

VOLUME VI / ISSUE 2

MARCH/APRIL 2008

# The LOG



## The Old Hound Astounds

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## From the Bridge

### Fleet Captain Gerry Urbaniak



450 lb. of natural gas pressure. 60+ new applicants for membership. Vibrant new committees.

All are very impressive themes by anyone's standards, and all are helping the Club's balance sheet. All of that gas pressure from our very successful drilling endeavor will be keeping Club members warm this winter, and if the experts are correct, for at least the next 25 winters too. We're exploring a more diverse use of that natural gas as well, which may eventually power the entire complex. Our intention is to use every ounce of that natural gas to benefit our members.

The increase in new memberships? That's all very good too. This translates into more buying

power for the Club, more activity and interest, more member participation in all Yacht Club events, and emerging promise for our food, beverage and catering services. Their initiation fees and dues will lend fiscal strength for years to come.

Vibrant new committees and their members are helping drive Club development to new, higher standards. The Club is becoming more efficient, more responsive, and more tuned in to members' needs.

Your Club is growing stronger by the day, and we're excited to be a part of it.



### Directory

Club House .....	453-4931	Club House Fax .....	453-6182
Fuel Dock/Guard House.....	456-9914	Canoe House .....	453-6368
EYC Web: <a href="http://www.erieyachtclub.org">www.erieyachtclub.org</a>		E-mail: <a href="mailto:eyc1895@erieyachtclub.org">eyc1895@erieyachtclub.org</a>	

EYC Catering: Elizabeth Dougan 453-4931 or [catering@erieyachtclub.org](mailto:catering@erieyachtclub.org)

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

## On the Cover...

*Pounder Hound* has truly been astounding on the race course since 2000. As in this photo by Fried Elliott the *Hound* won the 50th Lake Erie InterClub Cruise.



## Officers

Commodore Dave Arthurs .....	455-3935
<a href="mailto:arthurs@spectrumcontrol.com">arthurs@spectrumcontrol.com</a>	
V/C Dave Amatangelo .....	452-0010
<a href="mailto:dave@amatechinc.com">dave@amatechinc.com</a>	
R/C Tom Trost .....	490-3363
<a href="mailto:faytomel@aol.com">faytomel@aol.com</a>	
F/C Gerry Urbaniak .....	454-4456
<a href="mailto:gerorem@gte.net">gerorem@gte.net</a>	

## Directors

P/C John Murosky.....	456-7797
<a href="mailto:jmuroskyeyc@aol.com">jmuroskyeyc@aol.com</a>	
Bradley Enterline.....	453-5004
<a href="mailto:bkclaw@earthlink.net">bkclaw@earthlink.net</a>	
Sam "Rusty" Miller .....	725-5331
<a href="mailto:captrm.eyc@adelphia.net">captrm.eyc@adelphia.net</a>	
Greg Gorny .....	323-1743
<a href="mailto:grg817@netzero.com">grg817@netzero.com</a>	
Matthew Niemic .....	835-8967
<a href="mailto:mattniemic@verizon.net">mattniemic@verizon.net</a>	
Dave Sanner .....	454-6374
<a href="mailto:dave.sanner@gmail.com">dave.sanner@gmail.com</a>	
Conrad Stachelek .....	459-6991
<a href="mailto:estachelek@stachelek.com">estachelek@stachelek.com</a>	

## Log Staff

P/C John Ashby.....	455-2757
<a href="mailto:jashby@ashby-adv.com">jashby@ashby-adv.com</a>	
Jan Stachelek.....	459-6991
<a href="mailto:JStachelek@Stachelek.com">JStachelek@Stachelek.com</a>	
Sandy Will .....	833-0303
<a href="mailto:carosal@velocity.net">carosal@velocity.net</a>	
Judy Emling .....	833-3293
<a href="mailto:judithemling@roadrunner.com">judithemling@roadrunner.com</a>	
Toni Sample .....	864/227-8833
<a href="mailto:totalu@embarqmail.com">totalu@embarqmail.com</a>	
Alex Webster Schuler.....	323-3954
<a href="mailto:chiroalex33@aol.com">chiroalex33@aol.com</a>	
P/C Pat Geary .....	459-7777
<a href="mailto:pkgasail@yahoo.com">pkgasail@yahoo.com</a>	
Kitty Ferrari .....	838-3933
<a href="mailto:fajferrari@yahoo.com">fajferrari@yahoo.com</a>	
Dave Heitzenrater .....	449-5126
<a href="mailto:dddd@neo.rr.com">dddd@neo.rr.com</a>	
Neil Milligan .....	490-6226
<a href="mailto:npmilligan@gmail.com">npmilligan@gmail.com</a>	
Aimee Nicolcia .....	455-0833
<a href="mailto:anicolia@neo.rr.com">anicolia@neo.rr.com</a>	
Bradley Enterline.....	453-5004
<a href="mailto:bkclaw@earthlink.net">bkclaw@earthlink.net</a>	
P/C Dick Waller .....	455-4332
<a href="mailto:bdw534@aol.com">bdw534@aol.com</a>	
Capt. Dennis Daniels.....	716-870-1782
<a href="mailto:seatraining@aol.com">seatraining@aol.com</a>	
Dennis Markley .....	835-1101
<a href="mailto:den.mark2@verizon.net">den.mark2@verizon.net</a>	



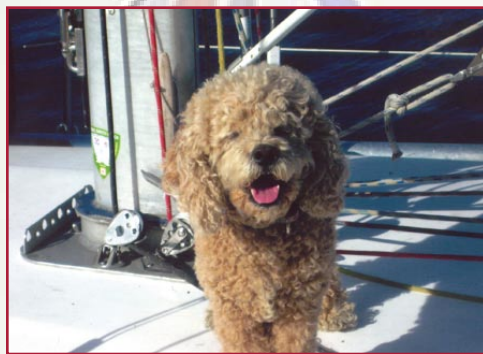
The exuberant crew of *Powder Hound*, the overall winner of the 2007 InterClub Cruise, proudly displays their trophies and First Place Flag.

The lead dog is Captain Ron Hamilton who is faithfully followed by a slew of Hamilton puppies and various other mutts aboard the 1977 Heritage I-Ton named *Powder Hound*. This is a fun-loving, hard-partying group of sailors, each with a devil-may-care propensity for silliness that belies their success on the water. It is not unusual; it is perhaps even expected that it would be a member of the *Hound* crew who was seen in a surfing position atop a golf cart driven by a beautiful blonde careening down the streets of Put-in Bay. It is expected that the *Hound* crew would be the ones to ritually bless the bow of the boat, the sails and themselves with Rum before every race, or to pause in their racing duties as if they haven't a care in the world each time they cross Long Point in order to partake of the traditional shrimp, hard-boiled eggs, and hot sauce. It is also expected that they would be the ones to show up at the Dover Yacht Club with the "shotski," a row of five shot glasses epoxied to a 170 Head Standard snow ski, and of course, they would be armed with plenty of alcohol to satisfy the groups of five who lined up to try out this new invention. What is not expected, or even seemingly possible, is to find *Powder Hound* the subject of a lead story on the Erie Times News Society page, right there, hobnobbing in print with Erie's elite. How could this happen? Well, because *Powder Hound* wins races, lots of them, even those worthy of mention in Meg Loncharic's column.

Since the year 2000, *Powder Hound* has won Boat of the Year twice, the Zurn Trophy 5x, the Briar Patch 5x, the Koehler Cup 3x, the Interstate 4x, the Eckerd Cup 4x, the Night Lighthouse Race 5x, the Governor's Cup 4x, the Mayor's Cup 5x, the Summer Series 4x, the LaFemme Race 2x, the Mork Trophy 5x, the Reverse Handicap 4x, JAM Boat of the Year 4x, and the Cleveland Deep Water Night Race 3x. She also won the Bruce Dell, the Invitation Cup, the Gilmore Cup, and took her class at Bay Week twice. All of you sailors out there

know that this is a truly amazing record, and although *Powder Hound* won the Lake Erie Interclub Race in 2000, it is her win this year, on the Fiftieth Anniversary of this prestigious race, that landed her on the Society page.

To achieve such an extraordinary record takes a great amount of effort, teamwork, and skill by the crew. Let's start with the Hamilton's. Captain and boat owner Ron Hamilton instilled his love of sailing in his sons David and Brian at an early age. One or both have been



"Ralphy", the *Hound's* mini-hound mascot, is always a vigilant, attentive and eager to participate crew member.

at his side for nearly every race and Ron freely admits that without their hard work and dedication he could never have raced the boat to so many wins. Then the grandchildren arrived, David's sons, Danny and Jon, and daughter Dacia, and Brian's son, Trevor. As they grew, they were brought aboard and given tasks. Ron is extremely adept at dialing into a person's strengths. Each of his sons and grandchildren knows his job on the boat, each has honed his skill at that position over the years, and as a family, they are so in tune with each other that almost no words are necessary; they anticipate what is needed before it is expressed. Even Trevor, at age seven or so, could be seen on the bow doing his job, which, at the time, was to keep the keel and rudder clean by yell-

# The Hound Astor

by Jan Stachelek



The head Hounds (l to r) son Brian, grandson Danny, the old Hound Ron and son David.

ing such things as, "Big floating yucky stuff a-port." Brian and wife, Lori, have just given Trevor a baby brother, Conner, and I am sure that, in short order, he will be given some sort of task aboard the *Hound* with Trevor guiding him along.

It takes years to find enough talented crew members to commit to an arduous race season year after year, but Ron has been fortunate to be able to count on Fred Sickert, Ann Hartley, Lori Hamilton, D.J. Crahe, Jim McGee, Mark Dedionisio, Mike Wilcko, Steve Sample, Janet Stachelek, Noel Giannamore, Debbie Gaudioso and Kathy Borowy as willing and available crewmates. He has also had guest crew too numerous to mention here. Ron employs the same philosophy with his crew as he did with his family. He hones in on their strengths at a certain position and then keeps them there until they are so comfortable that their actions become almost instinctual.

The crew has guided *Powder Hound* to win after win in spite of numerous impediments, some age-related, and some just bad luck. *Powder Hound* is 37ft. and weighs 14,500 pounds. She has a PHRF rating of 111, a debatable number for this big old boat, but one that was derived at after numerous measurements and re-measurements, including one where friends helped remove every moveable



# Old and Lands!

related mishaps. In the 2003 Interclub Race, a guy line with 8000 lbs. of breaking strength actually broke and whipped across Fred Sickert's leg causing a severe burn and a scar that he still carries today. The boat survived a collision with *Taco-the-Town*, a main sail blow-out in the 2004 Long Point Race requiring a replacement mid-race, and a 20ft. pass-by with a freighter on a pitch black night during the Cleveland Deep Water Race. Scary



The *Hound's* "shotski" is quickly becoming a famous new after the race "sporting" activity among the racing community.



