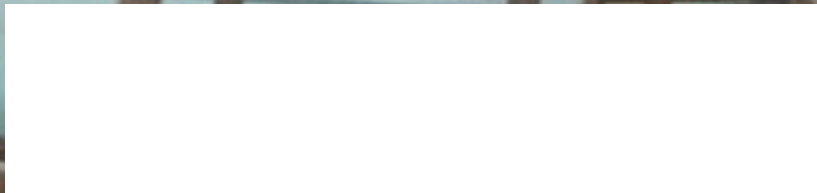


# The ELG



## Niagara's First Rebirth 100 Years Ago





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## From the Bridge

by Fleet Captain John Orlando

This is a great time of the year! Spring is here and the yard where the boats have been stored through the winter has become busy with activity. Fellow members have begun preparing their boats for another wonderful summer here on the water. I'd like to take a minute to remind everyone to please be mindful of your neighbors in the yard as you prepare your boats for the water. Washing, waxing, sanding, and painting can make a bit of a mess at times. Take time to ensure that whatever you're doing to prepare your boat doesn't end up on the boats around yours. A little consideration goes a long way. Keep in mind that all boats should be launched by Memorial Day. It will be here before you know it!

As we come out of another mild winter I am happy to report that the Club grounds are in great shape. The docks in the basin weathered the winter with no damage due to the ice. This is a testament to the great design done by our volunteers on the basin reconstruction committee. There was no

other notable damage from wind or water around the Club to speak of either. I think the only members disappointed by the mild weather this winter were those who compose the EYC Iceboat Fleet. This has been the second consecutive winter that no iceboats were able to run on the bay.

The hardworking grounds crew are busy getting the Club ready for another summer season full of events. We try very hard to keep you the members informed of the numerous events here at the Club. Through the Log, our website, and e-mail we try to keep the membership up to speed on what's going on so please take a few minutes to look. The Erie Yacht Club is a great place to be no matter what time of the year. Enjoy it! Cheers!



## Directory

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## On the Cover...

Scanned & colorized photo from a centennial souvenir program of the Niagara's re-launch. Photo depicts workers doing some last minute prep work the day before launching June 7, 1913.



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Scan to learn about the Erie Yacht Club



# Niagara's First Rebirth

## 100 YEARS AGO

*On the eve of the 200th anniversary of the Battle of Lake Erie it seemed appropriate to take a look back to the past century and the original raising and rebirth of the original Niagara, in 1913.*

*It was quite an undertaking for the day, to raise and restore the Niagara from her tomb in Misery Bay after 70 years of being submerged. This effort was spearheaded by General Sisson of the Victory Centennial Commission and Capt.. William Morrison of the PA Naval Force and Past Commodore of the Erie Yacht Club.*

*The following excerpts and photos are from "Perry's Victory Centennial Souvenir" published in 1913.*

### **The "Niagara" in the Centennial Celebrations**

**The patriotic Contribution of the State of Pennsylvania in the Memory of Oliver Hazard Perry and those who fought with him**

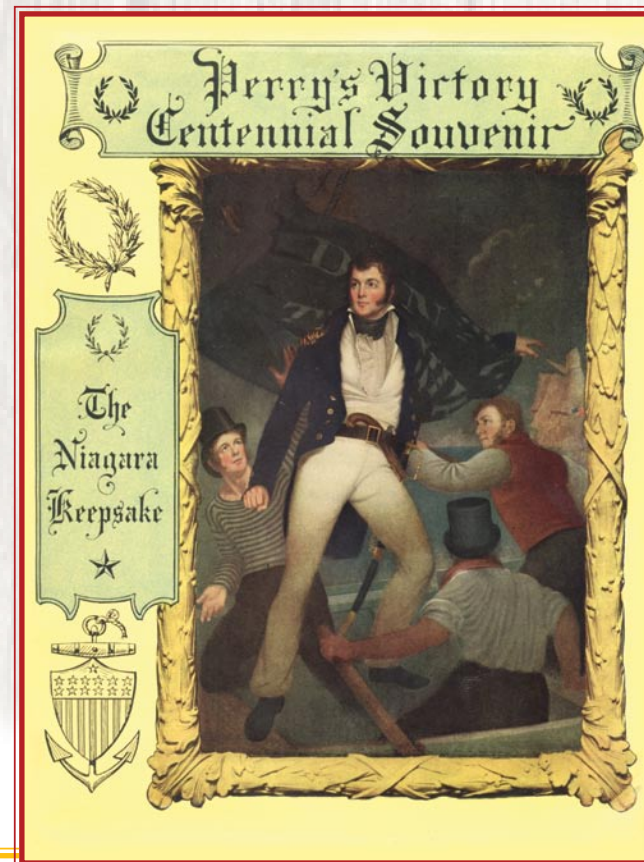
by Frank Allaben  
Editor in Chief of the Journal of American History

