexibility in scheduling their time. This afternoon timing worked out nicely, so we intend to stick-with-it in 2012, with boat owners and volunteers arriving just before noon.

Frolic on the Bay would not be possible without the support of our sponsors.

Please say "thank you" when you see these folks and support their businesses: Ron Santos at Creative Imprint Systems, P.C. Pat Geary at Erie Beer Company, Ray Kreger at H&K Do Nut Shop, Sharon Sisco at Mercyhurst College, Kim Novak at Parkhurst Food Services, Mike Seager at STERIS Good Neighbor Fund, Toni Murphy at Tops Markets, Valerie Dixon at Stroehmann Bakery, P. C. Gerry Urbaniak at Urbaniak Brothers Quality Meats and Norm Schlosser with his Water Taxis.

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

I also want to thank U.S.C.G. Chief Stephen

Pickard and Pennsylvania State Policeman Mike Caun for stopping by with their vessels and conducting boat-tours for the children.

Frolic on the Bay would also not be possible without the tireless dedication of many excellent volunteers who appear and serve year-after-year. In the words of 2012 Commodore Gerry Urbaniak, "On behalf of the Bridge, Board, and members of the Erie Yacht Club, I would like to extend our gratitude and admiration to your wonderful Frolic Committee for the great job you have done. You have made us look noble in the eyes of our community, have made us feel good about ourselves, and have lighted up the lives of so many needy and fantastic children. We are so very lucky to have such members in this

Club. Best wishes to you all and thank you again."

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

Why not come to the Frolic this year yourself and join all these other great volunteers? Bring your boat and be a Frolic-skipper! We expect many returning children as well as children from agencies new-to-Frolic. We can't have too many boaters! We can always use new land-based volunteers, as well, and would love to have you join us!

Dan Dundon - Frolic Chairman: 969-8631



Know Your Boating Etiquette...

Refresher Course - #3 in Series

So far in our etiquette refresher articles we have discussed the importance of being “wake” considerate and “noise” considerate. In this article we will discuss Marina / Dock Manners.

Marina/Dock Manners.

The Club docks and other docks you may be visiting can be very busy places as people and boats transition between the land and the water. This is particularly true on weekends when boaters, families and guests congregate on the docks as they depart for and return from their outings on the water. Here are a few tips to make everyone’s time on the EYC docks, and any dock you may be visiting, a safer and more pleasant experience.

When on dock, be aware of what is going on around you. Be particularly watchful of guests who are not boaters who may not be aware of potential safety issues. It is important to explain to children that docks are potentially dangerous. They should be made aware that running and playing is not allowed on the dock. Keep them off other people’s boats and don’t let them grab and play with other boater’s water lines, dock lines, etc.

Be respectful of your neighbors. Make sure to keep the area around your slip tidy. Never leave your gear lying all over. It looks messy, impedes pedestrian traffic and can be a safety hazard. Roll up and stow hoses, place power cords in such a manner as to not trip a passerby who is looking up at the approaching weather. Keep buckets, mops, tackle, docking lines and other items stowed in their proper place, not strewn around on the dock. Use your dock box to store your extra gear. Don’t leave personal belongings on the dock, this includes trash. If you can carry it onto the dock, you can carry it away!



Docks can be busy places. Keeping them tidy makes everyone’s visit safer and more pleasant.

Be considerate. When finished with a dock cart or other equipment intended for common use, be sure to put it back where it belongs so others have access. It’s very frustrating to arrive at a marina with a carload of gear only to find all the carts scattered around the docks — you don’t like it, so don’t do it to other boaters. If you’re carrying a big load in a dock cart and traveling slowly down a narrow dock, pull over and allow those behind you to pass. They’ll appreciate your courtesy.

At areas where multiple boaters need to use the same location like the gas dock, waste pump-out station or launch ramp, do what you need to do then move along already! Your efficiency will be admired and appreciated. If you

need to go to the bathroom, talk to someone or grab a soda do this after you have vacated these areas. When visiting another marina, use guest or other temporary dockage designed for “short term docking”.

Let’s be courteous and lend a hand. It just takes a minute, and you’ve shown everyone what a standup boater you are. People on the dock can help returning boaters by grabbing mooring lines and tying them to dock cleats. Then extend a neighborly helping hand to disembarking boaters who may still have wobbly sea legs. These simple acts go a long way in being a good boating “neighbor”.

As discussed in the previous article on being

wake considerate, it is important to approach and depart any docking area slowly. Wakes are disruptive to berthed vessels as well as to people on the dock. Buffeting waves from arriving and departing boats make it hard for people to balance when the dock is bouncing up and down. Remember, when passing docks and harbors, you’re responsible for your wake and any damages that it may cause.

When coming back in after a day on the water, mind you’re turn. There are no queues on the water so boaters need to order themselves when returning to the docks. It may be tempting for the smaller and more nimble crafts to dart ahead of the larger, slower vessels. But remember, you’re going to meet your fellow boaters face-to-face on land!