Brian has his son Trevor already learning the "ropes" so to speak as a third generation *Powder Hound* crew member.

object, including floorboards, off the boat and onto the dock so that the hull could be examined. Then there have been the typical "old" boat problems. In 2004, Ron discovered that the rudder was taking on water. It was so sodden that it took over two years to be completely dried out and patched up. During the time of the sodden rudder, the boat still won races. A spreader broke during the 2005 Bay Race, the baby boom broke during another race, and as for the engine, well let's just say that the engine has been the bane of Brian Hamilton's existence.

There were also sailing adventures and

The author, Janet Stachelek, at the helm of *Powder Hound* during one of the La Femme all female crew EYC annual races.



indeed, but *Powder Hound* still managed to win the race with twenty minutes to spare. In the 2004 Mills Race, *Powder Hound* was one of 170 boats to start; the wind was a steady 30 knots, the majority of the boats were light and fast, yet the *Hound* won its Class and took third overall.

EYC members over the years have provided much needed support. John Morosky donated two shafts. John Ashby designed the boat's logo, Bill Legler anodized a leaky hatch, and many others contributed their time and expertise when asked. Too bad none of them were around when Ron decided that the wheel on the *Hound* needed to be about 15 inches closer to the helmsman's perch. He accomplished this task right before a Wednesday JAM race. The first thing helmsman David noticed was that while leaving the dock, he hit it, something he never does, but it was very windy. He quickly discovered that the boat was turning in the opposite direction of what he wanted and realized what had happened. Ever the joker, David asked his father to take the helm just as he was pulling out of the basin. Ron made his usual starboard turn to join the other racers down the Bay, so you can imagine his surprise when the boat happily went to port. He had attached the wheel wiring backwards! The *Hound* raced with the emergency tiller that night, although it might have made for a very interesting race had David used the wheel.

Ron truly values all of the friends he has made at the Club and throughout the Great Lakes since becoming a member of the EYC in 1968. Year after year, crewmate Jim McGee holds a dinner feast for the *Hound* crew at his home in Dover, Ontario during the Lake Erie InterClub Race. It is one of the highlights of the season for the crew, and is also great fun for Ron, who loves not only to spin his yarns related to glorious past wins and near-wins, but also to inspire those crewmates with him toward future wins.

So does *Powder Hound* deserve recognition in the Society pages of the Erie Times News? I would say, "Hell, yes!" But, please, please, spare us some future photo of Meg Longcheric lined up with the crew and sampling libations from the "shotski."



In late May 2007, I flew into Papeete, Tahiti to move aboard the *Aldebaran* with long time friend Aaron Lasher. Aaron needed assistance with his educational children's organization "Reach the World" program based in Chicago, so I spent the next six months sailing the South Pacific and exploring Oceania. In the first couple weeks we mainly tackled boat projects as I grew familiar with the boat, and we took a weekend cruise to the island of Moorea in the North. I didn't know at the time that Moorea was to be perhaps the most beautiful island that I would see. Soon afterwards, we began sailing westward with an overnight transit to Huahine, then to the island of Raiatea. From there we went to Bora Bora, where we stayed for about 1 ½ weeks before picking up Captain George who volunteered on board until Australia. We passed the time in various anchorages, including one where we anchored in only 7 feet of water. (We draw 7.5 feet!) The water was the color of milk at night, and we constantly saw manta rays and other fish swimming around the boat.

After leaving Bora Bora at sunset, we made our way toward Suvarov, which is basically an uninhabited atoll in the middle of the Cook Islands, about 600 miles from anything. I say basically uninhabited, because there is a caretaker that stays there with his family for half of the year, and leaves during cyclone season. Our transit was just under 700 miles, and took

5 or 6 days as I recall. That may seem like a long time at sea, but one quickly acclimates to the watch schedule (mine was 0200 – 0430, and 1400 – 1730) and the easy pace of life at sea. Besides the regular spurts of bad weather we had in the tumultuous region called the South Pacific Convergence Zone (SPCZ), constantly reefing and un-reefing the sails in Gale like conditions, we did a lot of reading and trying not to fall out of our bunks.

other boats here, and the caretaker John invited us to shore and shared fish with us that he had caught. It was quite a special place, although the local animal population, from coconut crabs to turtles and birds, are under a poaching threat from all sorts of people when the caretaker is gone during cyclone season. If you wish to read an interesting book about Suvarov, check out "An Island to One's Self" by Tom Neale. He was a New Zealander who

# I Joined the Adventure

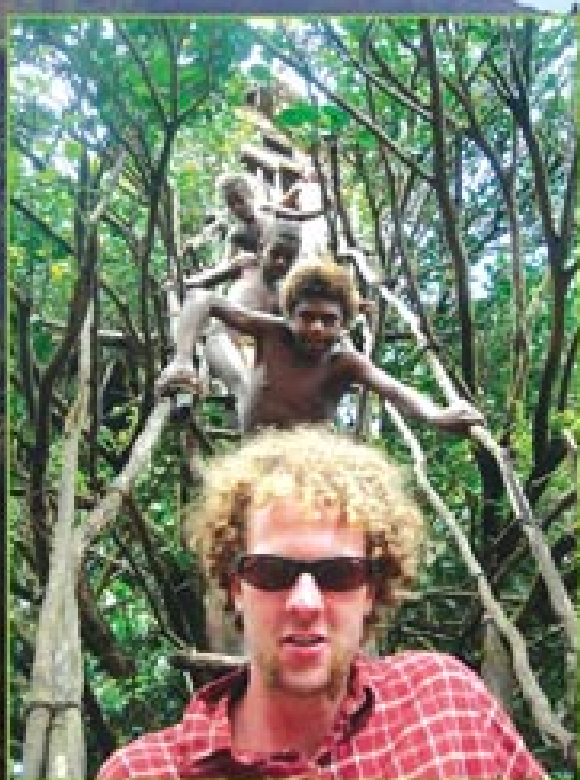
# SOUTH PACIFIC

BY ALEX NAGLE

Suvarov was perhaps one of the most amazing places that I ever have been. Not only was the water crystal clear down to 50 feet, but there were black tip sharks everywhere, which made swimming and snorkeling extra fun. They are mostly harmless, being only 4 feet at most, but an occasional larger Grey Shark would wander by and give you quite a start. I practiced my free diving here, and got to my record depth of 40 feet. There were two

lived alone in the atoll for 6 or 7 years. For those of you who have read Slocum, it is of a similar caliber.

We next had a 550 – 600 nautical mile trip to an island called Nautoutapu, a territory of Tonga. Merely 7 miles long and 3 wide, it consists of only 3 villages and less than 1000 inhabitants. We walked around the island, went snorkeling in some amazing underwater tunnels and were invited to a fabulous dinner in a local home. We stayed here for a couple days before heading south to Vava'u, an island group also belonging to Tonga. It was

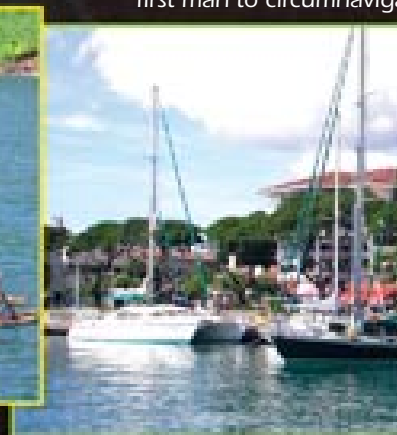


I'm being escorted out of a treehouse by the kids who did not approve of my facial hair.

After anchoring at the Island of Santa Maria in Vanuatu we traded old clothes for fresh fruit with locals in the outrigger canoe.



My first port of call was Papeete, Tahiti. Pictured here is a descendant of Joshua Slocum, the first man to circumnavigate the globe.





the first place in about 3 weeks that we could go and get a burger and a beer, which was a nice change. Many burgers were eaten, many beers drank.

We spent 10 days sailing around the various islands in the group, and there was not a dull moment. We encountered two famous caves in Vava'u. The first, called Swallow's Cave, was a large cave extending both above and below the water, and extended about 30 feet

# e in the PACIFIC

It was a little nerve-wracking, but once inside it was amazing. When a wave came in, it would pressurize the air, forming a fog that lasted until the wave subsided.

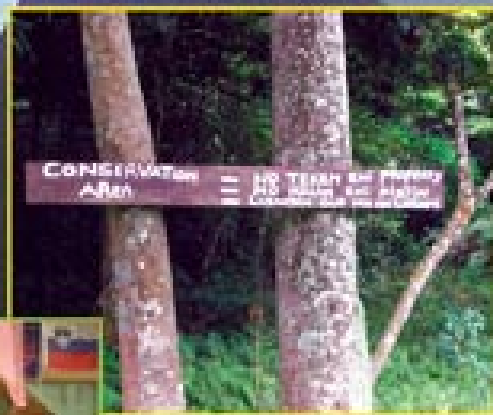
It seemed too soon as we left and headed for Fiji, which was about a 600 nm transit. We caught some bad weather, and had to call all hands at 0200 one morning to reef the sails in rain and 40 + knot winds. Luckily soon afterwards we entered the comfortable and predictable SE trades, and had smooth sailing to Fiji, where we performed a major overhaul of the boat. We painted the bottom, repaired the sails, varnished, cleaned the through hulls, inspected the rig, and about 1,000 other things. We were there for 11 days, where we enjoyed such perks as a movie theater and a Chinese restaurant. We picked up a hitch-sailor here, and gained an extra hand and a fine cook on our next passage to the country of Vanuatu to the east.

We arrived in Tanna, Vanuatu and picked up a mooring after a great passage. We toured the island and visited a traditional village and an active volcano. The central part of the village was ringed with large tree houses built into banyan trees, which were used as circumcision huts. After a young boy underwent the operation, he had to live in a hut for one month without seeing any females, his mother included. Outside the main square were several huts, and at one of these we were intro-

(continued on page 36 )

back and was littered with graffiti, some dating back to whalers in the late 1800's. Once past the water, you could walk back another couple hundred feet, and at one point there was a natural opening to the forest above, where dinners with foreign dignitaries were at one time held. The other cave was called Mariner's Cave, and its entrance was about 8 feet underwater, so you had to dive down and swim about 14 feet to the other side.

After a 4 mile hike up this mountain on Moorea, we were rewarded with a fabulous view of our anchorage, Bair de Oponhu.



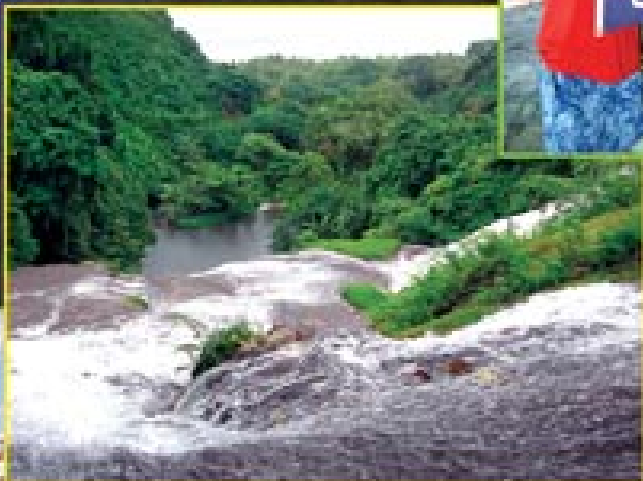
Try deciphering this sign on the island of Tannu, in Vanuatu. Have fun!