Happily the people of the great state of Pennsylvania now own the historic "Niagara" that carried Commodore Oliver Hazard Perry's fighting flag to victory in the battle of Lake Erie one hundred years ago. Through their able representatives, the Pennsylvania Board of Perry's Victory Centennial Commissioners. The people of Pennsylvania have raised the famous old brig from her long sleep at the bottom of "Misery Bay," Presque Isle Harbor, Erie, Pennsylvania ; they have lovingly rebuilt and refitted her; and they joyously are sending her on her gallant cruise through the Great Lakes this summer to salute the peoples of the vast empire of the "Old Northwest" which was won for the Stars and Stripes from the "Niagara's staunch deck.

Can anyone be a Pennsylvanian and not exult in the complete success of this great patriotic achievement? For

continued on next page

Cover of Souvenir Program Published 1913.



Interior view of the "Niagara," looking aft, April 2, 1913 - The stout backbone and sturdy ribs that bore Perry to victory.

### **"The "Niagara"**

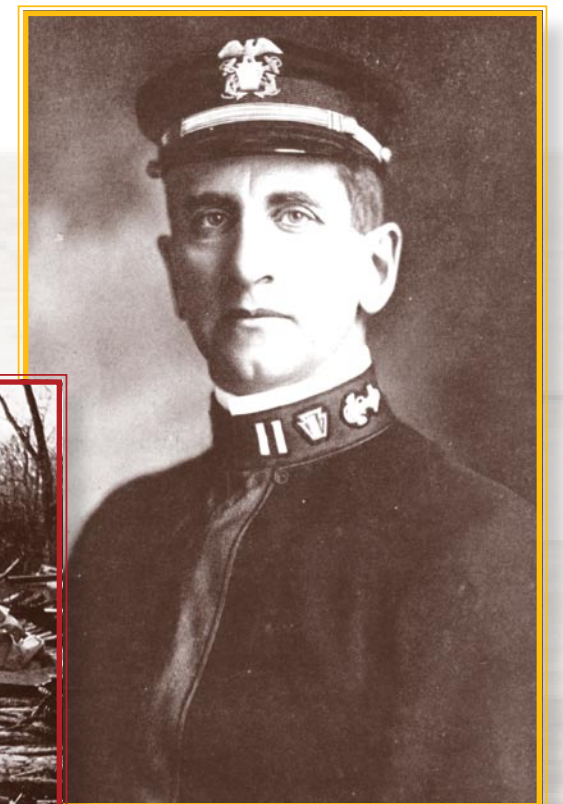
**On Visiting her as She Lay, Recently Raised, on the Shore of Misery Bay, Erie, Pennsylvania, April 2, 1913**

by Editor of The Journal of American History

Who laid the ancient forest in this keel,  
Bowing his back to serve in this great oak,  
That rises, after fourscore years a-soak,  
To flout the metal tubs we now anneal,-  
As these wrought iron spikes rebuke our steel?  
What axe-song welded thee, what mighty stroke,  
Niagara,-Lawrence, and the rest, that broke  
Oppression from our stary Commonweal?

Thine, Dobbins\* - dauntless! Lo, thy frontier band  
God calls, Presque Isle's staunch men and women takes,-  
Strong, rough-hewn timbers and wrought-iron, - makes  
A blade of destiny, hews Perry's hand  
To swing this Erie forest, whirls the brand,  
And sweeps the British insult off the Lakes !

\* Captain Daniel Dobbins' own ax, October 24, 1812, felled the great black oak and hewed out the timber that afterwards became the keel of the "Niagara" - the first tree felled and the first timber hewn in the building of Perry's fleet.