When visiting another dock keep in mind that power-boats are more agile and have less draft than sail boats. Being more maneuverable, powered-vessels should tie-up at the

shallower parts of the dock and leave the more accessible berths for the larger crafts. Remember, you are sharing this common space so don’t tie up in the middle of the dock preventing others from using the rest of the valuable space.

Don’t run your engines while moored at the marina docks longer than necessary. You’ll cause a lot of noise and air pollution for those around you. You should also make sure all of your electrical items are turned off when you’re away from the boat, especially lights. First because you don’t want to waste electricity needlessly and second because you don’t want to leave lights on all night that may make it difficult for your live-aboard neighbors to get any shut eye.

Remember, most marinas have published policies and procedures that will help you from inadvertently causing a problem with your boat. Take time to visit with your marina

neighbors and the harbormaster, they can surely offer some additional insights for you.

Being a good neighbor on the marina docks is important. For the most part, boaters tend to be laid back and friendly folk, having a “go with the flow” attitude. However, there is also significant importance placed on minding your boating manners while hanging out on the marina docks. You will certainly win over more people by showing a desire to be a positive boating community member. How well you share resources and your consideration for your neighbors will determine not only your reputation in the marina, but also how enjoyable the marina experience will be for you and your guests. Plus, that old pay it forward notion is sure to take affect as well - if you’re a good marina neighbor you’ll encourage those around you to be a good neighbor too. In the end you all benefit.



Be a good neighbor. Keep your dock box and surrounding area clean and clear.



Beautifully coiled dockline!



Dock carts can really come in handy, but remember they are for everyone’s use. Be sure to return the cart where it belongs so others can benefit as well.



Lend a hand when you can. It will be greatly appreciated!

Basin Reconstruction Project COMPLETED

(continued from page 5)

there was to be a mix of both permanent and floating docks however as the project proceeded, the plan was modified to include only floating docks and catwalks. The project included designing extra sturdy custom galvanized steel frames and a special high tensile strength concrete mixture for the dock and catwalk surfaces. Careful planning and construction has given us high, wide, stable, quiet docks and catwalks you will not find in any other clubs or marinas. The project also included complete infrastructure capacity upgrades to basin walls, electric transformer and power panels to reflect today's safety requirements and power needs. New standardized marine lighting pedestals were also installed throughout the basin.

Other amenities we have added during this period are a new 50 ton marine travel lift, construction of 220' guest dock and the relocation of the sailing school facilities to a much safer area to the west outside of the club basin. Also new wide water's edge sidewalks plus 35 new floating jet-ski docks.

All of these improvements required planning, procurement, construction and coordination from a great number of individuals. A not so small part of the planning was to schedule the destruction/construction through the late fall, winter and early spring to avoid disrupting normal club boating operations. The jobs included overall layout of the basin design, ordering the correct number of hardware items numbering in the thousands to determining issues such as bolt patterns and hinge locations plus arrange for delivery on a timely basis. A used forklift was purchased to handle the assembled catwalks and a custom barge was designed and built to launch and float the individual catwalk sections into position.

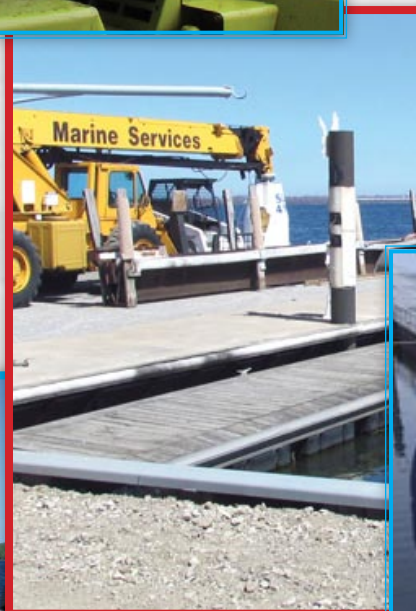
All things considered, it was a huge task that someone had to step forward as general contractor and over see the day to day operations. The individual who volunteered his services and is invaluable to the Erie Yacht Club is Past Commodore John Murosky (2007). John has sacrificed his personal life and donated his business time and materials in order to make this project a wonderful success. A token of our gratitude was displayed with recognition of his efforts with the presentation of a plaque during Opening Day Ceremonies, May 28, 2012 by, 2012 Commodore, David Heitzenrater.

Presented to P/C John Murosky

This ship's wheel time-piece is presented in appreciation and recognition of your leadership throughout the EYC basin reconstruction project. The clock acknowledges your time and commitment of over six years to the project's design, construction, planning and implementation. The brass construction of the clock represents your enduring ability and endless energy to move this difficult project to successful completion. The officers and members are forever grateful for your leadership and efforts that have brought state of the art docks and slips to our basin that lend to the overall prosperity and success of the Erie Yacht Club and most importantly, a legacy to our future.

Congratulations to John, all of the contractors, our EYC grounds staff and volunteers. We have announced there will be a free Beer-N-Burger Picnic for anyone who has worked on this project to be held Sunday July 8th 2012 from 5 - 9 pm at our Lighthouse Pavilion.