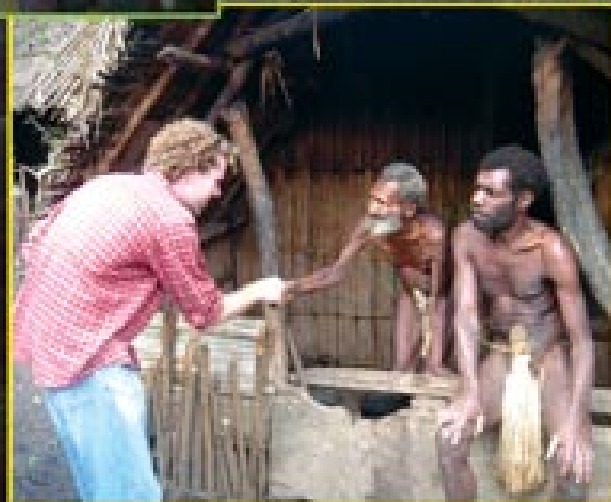
John, the part time caretaker of Swall atoll in the Cook Islands, accepts the EYC burgee for his local club.

On Tanna Island, in Vanuatu, I was introduced to the 108 year old chief. They were head hunters 70 years ago.

Papeete, the capital is the boat of a decumb who was the ate the world.



A trek over the river and through the jungle did not lead us to grandmother's house but to this spectacular waterfall on the Island of Pentecost in Vanuatu.



# ***U.S. Sailing Championship Coming to EYC***

***by Holly & Gavin O'Hara***

**T**he Erie Yacht Club is proud to host the US Team Racing Championship for the George R. Hinman Trophy August 15-18, 2008, one of US SAILING's most prestigious events. This event marks the EYC's first time to host a US SAILING National Championship.

"If an event is only as good as the people competing in it, the first Team Race Nationals ranks among the best." - Dave Powlison Yacht Racing & Cruising 1979.

## ***History of the Event:***

Team Racing came of age in the United States, when "Yacht Racing and Cruising", sponsored the first Official Team Racing Championships in 1979.

The event's original goal was to put a premium on team racing performance while maximizing spectator appeal. Within the ranks at the inaugural event was an amazing diversity of talent including World and Olympic champions, America's Cup athletes and more National and North American titles than can be listed here. Inaugural competitors included Mark Reynolds, Steve Benjamin, Dave Ullman, Neil Fowler, Peter Isler, Dave Perry, Ed Adams, John Bertrand, and Gary Knapp just to name a few. The Championship was eventually adopted by US SAILING and gained international recognition. Teams have traveled from Canada, Mexico, Ireland and Great Britain to compete in the George R. Hinman Trophy. The event rotates around the country landing in Erie, PA for the first time.

In the early 1990's two major developments coupled with some very hard work sparked a new pulse into the Hinman Trophy. First, was the supply of evenly matched boats for the event. Beginning in 1993, Vanguard Sailboats began supplying the Vanguard 15 as the official Hinman team racing boat. This opened

up who could host the event since neither the host nor the competitor need supply the equipment. At this year's event the Erie Yacht Club will see 24 brand new V15's arrive in two tractor trailers just prior to the event.

The second major development is the use of professional umpiring. In an effort to limit the amount of protests on-the-water umpiring is prevalent in team racing much like the match racing circuit. It is pretty impressive to watch these folks work.

## ***What to Expect:***

The 2008 event is looking like one of the most competitive team racing events to date as it is also the U.S. qualifier for the ISAF Team Racing World Championship in Perth, Australia in 2009. Teams competing come stacked with talent, well practiced, and ready to push themselves, their competition and these responsive, lightweight, performance dinghies to the limit.

The event is sailed in color coded Vanguard 15's with vibrantly colored sails custom-made for team racing. This makes for some great spectating. It is not uncommon to see the six boats tacking 75 times in two minutes and performing radical maneuvers in extremely tight situations. It is also not uncommon to see a

capsize or collision. The competitors are pushing the envelope on boat maneuvering and occasionally they crash and burn. The modern Hinman competitor remains consistent with the tradition of talent established in 1979. Like the inaugural event we expect to see Olympic Medalists, World Champions, and pro sailors competing.

Team racing has come a long way in the last three decades. The sport now attracts young competitors, the not-so-young, experienced team racers, race management gurus, and judges of the highest caliber. All appreciate the core values of the sport and the reality of the adrenaline rush it inspires with participation.

## ***How can I get involved?***

As with any regatta we need volunteers. Specifically, we are looking for members to provide housing for our umpires, help unload and rig equipment, participate in race committee duties, and assist in registration.

Our **BIGGEST** need is the use of 13-17 foot motor runabouts to assist with race commit-







tee and on-the-water umpires for this event. In total we need 11 boats. The event will pay all fuel costs and any supplies required for the event and the committee promises to take the best care of your asset. This is a huge undertaking for the Club and event organizers and we cannot do it without your support.

If interested in helping with the event or lending your powerboat please contact Event Chairs Gavin and Holly O'Hare at [holliso@obyc.com](mailto:holliso@obyc.com) or Club Chair David McBrier at [david.mcbruer@builders-hardware.net](mailto:david.mcbruer@builders-hardware.net). Contact Julie Arthurs [jularthurs@aol.com](mailto:jularthurs@aol.com) if you would like to volunteer housing for umpires.

#### ***Sponsorship Opportunities:***

The 2008 US SAILING Team Race Championship is fortunate to have some great national sponsors for the event. Unfortunately, this does not cover all the costs of hosting such a highly recognized event. There are a number of sponsorship opportunities available at all

levels. If you or your organization would like to help sponsor the event please contact Dennis Markley at [dmarkley6@roadrunner.com](mailto:dmarkley6@roadrunner.com). For specific details on the 2008 Championship at Erie Yacht Club, visit U.S. SAILING's website at: [www.ussailing.org/championships/adult/ustrc/](http://www.ussailing.org/championships/adult/ustrc/) and the club's site at: [www.erieyachtclub.org/hinman/2008hinman.htm](http://www.erieyachtclub.org/hinman/2008hinman.htm).

This is a great spectator event. We hope you will come down and enjoy. Look for more information around the Club in the months to come.

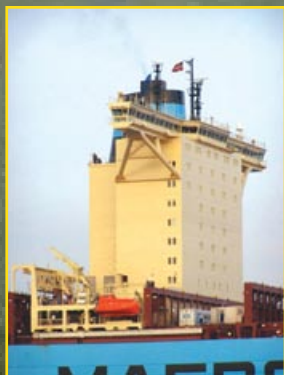




This is the World's Largest Container Ship named the *Emma Maersk* which is the newest ship in the Maersk Line. Get a "load" of this ship! She is 1,302 feet long and 207 feet wide, has a cargo weight of 123,200 net tons and carries 15,000 containers! WOW. And the crew size, for a ship that is longer than a US aircraft carrier which has a complement of 5,000 men and officers, is a

paltry 13 crew members who handle everything!

The ship was built in five sections. The sections were floated together and then welded. The command bridge is higher than a 10 story building and she boasts 11 crane that can operate simultaneously. The *Emma* is powered by 14 in-line diesel engines putting out 110,000 BHP while cruising at 31 knots.



World's La  
"Emma"





Think it's big enough? Note that the 207' beam means it was NOT designed for the Panama or Suez canal. It is strictly a transpacific ship and with a the cruise speed of 31 knots means that her goods arrive 4 days before the typical container ship, with speeds of between 18-20 knots, on the China-to-California run. So this behemoth is hugely competitive carrying perishable goods.

*Emma's* construction cost exceeded \$145,000,000 (US). She has a special "silicone" paint applied to her bottom which reduces the water resistance and saves an estimated 317,000 gallons of diesel fuel per year by increasing her speed through the water. Her first trip was in September of 2006 and her country of origin is Denmark.



**argest Container Ship**

***Maersk***

by P/C John Ashby & Jack Schultz

Seagulls playfully enjoying this fantastic huge deserted beach on Long Point's south shore.

# Sailors



About half way in any journey from the Erie Yacht Club to the Port Dover Yacht Club you will find looming up from the horizon a welcome sight, the Long Point Lighthouse. Not too many years ago this lighthouse was manned. The last lighthouse keeper was Red Biddle, who lived there with his family, in the 1980's. Since his departure the lights still mark the sand bar on which many have lost their boats. During our Centennial year at the EYC, at the "Old Timers" night we had the privilege of hearing Mrs. Heinrich tell of losing their boat to a Long Point sand bar during a storm. They were rescued off the boat but when they returned there was not much left to salvage. It is a wise sailor who gives the 'point' a wide berth when crossing over.

March and November are "storm months" and are very good months not to make the crossing past Long Point. Grounding on a sand bar can be a discomfort and may cause some boat damage in calm seas but in a storm it can cause the loss not only of material possessions but also of life. The Canadian fishermen are especially respectful of these months on the water.

In the past, as we have approached Long Point we have watched our depth gauge move from a comfortable 110 feet to 19 feet in a matter of seconds. We are ever vigilant of the need to steer further east to remain at the deeper end of the bar. It is not until you can line up the ridge pole with the lighthouse that you know you are

in the middle of the bar and then safely have crossed to the other side. As you cross the bar, looking over to the north east shore, you will be delighted to see the 650 foot Nanticoke stacks. (Especially if you're coming out of a fog bank.) When the twin stacks were built in the mid-60's it was Ontario Hydro's largest fossil-fueled generating station in North America.

If you lay a course through the Outer Bay (between Long Point and Port Dover) and head instead toward the cottages you will find several more of Long Point's famous sand bars. On the way to Clark's Bluff (Bluff Bar) you'll find to your left, Gravelly Bay, just east of Anderson's Pond, which

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# Love the Mystery of Long Point

by Toni & Dave Sample

houses several cottages of notorious Long Point fame.