I - dock is not forgotten. The catwalks were considered to be stable and in good condition at the launch of this project and were not in the original plan to be replaced however the current thought is to upgrade the utilities, add a sidewalk with new pedestals and make repairs and paint the dock and piers as necessary to conform with the balance of the basin.



The 2005 basin project planning committee

Dave Arthurs- Chairman By Laws Committee
Julie Arthurs- Co-Chair, Standardization
Matt Bacon- Engineering
Doug Beers- Chairman Public Relations
Rick Barner- Public Relations
Chris Beyer- Electrical
Dave Blake- Co-Chair Fixed Dock
Dennis Bort- Finance
Tracy Buczak- Floating Docks
Bill Coleman- Engineering and Docks
Al Church- Electrical
Dave Davis- Electrical
Joe Duska- Rack Storage & Fixed Docks
Jim Edgett- Board Member
Steve Giewont- Electrical
Andy Hanks- Past Commodore
John Hilbert- Standardization
Gib Loesel- Chair
Chris Leclair- Underwater Surveying
Mike Lynch- General Manager and Recording Secretary
Mark McEnery- Fixed Docks
Jim Means- Vice Commodore
Rusty Miller- Rack Storage
John Murosky- Rear Commodore and Chairman Floating Docks
Doug Nagle- Committee Vice-Chairman
Summer Nichols- Chairman Finance
Dave Penman- Board Member and Public Relations
Steve Sample- Chairman Safety Committee
Ed Schuler- Board Member and Multiple Committees
Char Shedd- Diving Team
Fred Sickert Jr.- Floating Docks
Peter Sitter- Public Relations
Rich Speicher- Chairman Basin Lay Out, Fixed and Floating Docks
Peter Traphagen- Past Commodore and Dredging
Jon Tushak- Chairman Engineering
Richard Vicary- Commodore
Bill Vogel- Dock Master and Multiple Committees
Gene Ware- Finance Committee



ADVENTURE TO CHINA

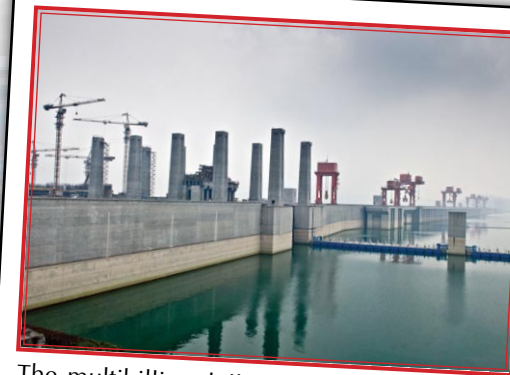
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The next day we approached one of China's most globally recognized icons, the Three Gorges: Xiling Gorge, the Wu Gorge and the Qutang Gorge which is depicted on the back of the Chinese 10-yuan note.



Yangtze River Three Gorges Dam Model (model scale is 1:850) To the right can be seen the double-way and five step ship lock that was excavated through the ridge to the left of the hydropower complex with upstream and downstream approach channels connecting to the Yangtze main channel.



The multibillion-dollar effort aims to provide a new source of energy to China and its construction has forever changed the landscape of the Yangtze River Valley. The Three Gorges Dam displaced 1,250,000 Chinese people along with 13 cities, 140 towns, and 1,352 villages that are now underwater along with thousands of archaeological and cultural sites. The benefits of the Three Gorges Dam include flood control, safer navigation, power generation, tourism and irrigation.



Our river cruise is winding down with a visit to the White Emperor City. This has long been a refuge for would be kings and poets. There are numerous halls that house statues of the Three Kingdom heroes. This is the entrance to the White Emperor City noted as "The most magnificent site under heaven", the Kui Gate.



Our final river excursion was the Shibaozhai Temple. It represents one of the gems of Chinese architecture along the banks of the Yangtze river. Its red wooden 12 tier pagoda rises stunningly against a 100 foot rock outcropping. The upper section sits on top of the outcropping (where the temple buildings reside). The temple was built in the early 1800's without nails.



We disembarked in Chongqing and our Yangtze River cruise came to an end. Boarding our flight back to Beijing was exciting because we now had a chance to dive into the extraordinary heritage of the nation's capital as we first visited Tiananmen Square which is located at the entrance to the Forbidden City. The Forbidden City was designated a World Heritage Site in 1987. Tiananmen Square is the world's largest public square and can hold up to one million people at a time. It is the home to the Monument of the People's Heroes, Mao Zedong Memorial Hall, National Museum of China, and the Great Hall of the People.



Forbidden City was off limits to the public for over 500 years. It is one of the most dazzling architectural masterpieces of the world with more than 9,000 bays of rooms.