Our boat needs to take a detour here so that we can tell you about the great opportunity we had to spend a weeks vacation in the Gravelly Bay cottage owned by Frank Reid, Attorney for the Long Point Company. (No running water or electricity but lots of adventures.) Long Point is inhabited by many deer so it is rampant with deer ticks. Day one we jumped into our bathing suits and then donned nylon jackets and pants, with our socks pulled up over the pant cuffs and stuffed our feet into our hiking boots. This was summer so

imagine the intensity of the summer sun beating on nylon covered flesh. Clinging to our romantic allusion of a lovely day of sunning and swimming we hiked through the middle of Long Point peninsula from Gravelly Bay to the south shore. When we reached the sandy shore, we no sooner stripped out of our nylon outer clothing then swarms of black flies descended on us forcing us into the water and eventually back into our jogging gear. Now we know where all those 'cockpit' black flies came from when we were sailing past Long Point! With undaunted enthusiasm

we went to Plan "B" and commenced to walk along the south beach toward the eastern tip of Long Point. We had no realization when we started what the number of miles would be on foot to traverse the uneven terrain. When at last we cut back toward the center of the land we found ourselves in the most beautiful maze of boardwalk trails winding through the sandy marshes and leading to the backside of

( continued on page 38)

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*pre·served, pre·serv·ing, pre·serves v. tr.*

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- 2.) To keep in perfect or unaltered condition; maintain unchanged.
- 3.) To keep or maintain intact

*See: Fiske and Sons.*

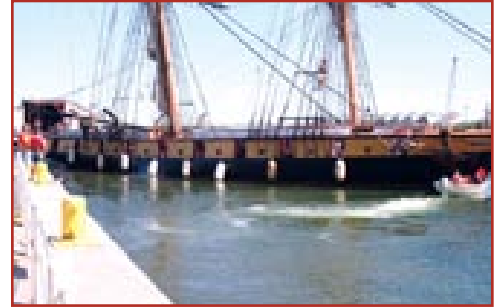
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## How Do They Do It?

# Maneuvering Niagara

by John Baker



We leave the stern line attached when leaving the Niagara's berth in the east slip behind Dobins Landing. Left prop is in REVERSE; right prop is FORWARD. When the bow clears the dock, the push boat, *Cutter 1*, pushes long and hard positioning the ship's bow for exiting the east slip.

When the Niagara is clear and the fenders are up, the push boat retrieves the dock crew and returns to the Niagara for a "lift" into its davits and off we go sailing away.




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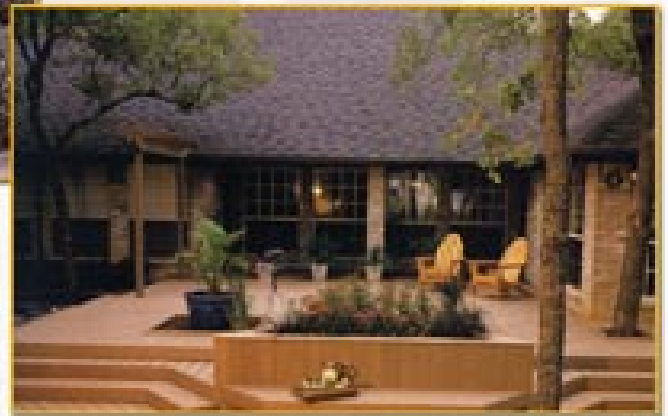


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The *USS Wahoo* was dressed out in her full colors for her Christening and launch.

Every war has its mysteries. Every war leaves historians pondering the would of's, could of's, and should of's. Yet, every so often, some answers suddenly appear.

After the devastating attack on Pearl Harbor, the United States Navy had little to fight the Japanese Navy with. A good portion of our fleet lay in ruins and the Navy's men were shocked and demoralized. One weapon that did remain unscathed was the submarine base at Pearl Harbor. Within hours of the attack, the US Navy sent a message to all concerned that said, "Begin unrestricted submarine warfare on the Japanese empire."

Unfortunately, the fleet of submarines we had were plagued with problems ranging from poor pre war doctrine to torpedoes that seldom worked as designed. This coupled with aging submarine commanders who either lacked the aggressiveness necessary or were dogged by the pre-war doctrine that mandated the submarine as a scout, rather than an offensive weapon.

By 1943, a full year into the war, the submarine force had little to cheer about. Torpedoes continued to malfunction and few submarine captains had accrued much of a record. That

began to change when Lt/C Dudley "Mush" Morton took command of the submarine *USS Wahoo*, SS 238 in Brisbane, Australia. The *Wahoo's* first two patrols were not successful. Morale was poor and although they had sighted some impressive targets, they were unable to sink more than one Japanese vessel. The captain, Commander "Pinky" Kennedy was

relieved and Mush Morton was given his opportunity to see what he could do. Morton was a 1930 graduate of the Naval Academy where he excelled at numerous sports. Although his peacetime service record was not noteworthy, he was one of those rare officers who rise above all else in times of war.

The *USS Wahoo* heads out on her post-refit sea trials off Mare Island, California on July 14th, 1943 through which she performed admirably as one of the fleet's finest.



# USS WAHOO SS WWII Enigma Solved



Lt. Dick O'Kane and Captain "Mush" Morton.




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Prior to departing Brisbane on *Wahoo's* third patrol, Mush assembled the crew and told them that their job was to sink enemy shipping and that he would do everything he could to achieve that goal. All who didn't want to go on patrol under those circumstances could ask to be relieved. No one did.

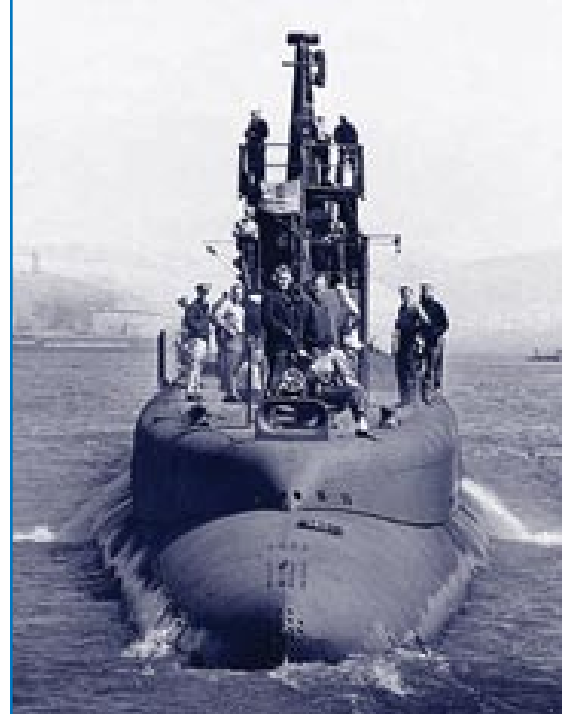
*Wahoo* departed on her third war patrol and immediately had an impact. Their boat entered a Japanese harbor, at Wewak, New Guinea, where they sunk a destroyer with an unbelievable last-gasp down-the-throat shot, then proceeded to sink an entire convoy of three Japanese ships. The patrol was short, aggressive, and much needed to buoy the spirits of the sagging submarine force. Morton followed that patrol with one to the Yellow Sea

where he sank an unprecedented nine vessels, two with *Wahoo's* deck gun.

By the fall of 1943, Mush had established himself as the top submarine commander in the Pacific. His superior, Vice Admiral Charles Lockwood was fond of Mush and privately hoped his aggressive nature would have an affect on other sub commanders, which it did. A number of other skippers started to create their own tales of success.

In the summer of 1943, after *Wahoo* had an extensive refit at Mare Island shipyard in San Francisco, she was assigned a very risky patrol inside the Japanese Sea. This inland body of water was believed to be heavily mined at its narrow entrances, but there were some who believed that La Perouse Strait at the eastern end of Japan could be successfully navigated. Although *Wahoo* was successful in entering Japan's private sea, and numerous targets were available, faulty torpedo performance cut *Wahoo's* patrol short. Upon returning to Pearl Harbor, a seething Commander Morton stormed into Admiral Lockwood's office and complained bitterly of the erratic running torpedoes that cost him another successful mission. At Morton's insistence, he was given a second crack at the inland sea, a decision that Admiral Lockwood later regretted.

In late September 1943, *Wahoo* again headed for the Japanese Sea. This time *Wahoo* was given new electric torpedoes that proved to be much more dependable as *Wahoo* sunk four ships in just a couple of weeks. Terminating the patrol early, *Wahoo* attempted to exit La Perouse Strait during the day. Sadly, she was spotted and was the subject of a brutal Japanese attack. Although the specific details of *Wahoo's* loss was discovered by examining Japanese records at the conclusion of the war, the exact circumstances surrounding her loss was much the subject of debate. *Wahoo's* executive officer, Lt/C Richard O'Kane, who left *Wahoo* for his own command aboard USS Tang, felt that she has succumbed to a circular run of her own torpedo. His theory in part was because his own boat was sunk by a circular a year after *Wahoo's* loss. Commander O'Kane and a handful of others survived, only to be interned in a brutal Japanese prisoner of war camp.



This stern view was taken by a camera ship as crew members grab some fresh air on deck.

Why *Wahoo* attempted a daytime exit remained a mystery and Japanese reports indicated that their combined air and sea attack had done much damage to *Wahoo*, including knocking a propeller off.

Then on August 8, 2006, Russian divers looking for a Russian sub sunk in the same area discovered the *Wahoo*. The damage, although severe, was not as extensive as was originally thought. *Wahoo* still has both propellers and apparently received one fatal aerial bomb just aft of the conning tower.

Although the discovery of *Wahoo* brings closure to those families who had relatives aboard this famous WW II submarine, debate will continue as to why *Wahoo* attempted a daytime passage, when previously she had sneaked through the strait under the shield of darkness. Despite her loss, her legacy lives on and has been the subject of many books. Suggested reading includes *Wahoo*, by Admiral Richard O'Kane and *Wake of the Wahoo*, written by her Yeoman, who miraculously was transferred off *Wahoo* just prior to her last patrol.



# 238

# gamma

# ved

by Captain Dennis Daniels

L to R Ensign John Campbell, Lt. Roger Paine, Ensign George Misch, Lt. Richard O'Kane, Lt. Chandler Jackson, Lt. John Griggs, Lt. Richie Henderson. Missing was Captain Morton who was flown to Pearl to report directly to ComSubPac from Midway Island.