The next day our bus stopped at the Golden Palace Cloisonne factory on the way to the Great Wall. Cloisonne is a very laborious decorative metalworking technique that originated in Beijing during the Yuan Dynasty (1271-1368) and during the Ming Dynasty (1368 - 1644). Colored enamel was laid down and baked between the raised ridges of wires that are bent to form the design of the pottery. The core of the pottery is formed from metal such as brass. Many of us shopped for fancy souvenirs at strictly tourist prices!



In the early evening we were guests at an authentic tea house in Beijing. Part of Chinese culture for as long as there has been a Chinese culture - that's over 5,000 years - drinking tea is an essential part of experiencing China. While seated on long benches we were given a demonstration and learned when drinking tea, one enjoys the fragrance, the colors and varying tastes of the tea as the brew grows strong.



Cloisonne vase for sale, Just 258,000 Yuan (37,000 USD)!

2012 Charity Regatta

Celebrating 200 Years of Maritime History on Presque Isle Bay

by Caleb Pifer



In the spirit of the Erie Yacht Club's continued generosity, the club will once again host the annual Charity regatta on Sunday, August 26. The beneficiary this year will be the Flagship Niagara League, the not-for-profit 501(c)(3) organization whose mission is to support both the Flagship Niagara and the Erie Maritime Museum.

In commemoration of the Bicentennial of the War of 1812, the FNL and EYC have decided that the theme will pay homage to 200 years of maritime heritage on Presque Isle Bay. The Niagara's crew will be on hand to offer sails and rowing demonstrations in the museum's small boats. In addition, there will be numerous nautical activities for adults and kids alike. Of course, no EYC Charity Regatta is complete without outstanding food and drink... and there is nothing that fits with a Lake Erie maritime theme more than an old fashioned perch fish fry! With the backing of Erie's award winning perch restaurant, owned by EYC member El-

mer Keisel, Joe Roots will be providing the fish fry and the sides. Erie Beer will once again be providing the beer... especially Labatt Blue, the Official Beer of the Flagship Niagara.

Tall Ships and yacht club charity regattas have grown in popularity around the country because the missions of the two entities are usually well aligned. In fact, the EYC's mission states that it will support other maritime entities on the bayfront. Such is also the case in Houston, Texas. For almost two decades the Houston Yacht Club has held their annual Elissa Regatta which benefits the historic 1877 Tall Ship Elissa in Galveston, TX.

This year's Charity Regatta committee has been working on expanding the regatta to make it one of the largest ever. The committee has been meeting with officials from all of the Erie-based yacht clubs and marinas as well as clubs from Buffalo to Put-in-Bay. One thing is for certain - folks around Lake Erie love Niagara! The FNL volunteers and staff will be on

hand at the Thursday night EYC happy hours and Wednesday night race nights to sign-up boats and accept registration packets.

Finally, in an effort to continue its mutually beneficial relationship with the EYC, the Flagship Niagara will be flying the EYC flag in every port that the ship will visit this summer. Hopefully the exposure will prove helpful to the EYC. The Flagship Niagara and EYC have enjoyed a particularly strong relationship since 2009 when the EYC was instrumental in supporting the ship when it ran into financial strife. According to Niagara Captain Wesley Heerssen, "we simply could not ask for a more outstanding community partner than the Erie Yacht Club".

For more information about the EYC Charity Regatta, please call or email:

Caleb M. Pifer

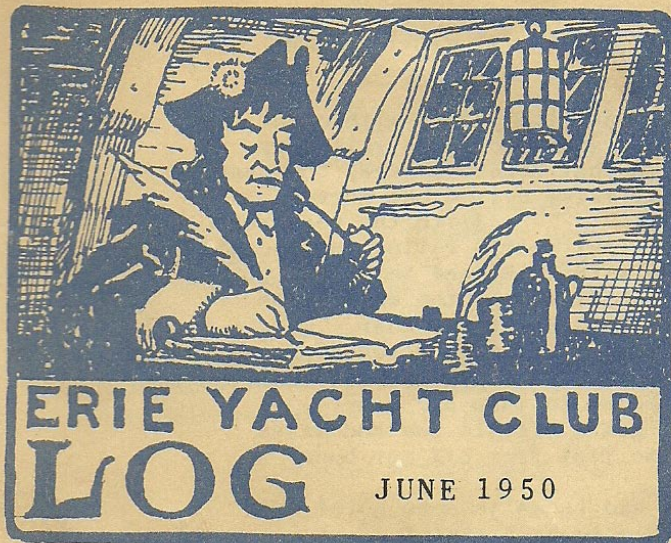
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cpifer@flagshipniagara.org



If These Docks Could Talk

by P/C Gib Loesel



Over the years our various EYC LOGS have taken on different layouts from just plain old mimeograph copies to our now wonderful printed multi color fancy-schmancy magazine complete with advertising, sort of like the new BIG BOAT sails with all the various ads plastered all over the them (someone has to pay for this "stuff"). Just how much Vodka or Shaving Cream can you sell in the middle of the ocean, but money is money!!!

I have written a few little stories about some "fun" things and traditions that have

appeared in both the LOG and on the EYC new E-Newsletter. Each time one of these stories has appeared I have had many members tell me how much they enjoyed the story or the history part of it. I suppose there are an equal number who could care less (as they use to say "tough oats").

We have also had some great contributors who have had their own style of writing, Bob Sternberg, "the Old Side Wheeler"; and Captain Bly just to mention a few, me I don't go much for good sentence

structure and proper punctuation and oh yes one last thing ask anyone in my family and for sure they will tell you I am a rotten speller although getting better with the advent of "spell check". Enough of the intro . . . here is the first story of "IF THESE DOCKS COULD TALK" (title swiped from P/C Strausbaugh) and just so no one thinks I am picking on them in the future; it is, of course, about me.

Quote from June 1950 EYC LOG:

"Gib Loesel, the demon Sunday Newsboy, proved he could cope with any situ-

ation. One fine Sunday A. M. he went in for a fanny dunking - complete with full stock in trade. That would have stumped the average kid , but not our Gibby. He just combed out the excess seaweed and defunet moon eyes and stacked his somewhat soggy wares out in the sun and appended a sign:

YOU CAN HAVE THEM WHEN THEY'RE DRY".

Till The Next Time keep your bilge dry!!!

- Gib -

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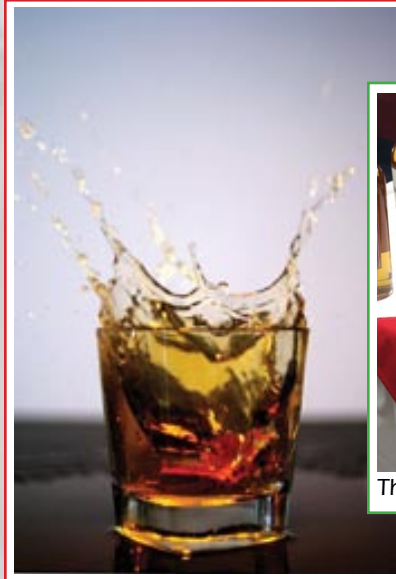
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Scotch, kilts & haggis - What a night!

by Tom Madura



The real stars of the show were on display early.



Eric and P/C Gerry Urbaniak preparing to parade the haggis!



Eric's history lesson on the origins of scotch was both entertaining and educational!

If you enjoy good food and good friends, and think that the perfect combination of these also includes sipping fine Scotch Whisky, then the Erie Yacht Club was certainly the place to be on May 18th! Hosted by Captain Eric Marshall and P/C Gerry Urbaniak, the annual EYC Scotch Tasting event was more than just a simple tasting – it was a celebration of all things Scottish. Kilts and Tartan plaids were proudly on display throughout the room.

But make no mistake - the whisky (there's no "e" in Scotch!) was the star attraction. The Robert Burns poetry, the bagpipes, the "parading of the haggis" - all just set the right atmosphere for the appreciation of the fine single-malt spirits.

The evening began with Captain Marshall's history lesson on how the ancient Gaelic uisge beatha ("water of life") evolved over centuries into the Scotch whisky we know today. Eric's love of his subject was evident in the details and humorous embellishments he provided to this fascinating background. And then it was on to the tasting! First up was a comparison between two whiskies from the MacAllan distillery from the Speyside re-



P/C Urbaniak ceremoniously displays the haggis for all to see.

gion of Scotland. The first was a 10-year old, and the second an 18-year old. The difference between the two was apparent even to a novice Scotch taster: The 10-year was very smooth, light in color, and not too different from blended Scotch; the older whisky had a much darker color, and very rich, earthy flavor. Both were excellent accompaniments to the cheese and fruit appetizers.

Next up was a similar comparison - 10-year and 18-year old offerings from the Talisker distillery from the Isle of Skye. These were both very complex, with very earthy and smoky flavors predominant. They were served alongside traditional dishes of Shepherd's Pie and Haggis.

Ah, the haggis! The highlight of the evening! If you've never tasted haggis, or don't know what it is, suffice it to say that it tastes much better than you would expect from its description - "a kind of pudding containing sheep's heart, liver and lungs, minced with onion, oatmeal, suet, spices, and salt, mixed with stock, and traditionally encased in the animal's stomach and simmered."



Tom and Diane Halmi and Nancy and Eric Marshall get into the spirit of the evening.



Dr. Tim Thompson, of Edinboro University, recites *Address to a Haggis*.

Actually, P/C Gerry Urbaniak uses a secret recipe that does away with some of the more un-savory aspects of the description above, and it is very tasty. Considered the national dish of Scotland, it was immortalized by the Scottish Poet Robert Burns in his 1787 poem *Address to a Haggis*. Tradition calls for the haggis to be paraded around the dining hall before being served, which Gerry performed with full ceremonial solemnity, as Eric accompanied him with his bagpipes.

And then Dr. Tim Thompson, of Edinboro University, dramatically recited *Address to a Haggis* in the original Scottish dialect. Who could resist the lure of the haggis after all that?