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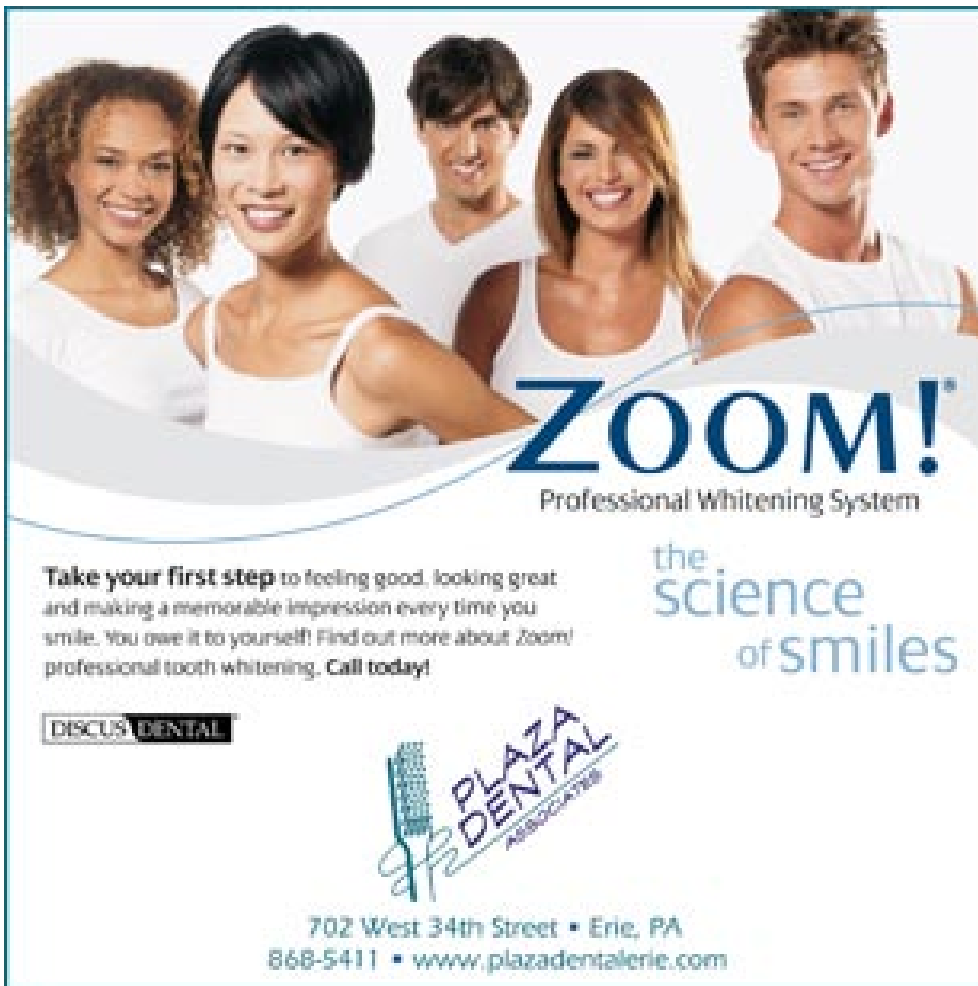
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# Find the Man in the Beans!

submitted by Mark Varzally



Doctors have concluded that if you find the man in the coffee beans in 3 seconds, the right half of your brain is better developed than most people. If you find the man between 3 seconds and 1 minute, the right half of your brain is developed normally. If you find the man between 1 minute and 3 minutes, then the right half of your brain is functioning slowly and you need to eat more protein. If you have not found the man after 3 minutes, the advice is to look for more of this type of exercise to make that part of the brain stronger!!!

And, yes, the man is really there!!!




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This was Waldameer's English-Colonial styled bathhouse in the early 1900's.

If a good idea creates a high quality product then many times that product is referred to as "one that will last forever". Well "forever" is a lot to ask of anything. Yet, if that item has been in existence since 1896 and is still doing its job successfully and is growing bigger, better and stronger at 112 years old, well then just maybe "forever" isn't that hard to envision. Okay then, so if Waldameer Park is 112 years old ... how old would that make EYC member and Waldameer's owner Paul Nelson?

Paul first joined the EYC in the late 1950's and after a 30 year hiatus rejoined again in 1998. His first boat after returning to the sport fifteen years ago was a 21 ft. SeaRay. Then he caught that most common of all diseases found among boaters clinically referred to as "bigger boat syndrome". Therefore, Paul's condition has progressed from the 21' to a 34' to a 41' to his present 48' and yes he is loyal, they have all been SeaRays and, yes, all have been named "Carousel".

How do I know all this stuff about Waldameer Park and Paul Nelson? Well, I have

Throngs of beach lovers gathered at the Park's exclusive lake facility for a swim in the lake or a dip in the beach-side pool.



been personally involved in Waldameer's history for nearly a third of its entire existence. I have had the pleasure of working with my part time boss and full time friend, Paul Nelson, for the past 30 some years and I've had a ball doing it.

Originally known as Hoffman's Grove, Waldameer today is the 10<sup>th</sup> oldest continuously operating amusement park in the entire country. The word "Waldameer" in German means "woods by the sea". In the late 1800's patrons would take the 30 minute, five cent trolley ride out to the park for a day in the beautiful wood-



Note the style of dress of patrons gathered at the Park's Merry-Go-Round.

ed groves for their "get-a-way" summer picnics. Visitors would enjoy field athletics, hammocks, swings and Waldameer's exclusive Lake Erie beach facilities. The picnic areas were on the eastern part of the property with a foot bridge over the Peninsula gully to the

# WALDAMEER

Aging Like a Good V

Park's western property where patrons could ride the Toonville Trolley or walk the "Boardwalk" down to the lake shore. Styled after the famous Atlantic City Boardwalk, Waldameer's Boardwalk was 16 feet wide and a thousand feet long ending at a beautiful archway at its "English Colonial" styled bathhouse located smack dab on the beach. The bathhouse ran

Waldameer's Cafe was one of the early restaurants nestled in the beautiful woods.







Going for a stroll down Waldameer's "Midway" shortly after the turn of the last century.

parallel to the lake shore and was 110 feet long. It boasted 160 individual dressing rooms. Women on the east side and the men on the west with 12 family styled dressing rooms in the center section. Along the entire length of the structure's north side was a 12 foot wide veranda lined with plenty of wicker rocking chairs. A wide wooden dock stretched out into the lake waters with a pier extending across its end. The park rented canoes and rowboats as well as bathing suits and lockers to patrons, ensuring them a fun day both on and in the water. Waldameer became so popular by 1900 that there was even a plan to establish the Erie Zoo at the park. In fact just a few years later, realizing that the animals were



This is a colorized postcard of the interior of the famous Waldameer Hauf Brau as patrons enjoy the stage show entertainment of the waiters and waitresses.

in Erie, Moeller moved to Erie as the matre'd of its restaurant. While working as a matre'd he saw an opportunity at Waldameer and began running their concession stand...once again selling hot dogs. Moeller's interest in the park and vision for its future eventually led him

Moeller's were Circle Swings, Dip the Dips, a Scenic Railway, a Funhouse, and a 2,000 seat Vaudeville Theater. Later Moeller introduced Dodgems, the Ye Old Mill Shute, an early Ferris wheel, and the Hauf Brau, a German food and beer garden with musical entertainment

# Wine ... it only gets better!

## WALDAMEER AT 112

by P/C John Ashby

not a beneficial element in Waldameers' long term success the pony and donkey rides were dropped from the park's mix of attractions.

The Moeller family can be credited with bringing Waldameer into the modern age. Alex Moeller was a German immigrant who jumped ship in New York to find work and build himself a life in the United States. Ironically, Moeller first found work at Neithemers Hot Dog stand at Coney Island and later at a resort in the Finger Lakes. When the Finger Lakes Hotel chain opened the Hotel Lawrence

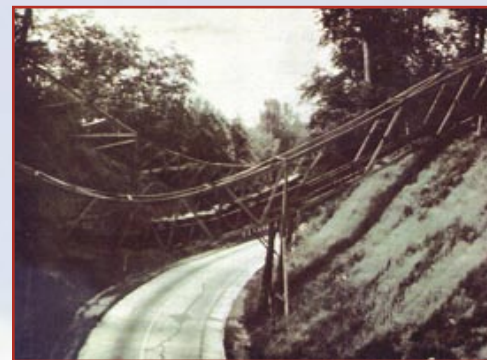
A father and son pose in front of the popular Bi-Plane Swing, an early Moeller ride.



Many of the Hauf Brau's entertaining/waiter staff studied at the Juillard School in New York City during the school year.

to purchase the property.

Moeller brought Waldameer "her first hey-day" by adding a variety of early amusement rides to her already thriving picnic business. Later he introduced the original "Ravine Flyer" roller coaster that was a Waldameer bellwether attraction. Other early attractions of



The original Ravine Flyer roller coaster bridge over the two lane road to the Peninsula.

and singing waiters and waitresses. The staff, some with musical instruments in hand, went from table to table singing songs and serving the patrons. This was top notch entertainment with many of the waiters on summer vacation from the famous Juillard School of the performing arts located in New York City. Moeller's foresight made Waldameer the number one entertainment destination in the entire region.

(continued on page 30)

Waldameer's Rainbow Gardens Dance Hall is still a popular venue for a variety of events on a year round basis.





# Do You Like ... If So, You'll Love "Beers Coming to the EYC

by Tom Madura

**S**ome people might think that's a pretty simple question, given that beer is the oldest and most popular alcoholic beverage in the world. But beer itself is hardly a simple subject. There are literally thousands of breweries, large and small, all over the world, producing over 35 billion gallons annually, resulting in a global economic impact of almost \$295 billion last year alone. Pretty impressive numbers for a drink that doesn't always get the respect it deserves!

Do you think you know all there is to know about beer? Do you know the difference between lagers and ales? How about pilsners? Where do they fit in? Do you care about any of this, or do you just know that you like to crack open a cold one on a hot summer day?

Well, there's no need to wait for summer – if you enjoy good beer, good food and good fellowship, the Erie Yacht Club has just the event for you coming up on March 8th.

It's the EYC's first ever beer tasting: "Beers Around the World".

Our friends from Erie Beer will provide samples of seven different beers from around the globe. You will have the opportunity to taste each one from your own EYC "tasting glass" which you'll get to keep as a memento of your fun evening. In between tastings you'll be able to "cleanse your palate" with a sampling of meats, cheeses, hot pretzels, and other assorted munchies.

The challenging part will be that as you sample the beers, you will not know what brand of beer you are drinking – the beer will be poured out of sight so that you may taste the beer without pre-judging it. You will then be asked to rate each beer based on its taste, color, body, etc. and you will be asked to vote for your favorite. The beer receiving the most votes will be featured in the EYC Lounge for the following month.

None of the beers offered at this tasting have been available at the Club before, so this is



your chance to try something new! A representative from Erie Beer will also be on hand to describe the beers in detail and explain the differences between them ... just in case you want to, you know, learn something while you're having fun!

So mark your calendar, tell your friends, call the office to make your reservations, and we'll see you on March 8th! Cheers!



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## EYC Sponsors Special RADAR Course

by  
Captain  
John  
Ashby



The Erie Yacht Club, as part of its efforts to help all boaters to become better, safer and more highly skilled mariners on the water, is presenting a one day Special RADAR Course.

Radar is becoming more affordable almost on a daily basis for the average boater. Therefore, SeaTech Marine Training has created a highly informative educational one day course designed to greatly improve the user's knowledge and understanding of the radar as a navigation and safety aid. SeaTech's course includes all course materials in addition to a highly acclaimed Radar Text Book and a Radar Trainer CD that participants can use at home to further hone their knowledge and skill with actual "port entering" practice exercises.