The evening finished with glasses of Laphroaig, from the Isle of Islay. This was very dark, complex whisky, perfect for sipping alongside the delicious chocolates served as dessert. A wonderful end to another great evening of fun, friends, and fine spirits at the Erie Yacht Club.



P/C Urbaniak and wife Dinah enjoy some fine single malt together.



A glass of Laphroaig 18-year old and some fine chocolate for dessert - perfect!

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LOW MAINTENANCE TREAT YOUR ENGINE RIGHT

No matter the size or shape of your boat, high performance or your basic set-up there is one thing every boat needs... Maintenance. Thankfully most routine maintenance or even minor repairs are relatively simple for even the "mechanically declined" among us. Over the long voyage of your boat, a little elbow grease will definitely pay off, in both fuel economy, avoiding expensive repairs and retaining the overall value of your prized possession.

Number One and probably the simplest task is to wash your boat regularly. Even more so if you're boating in saltwater, where it is recommended that you wash thoroughly with freshwater after every outing to remove salt residue. A spray wand and a long handled brush can make the job pretty easy, and while you're at the marine store picking these up, make sure and grab some cleaners and soaps made particularly for your boats finish. Still procrastinating about cleaning your hull bottom? Remember this, a hull that is covered with algae and other aquatic scum can add up to 30% more in fuel costs.

Like cars, boat motors also require regular oil changes. The frequency varies from four-stroke outboards, inboards and stern drive boats depending on model, but as a general rule of thumb the oil should be changed for every 100 hours of operation or at least once a year. Sorry there are no quick oil change shops for boats, so you have to take it to a dealer or change it yourself.

Luckily, changing the oil in your boat engine is quite simple, even simpler than most cars. First you need to start the engine to warm it up. After turning the engine off, remove the drain plug, drain out the old oil, change the filter, replace the drain plug and fill the engine with the proper amount of new engine oil. It is recommended to use a marine grade oil in your boat as marine engines work much harder than car engines, and automotive oil does not offer the protection

that a marine grade oil will.

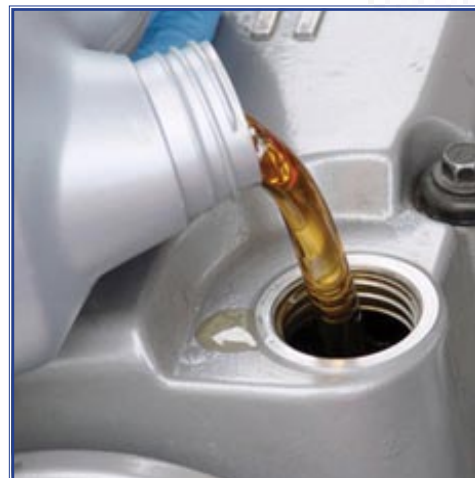
Of course changing the oil being "simple" is based on having the proper tools and easy access to the various plugs and filters.

In addition to regular oil changes, if you have an outboard or sterndrive boat you should check the propeller as part of your pre-launch routine. Make sure the propeller nut is secure by using a deep well socket. It is also a good idea to remove the propeller several times during the season to make sure discarded fishing line hasn't become wrapped around the propeller shaft. Should your propeller fall victim to excessive discarded fishing line, you may want to have your dealer inspect the gear case, as fishing line is often the cause of gear case leaks and gear case service is not a do-it-yourself type of job.

When you have the propeller off, be sure and inspect it for nicks, dents or other kinds of damage. While missing paint is OK be on the lookout for more severe damage as even a smaller dent can cause you to lose performance and ultimately burn more fuel.

Lastly, be sure and put a liberal amount of waterproof grease on the propeller shaft and re-install the propeller and all hardware in the same order you took them off, being sure to tighten the propeller nut to the manufacturers specifications.

Taking these steps in the long run can save you time and money, as well as help preserve your investment and increase the overall performance and your enjoyment of a properly running boat.



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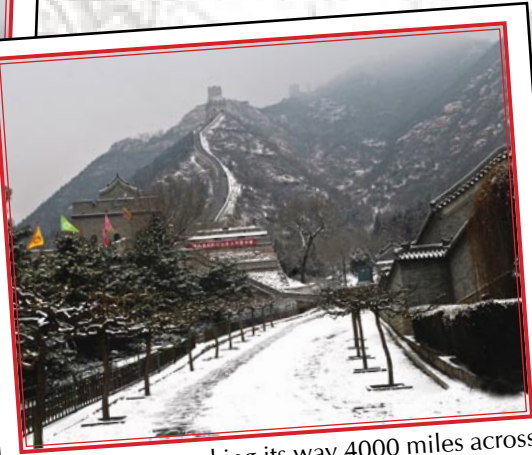
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ADVENTURE TO CHINA

continued from page 17



Seeing the Great Wall with snow was majestic, a site that will long be remembered. I climbed its ancient steps and paused to admire sweeping views of China's ever-changing landscapes for all seasons. Over 100 million visitors have walked along the great wall.