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- Using Radar to Avoid Collisions
- How to Deal with Interference
- Radar's Help with "Rules of the Road"
- Maintenance of Your Radar

This one day course will be held at the Erie Yacht Club on April 12th, 2008 from 9 am to 3:30 pm with a scheduled lunch break.

This Radar Course program normally costs \$90 but is only \$60 at this Special EYC Event. So be sure to take advantage of this terrific opportunity to enhance your boating skills using radar as an aid to navigation. Simply call the EYC Office to make your reservation, but act early due to class size limitations.



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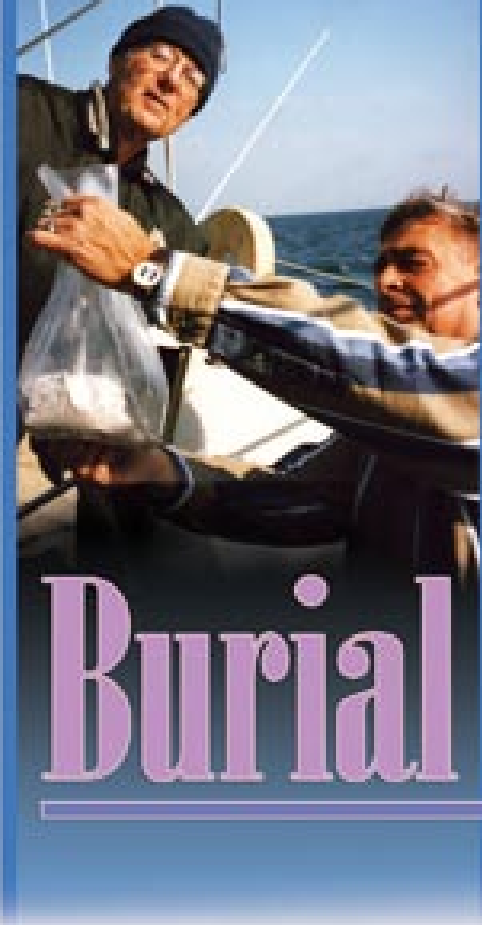
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Captain Dave Sample and Ron Parshall handled placing of the ashes upon the water

filled with Byron's friends and a flower wreath. At Byron's wishes most of his ashes were interred in the bay outside the Yacht Club. The remainder (or almost all of the remainder) were given to the lake at Gravelly Bay off Long Point peninsula in Canada. A favorite place where he loved to sail his 18 foot Chesapeake bay cat boat. The remainder of Byron's ashes continued to sail with us on *Soirée*. He was with us for every outing and crossing that we made. Byron Cooley is a true example of "Old sailors don't die - they just keep on sailing".

There were other burials at sea all noted in our ship's log. On August 19, 1996 Captain Dave Sample had heart by-pass surgery and missed



First Mate Toni Sample and friend Bev Parshall often acted as the official ceremonial flower tossers.

20 knots SSW across the deck, the ashes of 14 others were given to the sea off the deck of *Soirée*. All the burials were per the instructions of the deceased with the exception of Nina, who died in 1990 and Maggie, who died in 1993. These two dogs were interred at the requests of their owners. The Bible was read, a song was sung, the ashes dispersed and the name and location of the internment duly noted in the ship's log for each burial. Names are not being disclosed in this article but among those buried that day in Lake Erie, off the Hammermill and GE stacks included infant twin girls, a mother and baby, a husband and wife who died 17 years apart, and among the six others - a convict.

On the 15th urn of ashes was written a request, "Do not bury at sea". That woman's ashes were buried with dignity, honoring her request, in a beautiful spot in the woods near Elk Valley.

Boats are odd entities - with personalities and characteristics as though they were living beings. In poetry we hear so often of the "human" characteristics of inanimate objects - the groaning of trees, the laughter of the flowers, the twittering of the branches. *Soirée* took on human characteristics and over the years that we had our love affair with her she had enjoyed the innocence of children, tolerated the antics of youth, looked the other way at the decadence of maturing adults, had consideration for the aging, and had compassion for loss. She had been the clown that entertained with joy and giggles and she had shown her serious side as she performed as the housing of reverence for these "Burials At Sea".



# Burial at Sea

by Toni & Dave Sample

During the years of ownership, our 37 foot O'Day sailing vessel was used for many events. With fond memories we recall sails with children, grandchildren and friends. Swimming parties off of *Soirée* were always fun - diving from the side of the boat, from the boom, from the back ladder, or for the less adventurous - rowing to shore in the dinghy for a stroll on the beach. *Soirée* was the host for many evening 'sunset' bay sails as well as late night sails with friends and family sitting on the gunnels, the foredeck and in the cockpit - each with one of the 32 life vests we kept on board - oohing and aahing over the "We Love Erie Days" fireworks. Those were events and times that hold such special meaning to us, our family and friends.

*Soirée* was also used for some other interesting events, one of which was burials at sea. The first burial of ashes at sea was Byron Cooley, long time member of the EYC. *Soirée* was

the first MS regatta on board *Soirée* since its beginning. Less than two months later, on October 16, 1996, Dave Sample Captained *Soirée* along with wife and First Mate, Toni and Crew members Ron and Bev Parshall. In the lake, just off the east end of the Peninsula, at approximately 42 degrees North and 80 degrees West, on a sunny 60 degree day with winds of

Record keeping and reading of the Scriptures was always strictly observed.






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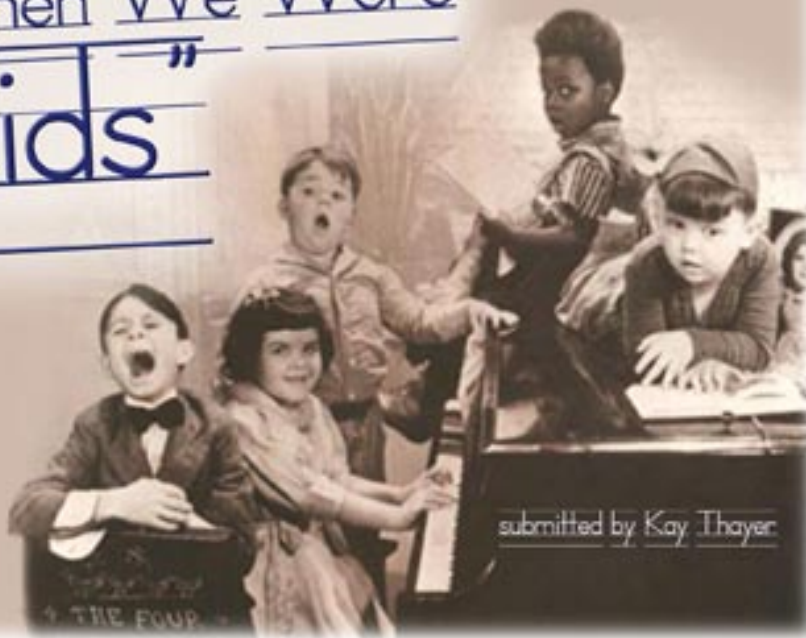
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# "When We Were Kids"



This has been around, but it reminds me that we better pay attention to what our government is doing to us.....

For those Born 1930-1979  
*Read to the end for the quote of the month by Jay Leno. If you don't read anything else - very well stated.*

First, we survived being born to mothers who smoked and/or drank while they were pregnant.

They took aspirin, ate blue cheese dressing, tuna from a can, and didn't get tested for diabetes.

Then after that trauma, we were put to sleep on our tummies in baby cribs covered with bright colored lead-based paints.

We had no childproof lids on medicine bottles, doors or cabinets and when we rode our bikes, we had no helmets, not to mention, the risks we took hitchhiking.

As infants & children, we would ride in cars with no car seats, booster seats, seat belts or air bags.

Riding in the back of a pick up on a warm

day was always a special treat.

We drank water from the garden hose and NOT from a bottle.

We shared one soft drink with four friends, from one bottle and NO ONE actually died from this.

We ate cupcakes, white bread and real butter and drank Kool-aid made with sugar, but we weren't overweight because, "WE WERE ALWAYS OUTSIDE PLAYING!"

We would leave home in the morning and play all day, as long as we were back when the streetlights came on.

No one was able to reach us all day. And we were O.K.

We would spend hours building our go-carts out of scraps and then ride down the hill, only to find out we forgot the brakes. After running into the bushes a few times, we learned to solve the problem.

We did not have Playstations, Nintendo's, X-boxes, no video games at all, no 150 channels on cable, no video movies or DVD's, no surround-sound or CD's, no cell phones, no

personal computer!, no Internet or chat rooms ... "WE HAD FRIENDS and we went outside and found them!"

We fell out of trees, got cut, broke bones and teeth and there were no lawsuits from these accidents.

We ate worms and mud pies made from dirt, and the worms did not live in us forever.

We were given BB guns for our 10th birthdays, made up games with sticks and tennis balls and, although we were told it would happen, we did not put out very many eyes.

We rode bikes or walked to a friend's house and knocked on the door or rang the bell, or just walked in and talked to them!

Little League had tryouts and not everyone made the team. Those who didn't had to learn to deal with disappointment. Imagine that!!

The idea of a parent bailing us out if we broke the law was unheard of. They actually sided with the law!

These generations have produced some of the best risk-takers, problem solvers and inventors ever!

The past 50 years have been an explosion of innovation and new ideas.

We had freedom, failure, success and responsibility, and we learned "HOW TO DEAL WITH IT ALL!"

If YOU are one of them "CONGRATULATIONS!"

You might want to share this with others who have had the luck to grow up as kids, before the lawyers and the government regulated so much of our lives for our own good.

While you are at it, send it to your kids so they will know how brave (and lucky) their parents were.

Kind of makes you want to run through the house with scissors, doesn't it?!

The quote of the month is by Jay Leno: "With hurricanes, tornados, fires out of control, mud slides, flooding, severe thunderstorms tearing up the country from one end to another, and with the threat of bird flu and terrorist attacks, are we sure this is a good time to take God out of the Pledge of Allegiance?"



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# "Dreams NYA

**D**id you every put a major cruising, racing and charter trip on your wish list and then spend years thinking about it, only to miss the opportunity? Over the past three years, I have spent countless hours getting both myself, and "NYANZA" ready for this experience. As any offshore sailor can tell you, take it from Past Commodore Dick Robertson, it is major work.

Starting in 2003 and for the past four years I have been working to get ready for this Dream. First I had to secure my 100 Ton Offshore Masters License if I wished to charter and then I had to start getting "NYANZA" up to spec to make it possible with a new life raft, zodiac, dodgers, sails, storm jibs, engines, single side band radio, EPIRB, Globalstar satellite radio, flares, inverters, microwave, TV, new rudder, new autopilot, FCC licenses to name just some of the things that had to be accomplished. Right now EYC member Matt Niemic is putting the finishing touches on beautiful new cabinetry for storing more goodies for the trip. The list goes on and on and I have not even started on the provisioning list that Debbie Robertson gave me!

You might ask, what are you trying to do, go back up to Lake Michigan? It's a little more complicated than this because my dream has a lot of parts which include securing a first mate to support the boat for one year, then Cruising and Chartering on the East Coast, Racing to the Caribbean and then spending the winter doing the same in that part of paradise.

"NYANZA" will debark from Erie on her New England Journey in early July via the Erie Canal for North East Harbor, Maine in August, Newport R.I. and Nantucket in early September, the Chesapeake and Annapolis in the fall and start the Caribbean 1500 Rally from Norfolk





to Tortola on November 2 to arrive in mid-November.

The Caribbean experience will see "NYANZA" in the B.V.I.'s in November and December then moving South in mid-January to Saint Martin, the Leewards and Antigua in April.

If you are a seasoned racer and want to get away for a week, I have a few spaces available for The Caribbean Rally in November, the Heineken Regatta in early March and Antigua Race week in early May. If you are looking for a special Crewed Charter, "NYANZA" will be available one week a month starting in August in Maine for one couple and then in the Caribbean in January thru April. A true experience on a wonderful Hinckley 42SW. Out on the website is the Calendar, Pictures, Charter Information and the Captain's Log for those of you who want to follow this dream ... I will try and give my EYC friends my experience of a lifetime!

Check it out at: [www.yachtnyanza.com](http://www.yachtnyanza.com).



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# WALDAMEER

(continued from page 21)

Alex also saw great potential back in the 1920's in the growing craze in the "Big Band Sound" of touring orchestras. So it wasn't long before Waldameer became a favorite scheduled stop for all the big name bands of the era. In fact Waldameer and its location became a favorite vacation spot for band members and their families. Many of them would bring their families and stay for an entire month, as they played venues in Cleveland, Pittsburgh and



The Monkey Island attraction at the Park was one of the author's favorites in the 1940's.

Buffalo, using Erie and Waldameer as their base of operations. These families would rent cottages located around the park while some would also stay at the old Kelso Beach Hotel that was located "a stone's throw away" from Waldameer right on the beach.

Famous "bands of renown" such as the Tommy Dorsey Band, Stan Kenton, Glenn Miller and all the other greats continued to delight Waldameer patrons right up into the 1960's and I for one can attest to that. As teenagers we loved dancing to the sound of those terrific big bands and I never missed the opportunity

Built in 1951, the Comet roller coaster filled the void of the Ravine Flyer's demise in 1938.



to be dancing the nights away at Waldameer's Rainbow Gardens ballroom. I have to admit that sometimes it became a little awkward partying with your friends when all our parents were under the same roof, but everybody was so enthralled by the entertainment that those problems were short lived.



The Pirate's Cove was one part of Paul Nelson's extensive expansion program of the 1970's.

A variety of live entertainment acts became a huge drawing card for Waldameer early on during the 1930's with appearances of the then big name movie stars of the era such as Tom Mix and the singing cowboy Gene Autry. They all performed on Waldameer's outdoor theater.

All one's senses were tantalized... sight, sound, touch, taste and smell at Waldameer. And for some reason that reminds me of Monkey Island. As a youngster, I can remember that huge moated cement monkey pit right in the middle of the park where the Sky Ride is located today. All the kids loved watching the monkeys' antics and would toss food to them for hours at a time. When the country became involved in the Space Program in the sixties the government bought up all the Rhesus monkeys in the country and so went Waldameer's Monkey Island, never to return. What was it I mentioned about animals not truly being the right mix for amusement parks?



Waldameer's "Giant Gondola Wheel" was another project of the 1980's expansion program at the park.

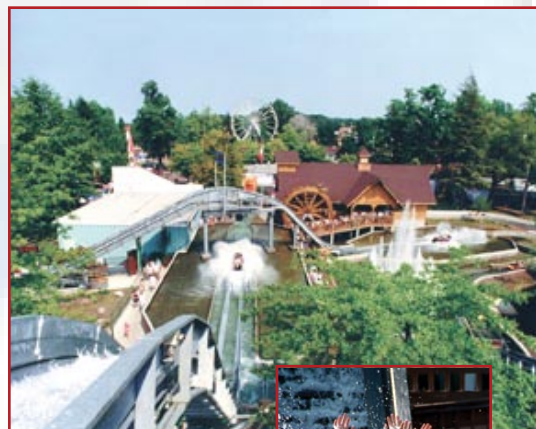


Waldameer's massive expansion of the 1980's saw the huge addition of Waldameer's "Water World" water park and there's more to come!

The 1950's saw the economy booming and that generated a vigorous expansion at the park. One major ride included was the Comet roller coaster which was constructed in 1951. Paul Nelson remembers helping to truck in the wood for this project. The Comet filled the void left by the demolition of the popular Ravine Flyer in 1938.

By the 1970's, Paul Nelson was now in charge, and a new era of long term park expansion programs began with the additions of the Whacky Shack, Private's Cove, the L. Ruth Express train, the Paratrooper, the Spider, the Sky Ride and a newly remodeled Rainbow Gardens.

By the early 1980's, Waldameer had grown substantially as a highly successful amuse-



The amusement park's "Thunder River Log Flume" complex was another major addition to the amusement park during the early 1990's and is still a favorite of guests today.







Water World's "Bermuda Triangle" body tube slide was added to the water park during the 1990's expansion.

ment park and picnic facility. At this point Nelson made the decision to ratchet up the process with a massive 10 year expansion plan by adding a full scale water park to Waldameer's facilities. So Waldameer's "Water World" debuted in 1986 and was an immediate success greatly expanding market draw. Water World continued with its rapid expansion program through 1993.

Water World offers a variety of attractions to satisfy every member of the family. Water  
(continued on page 34)

"Raging River" is one of Water World's giant double tube raft rides.



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Photo essay submitted by Bob Becker



# WHALES



# March Calendar of Club Events

- 4th Tuesday Club Reopens
- 5th Mid-Week Buffet \$9.95
- 7th Bingo 7:30pm benefits Jr. Sailing
- 8th Around the World Beer Tasting Party  
6:30pm • \$15.95 per person  
Reservations 453-4931
- 9th Champagne Sunday Brunch  
11am - 2pm \$11.95
- 12th Pasta Cooked to Order  
Mid-Week Buffet \$9.95
- 14th Bingo, 7:30pm benefits Jr. Sailing
- 15th Lunch with the Easter Bunny and  
Egg Hunt  
Entertainment by "Mime to Amaze"
- 16th Champagne Sunday Brunch  
11am - 2pm \$11.95
- 16th Texas Hold'em Poker Tournament  
2 - 6pm • \$80 Cash Buy-In  
Limited to first 36 players  
call 453-4931 to reserve a seat.
- 19th Pasta Cooked to Order  
Mid-Week Buffet \$9.95
- 21st Bingo, 7:30pm benefits Jr. Sailing
- 23rd Easter Sunday Dinner Brunch  
Serving from 11am to 4:30pm  
\$17.95 per person (\$11.95 ages 11-15,  
\$8.25 ages 5-10) Entertainment by  
Marty O'Connor & John Dauber  
Reservations 453-4931
- 26th Pasta Cooked to Order  
Mid-Week Buffet \$9.95
- 30th Champagne Sunday Brunch  
11am - 2pm \$11.95

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## WALDAMEER

(continued from page 31)



In 2003 the "Steel Dragon Spinning Coaster" was an addition to the park's thrill rides.

World also offers its visitors modern bath houses and shower facilities, hundreds of lounge chairs, and free use of tubes and life jackets. There are also two speciality restaurants, the Pizza Beach Cafe and the Sundeck Cafe located in the water park. Water World has been recognized by the International Amusement Park Association as one of the most beautiful water parks in the country.

Through the years the number of Waldameer picnic guests has continued to grow as it serves an ever widening market, reaching to the outskirts of Cleveland, Pittsburgh and Buffalo. Waldameer's Picnic catering facilities include 18 picturesque groves with beautiful pavilions and a modern support infrastructure all of which are among the very finest available across the country.

The amusement park continues to grow with the addition of many new rides and attractions with the most recent thrill rides being the Steel Dragon Spinning Coaster in 2003 and the X Scream, a 140 foot free fall drop sensation in-

The "X Scream" 140 ft. free fall drop ride was a new thrill ride introduced in 2007.



The Ravine Flyer II roller coaster will thrill patrons this year as the newest coaster and is already making national headlines.

roduced in 2007.

2008 promises to be a very exciting and special year at the park for not only its patrons but also for Paul Nelson personally. This year, Paul will see his life long dream finally become a reality. For this year Waldameer will be introducing the "rebirth of a legend" as it brings back the excitement, the thrills and the adventure of the original Ravine Flyer (1922-1938) with the phenomenal new Ravine Flyer II roller coaster.

The Ravine Flyer II was designed by the Gravity Group of Cincinnati, Ohio. The Gravity Group's coaster designers have created 5 of the top 10 rated wooden roller coasters in the world, as reported by the international magazine *Amusement Today's* 2007 survey. Further, the Gravity Group feels that "the Ravine Flyer II is the most unique coaster we have ever created due to, among other things, the remarkable terrain on which it is constructed".



The Ravine Flyer II has a number of high degree banks including this 90° thriller.

Today there is a new era coming in Waldameer's long and fun-filled history as the Ravine Flyer is reborn and the next generations of the family are learning to take over the reins to continue to guide that "good idea" into "forever".





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## April Calendar of Club Events

- 2nd Mid-Week Buffet \$9.95
- 6th Champagne Sunday Brunch  
11am - 2pm \$11.95
- 9th Mid-Week Buffet \$9.95
- 12th Race Officer Training Program, Day 1  
Jeff Borland & Mark Murphy, Certified US  
SAILING Instructors, will be teaching the  
course. For reservations contact John  
Orlando at: jmorlando@neo.rr.com
- 13th Champagne Sunday Brunch  
11am - 2pm \$11.95
- 13th Race Officer Training Program,  
Day 2
- 16th Mid-Week Buffet \$9.95
- 19th Safe Boating Certification Class  
9am - 3:30pm conducted by the  
Coast Guard Auxiliary - No fee  
reservations required at 453-4931
- 19th Wine Tasting Dinner Party  
Limited to the first 30 members
- 20th Champagne Sunday Brunch  
11am - 2pm \$11.95
- 23rd Mid-Week Buffet \$9.95
- 27th Champagne Sunday Brunch  
11am - 2pm \$11.95
- 30th Mid-Week Buffet \$9.95

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# A Little Tale of 1894

submitted by  
**Toni & Dave Sample**



Now listen to this little tale of 1894,  
And when you reach the chorus  
let us have it with a roar;  
It tells about our birth  
in November's early hour,  
When no Yacht Club graced our shore.

Chorus:  
Hurrah! Hurrah! Fly our pennant to the gale;  
Hurrah! Hurrah! We'll carry all our sail,  
We'll show dear old Erie boys  
her club is strong and hale -  
As we sail on to her glory!