Like a dragon snaking its way 4000 miles across China's northern borders, built in 220 BC to protect against northern invaders, it stands today as one of the world's greatest wonders. It is a fortress of culture in the hearts and minds of the Chinese people.



Coming back into Beijing we stopped to view The Beijing National Stadium, also known as the "Bird's Nest". It is a stunning landmark created for the opening and closing ceremonies of the 2008 Beijing Olympics and the Paralympics. As the iconic structure of the Beijing Olympic Games it has become a recognized landmark worldwide and is the world's largest steel structure.



On our last day in Beijing we decided to get a cup of coffee at McDonalds near our hotel before we headed to The Temple of Heaven, where we came across a McDonald's delivery man heading out to his motorbike.



The Temple of Heaven or Tian Tan was built for the worship of heaven and for prayer of good harvests during the Ming and Qing dynasties. You can meditate on the mystical Temple of Heaven where heaven and earth connect, and admire the architectural wonder inspired by ancient Chinese astrology. The style of the temple symbolizes the harmonious relationship between heaven and earth and is widely regarded as the noblest example of religious architecture in all of China.



As cold as it was this day it appears a group of musicians are playing for their own enjoyment and to whoever would stop and listen. Many different instruments produced soothing music.



One of my favorite pictures, standing with a young Chinese girl. I had just given her some American money and she tried to thank me so I showed her how to blow a kiss and was thrilled when she returned it!

As our 12 day tour of China comes to an end, my eyes have seen so many fascinating sites that I will treasure them for years to come. China has always held a great interest for me and with this trip I felt like I was living a dream. It seems to me that you could turn any corner in Beijing and witness the contrast of a rapidly modernizing Beijing with its slower old dynastic and glorious past. The Yangtze River cruise allowed me to see first-hand the building of many new cities, the changing environment and the Chinese people leaving the farms and moving to the cities with the new generations having many great opportunities that last generations never dreamed of having. China is the 3rd most traveled country and I certainly would explore more of China if the occasion becomes available.



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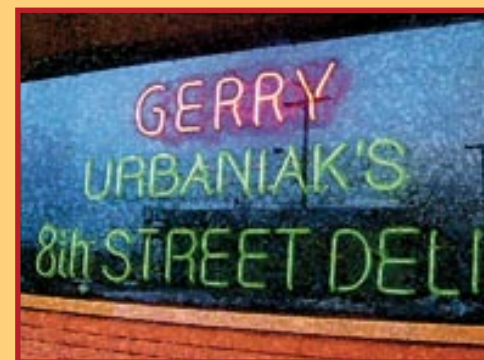
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The long anticipated wait for Urbaniak Brothers Beef Stick and Beef Jerky snacks is finally over. These popular items often "sold out" at the East 24th Street store where they are produced are now available in our EYC lounge. Try them you'll love them.



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Cost: \$35.00



July Calendar of Club Events

- 1st EYC Family Picnic • 3pm - 6:30pm
Train, Boat & Pony Rides • Clowns
Sno Cones • Wall Climbing
Buffet \$12.95 • Kids \$6.75
- 4th Firecracker 4th • 7pm - 11pm
Firecracker Ala Carte Buffet
Entertainment with The Dock Boys
- 5th Thursday Sunset Happy Hour
Hawaiian Shirt Nite
Music by Endless Summer
6pm - 9pm
- 9th Frolic on the Bay • 11:30am - 5pm
Children arriving at 12:30
- 12th Thursday Sunset Happy Hour
Classic Car Club Night
Music with Mambo • 6pm - 9pm
- 13th Dock Party - L, M, N, & O
EYC Lighthouse • 6:30pm
- 14th EYC Summer Saturday Night
with Sam Hyman • 8pm - 11pm
- 19th Thursday Sunset Happy Hour
Lake Erie PT Cruisers
Dress Like a Pirate Night
Music by Mark & Robin • 6pm-9pm
- 21st EYC Summer Saturday Night
with Sam Hyman • 8pm - 11pm
- 26th Thursday Sunset Happy Hour
Tex Mex Night
Music by the Sam Hyman Band
6pm - 9pm
- 27th Dock Party - A, B, C, D, E & F
EYC Lighthouse • 6:30pm