Some sixty fellows good and true,  
did work with all their might,  
And by June of '95, our Club house  
hove in sight;  
Our opening was July 18th,  
we know the date is right,  
And the chorus that rings here tonight.

Repeat Chorus

On July 4th of '95, we had our maiden race;  
Then Put-in-Bay in our history  
takes a later place --  
September tenth was Perry's day,  
our fame grew on apace  
With Erie's Centennial race.

Repeat Chorus

But gone now is '94 and likewise '95,  
And '96 comes forward,  
glad to see us all alive.  
This is New Year's night boys,  
for friendship, pipes and song,  
So help our chorus along.

Repeat Chorus

( Poet Unknown )






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## SOUTH PACIFIC

(continued from page 7 )

duced to the chief of the island, a 108 year old man who had never seen a doctor. We later decided that he has probably also eaten human flesh, as cannibalism was practiced on Tanna as recently as 60-70 years ago. We continued to wander the village, but I couldn't help but feel that we were interrupting the lives of these people, and though the visit was remarkable, I wanted to leave these people to their lives.

Soon we set off for the far side of the island for what was to be the highlight of the day (week, month, trip perhaps...), an active volcano. It took about 2 hours to drive around the island, but the trip in the back of a pickup with a seat that kept falling over as we bounded over mountains and through jungles was well worth it. We caught sight of the smoke from it atop a ridge, where on one side we could see the volcano, and on the other side we could see for miles down the coast. After a fun trek through an ashen desert and a short final drive through a jungle, we came to the side of the



This lava bank on the eastern  
Tonga was all that separated u



After a Vanuatu show, the children actors  
inspected me as a potential entree!

Swallow's Cave in Vava'u, Tonga, was used to entertain foreign dignitaries who were visiting Tonga's King.



volcano, where we hiked about 300 yards further to the very rim of the volcano. This hole in the earth was about the largest thing that I had ever laid eyes upon. My first impressions of size were quickly driven from my mind however, as a shockwave suddenly cleared the smoke from the air in front of us, followed by a rumbling explosion and an eruption sending car size chunks of lava hundreds of feet into the air. The next couple hours seemed like minutes as we watched not only eruption after eruption, but also the sun setting on the far side of the volcano as night fell and made the bright orange color of the lava all the more impressive. We stayed long after all the other tourists left, and eventually made our way back to our side of the island for a beer and a swim back to the boat in the dark.

We left Tanna soon afterwards, and headed north to Port Vila, the capital. A week was spent there, enjoying the luxuries of civilization. We dropped off our French passenger from Fiji and headed north again, anchoring at various other islands in the chain, seeing some spectacular waterfalls and having a series of

very nice day sails. At one of the northern most islands called Vanua Lava we were invited ashore to have a meal of coconut crab, a protected species in some parts of the world. These crabs are huge, spanning some two plus feet when alive. The claws were large enough so that one made a good sized meal, which we ate in a local pavilion that turned out to double as a church. I felt guilty about eating a rare animal, but also satisfied after a delicious meal. Only my disappointment in having to leave these islands so soon enabled me to overcome this culinary conflict.

The next day we set off again, rounding the island and stopping for the afternoon at another waterfall before starting our 1200 nautical mile leg westward to Cairns, Australia. The first couple days were spent in low winds, bobbing and making a maximum of 5 knots, but often less than 4. The SE trades eventually caught up with us again and we slowly watched our position on the chart creep slowly westward towards that large continent at about 180 nm per day. On the night of the 9th day, we made

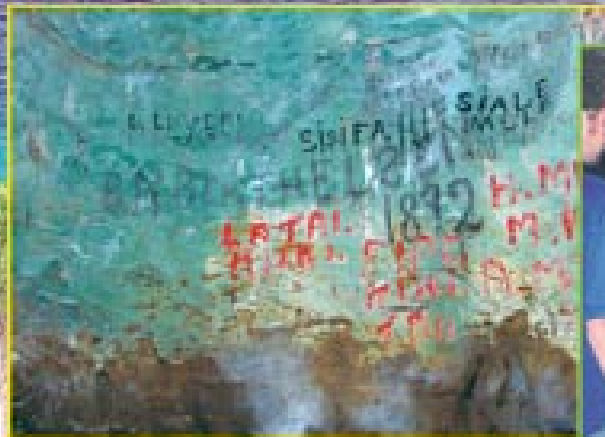
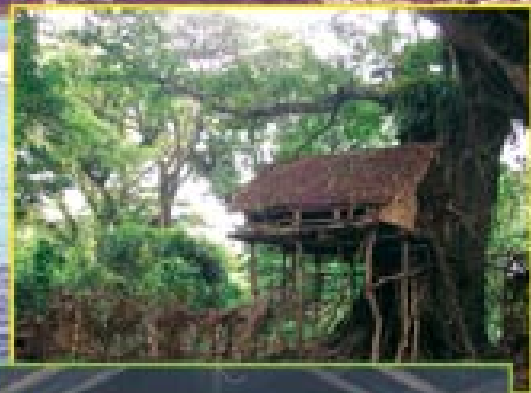
landfall, and crossed into the barrier reef at night. The sun came up revealing the coast line of Australia, and soon we rounded a point and before us lay the city of Cairns, some 5000 nm from where I first boarded the boat.

My story was slated to end here, and I was supposed to fly to Sydney with Aaron, spend some time with his family, and fly home on the 28th of Sept. As it turns out however, some of the Reach the World crew needed to stay in Chicago to work on fundraising, and I was asked to stay on board and help sail the boat to Singapore as the First Mate. As part of the deal I also wrote articles for the organization, which can be found at <http://www.reachtheworld.org> under the voyage of Aldebaran. Space here is constrained, and as much as I would love to tell the tale of our sail through the crocodile infested northern waters of Australia, to the home of the Komodo Dragon in Indonesia, and even to monkey infested Hindu temples in Bali, I cannot. A well timed beer, however, might just do the trick for loosening my lips. See you at the Club!



On shore of the Vava'u group in  
is from 3000 miles of open ocean.

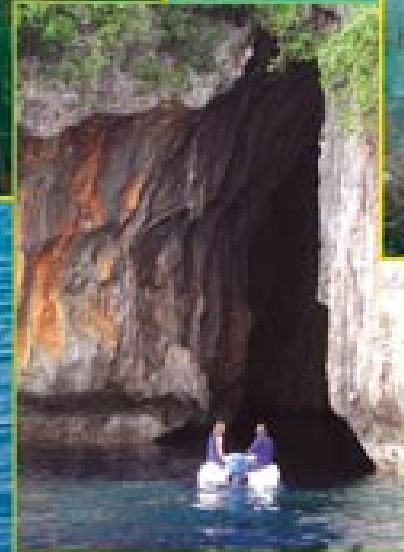
After a Vanuatu circumcision ritual, the young victim was sent to live alone in an elevated hut such as this for 4 weeks. He was not allowed to see any girls or women including his mother.



The walls inside Swallow's Cave are riddled with graffiti, some dating back to the time of whalers in the 1800s.



We attended a traditional Tonga feast in the Vava'u group of islands, after which the author suffered for several days.





Dave relaxing in docked outboard at Frank Reid's Long Point cottage.

Dave checking out a "makeshift" boardwalk that goes over a marsh to Long Point Lighthouse.



This is just one of thousands of magnificent sand dunes that cover the entire Long Point peninsula.

## Mystery of Long Point

( continued from page 13 )

the Lighthouse. We imagine that few, other than the Bird Banders and the Provincial Rangers, get to view the Lighthouse from that vantage point.

The Bird Banders have been in existence on the Point since 1959. They trap, band and track migrant birds and perform field study of birds and their habits and behaviors. They also help to save birds from flying into the lighthouse light by 'netting' the area around the light. The bird banders have a cabin on Long Point and in 1968 the Long Point Bird Observatory became an independent corporation. Hundreds of species have been identified on Long Point, several hundred thousand have been banded and thousands have been recovered from locations as far away as Central and South America and Alaska.

Thanks for allowing us that 'detour', however, it's time to continue our voyage. So, let's get back into the boat and head for "Bluff Bar" which also is the home of the "The Bluff's (duck hunting) Club". Again you have to boat far to the north to avoid a catastrophic 'keel hauling' by the sandy bottom. To the west is another grouping of islands, inlets and sandbars (Doctor's Inlet, Snow Island, Second Island, Ryerson's Island and Pottohawk point (from south west to north east) which guards the opening to the Inner Bay . It is at the end of Pottohawk Point that you must

find the narrow passage to cross through (not much wider than the EYC entrance) to go into the inner bay or, a prudent boater would proceed to the buoyed channel to Inner Bay, which is also the normal course to Port Rowan. However, some seamen with an adventurous heart

Toni relaxing during a long carefree walk on one of Long Point's spectacular beaches.

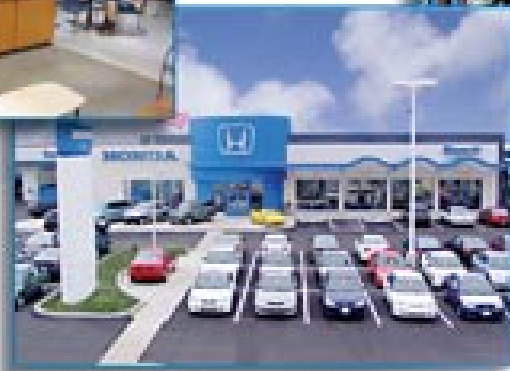
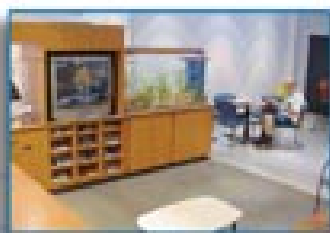


will risk the narrow passage and a 'grounding' on the sandbar.

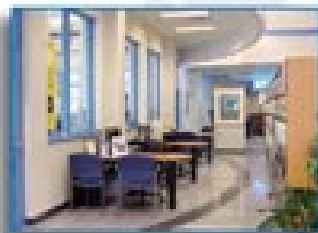
What is most important about Long Point is the people who love it. Those who are a true part of Long Point include the past Lighthouse keepers, the still active Bird Banders, the Provincial Rangers, the cabin owners, the duck hunting club members, and the Long Point Company Keepers and Members. These people are a part of their surroundings, not just visitors. They love the birds, the fish, the animals and the fowl. They long to not only enjoy the area but to conserve and preserve the land and its inhabitants. In our all-to-human lack of knowledge that we need sometimes, we are unaware that our actions can have significant future negative effects. Something as simple as walking a sand dune can alter the protection of a delicate land. We need to keep these things in mind when we are enjoying our own Peninsula. We hope this article satisfies some of your curiosity for Long Point which is a protected Canadian peninsula with no roads and limited public access. Enjoy Long Point as you boat past her with an advanced appreciation for the mystery she holds -- the mystery of the delicate balance of the evolutionary cycle of life.







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