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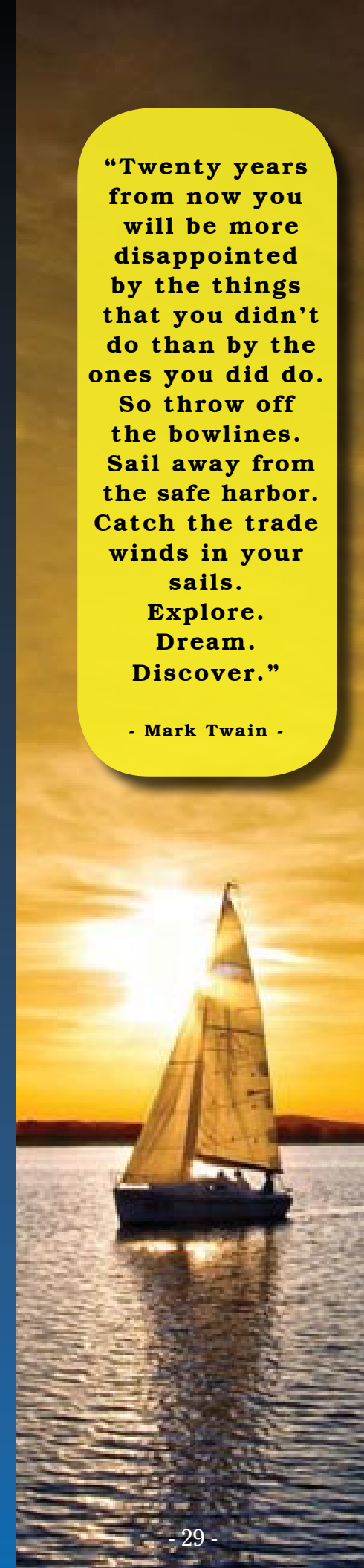
August Calendar of Club Events

- 2nd Thursday Sunset Happy Hour
Corvette Club Night
Music by Accoustic Gypsies
6pm - 9pm
- 4th Dover Weekend Band
JJ Swing on the Deck • 8pm - 12pm
- 9th Thursday Sunset Happy Hour
Beamer Run Hot Rod Car Club Nite
Music with Uncharted Course
6pm - 9pm
- 14th Junior Sailing Banquet
- 16th Thursday Sunset Happy Hour
Harley Davidson Owners Club Nite
Music with Angie & Boyd
6pm - 9pm
- 18th EYC Summer Saturday Night
with Sam Hyman • 8pm - 11pm

Lake Erie Solo Challenge-Ends Here
- 23rd Thursday Sunset Happy Hour
Presque Isle Antique Car Club
Entertainment by Endless Summer
6pm - 9pm
- 26th EYC Charity Regatta benefitting the
Flagship Niagara
- 30th Thursday Sunset Happy Hour
Entertainment by Sam Hyman
6pm - 9pm

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The division races using a handicap system with seconds per mile time allowance that is applied to each boat's elapsed time during the race. These adjusted times are compared to determine the winner in each class. This system allows boats of different size and speed to compete together and is generally labeled "handicap racing".

Our FAMILY JAM DIVISION is low cost and easy because we will assign a handicap without charge. We also use a sliding handicap system that gives a bonus to all boats that did not place in a race. The boats that scored first, second and third have their handicap reduced by 9, 6 and 3 seconds respectively for the balance of the racing season. These handicap adjustments require additional scoring efforts but are worthwhile since they tend to give all competitors a better chance to move up in finish position during the racing season.

In addition, the FAMILY JAM DIVISION is divided into several classes determined by the race committee. There is no hard rule here however; a general guideline is the committee attempts to group sailors by their experienced level as well as to group the boats by size and speed potential. The intent is to be fair yet continuing to make the racing challenging and fun for everyone.

The FAMILY JAM DIVISION schedule has been broken down into many groups of three races. Each series of races is scored separately to give ample opportunity for boat owners to receive the numerous awards and individual trophies available. This series format also gives the new skippers and crew the chance to meet and mix with the other racers at one of the many free award parties, thanks to the many generous sponsors, at the conclusion of each series.

A very low entry fee covers the entire season and Early Bird payment receives a healthy discount. It's a fun summer package that includes many free pre-season events, post race deck parties, awards presentations, door prizes, free food & beverages and fun. What's more, if you are new to the fleet, you can join in on all of this fun for a mere \$30.



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Back to The Original...



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Enjoy WATER FUN...
but remember the rules.



Fun on the water for many includes water skiing, wakeboarding and tubing, but for the safety of all, please follow the rules. No one wants their summer fun to end with an accident or a fine so remember:

- It is unlawful to operate a motorboat at any speed with a person or persons sitting, riding or hanging on a swim platform (teak surfing) or swim ladder attached to the motorboat, except when launching, retrieving, docking or anchoring the motorboat.
- It is unlawful to operate a boat/watercraft at any speed when towing a person on water skis or other devices using a tow rope of 20 feet or less.
- Skiing (wakeboarding & tubing) is illegal between sunset and sunrise.
- In addition to the operator, a competent observer must be on the watercraft in a position to observe the towed person.
- Tow ropes may not exceed a length of 80 feet.
- All water skiers and anyone towed behind a boat, personal watercraft operators and passengers and sailboarders must wear a life jacket. Inflatable PFDs are not acceptable for these activities.

Also remember...

- Persons 11 years of age or younger may NOT operate watercraft with motor greater than 25 hp. Persons born on or after January 1, 1982, may not operate unless they have obtained and have in possession a Boating Safety Education Certificate
- All PWC (personal watercraft) operators must obtain and have in their possession a Boating Safety Education Certificate. Persons 11 years of age or younger may NOT operate PWC. Persons 12 through 15 years of age may NOT operate PWC with any passengers on board 15 years of age or younger or rent a PWC.



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