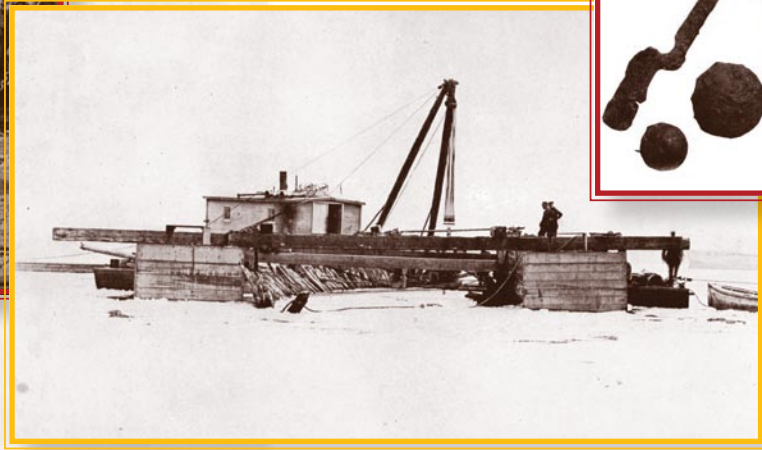
Capt. William L. Morrison, N. F. P., Commanding U.S.S. "Wolverine"





Stern view of the "Niagara," April 2, 1913  
Just after she had been beached on the  
shore of Misery Bay.

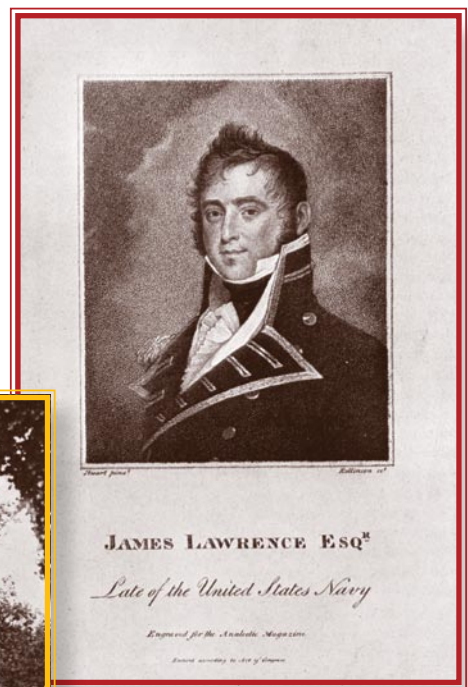
Four Bayonets and  
Three Round shot -  
Relics of the Battle of  
Lake Erie found in the  
hold of "Niagara".



The "Niagara" as she came up through the  
ice in Misery Bay, on March 6, 1913.



Just before the  
launching -  
greasing the ways  
or "Butter Boards".



The Hero of the Chesapeake"  
who gave his name to one of  
Perry's Brigs and his dying words  
on Perry's fighting flag.

## Niagara's Rebirth

continued from previous page

this service the whole country owes a debt of gratitude to Pennsylvania; the State of Pennsylvania is under deep obligation to her board of Perry's Victory Commissioners; and this Board is in turn grateful to its President, General A. E. Sisson, who has devoted his attention assiduously to the problem connected with raising, rebuilding, and equipping of the "Niagara" and to Captain William L. Morrison, First Battalion, Naval Force, Pennsylvania, Commander of the U.S.S. "Wolverine," who for two years has worked enthusiastically with General Sisson, a volunteer without pay, superintending every detail of the raising, rebuilding, and equipping of Perry's war-brig.

At the launching of the "Niagara," Lieutenant-Governor Burchard of Rhode Island, Perry's native State, uttered words which must stir the heart of every patriotic American. "On the sea and on the lakes, marking the eastern and western confines of the colonies, reconsecrated and rededicated as shrines of patriotism, shall float upon the beautiful waters by the shores that they defended, the invincible old 'Constitution' and the redoubtable 'Niagara.' Youthful feet shall tread their decks and youthful eyes shall kindle at the recollection of Lawrence's message and of Holmes'

verse. These precious relics, lovingly preserved by a grateful posterity, will carry down a message from the patriot fathers to succeeding generations."

To this noble sentiment every American heart will respond; and we of other States gladly join with the people of Pennsylvania, not alone in honoring the heroes of 1812, who fought for our freedom, but in honoring also the generous men of Pennsylvania who have brought up the brave old "Niagara" out of her tomb of seventy years at the bottom of their beautiful lakeport, in order that she herself, who went through the strife, might symbolize and eloquently recall to us our great responsibility and privilege of guarding the sacred heritage that the heroes on her deck, and all the others like them, preserved at such great cost, to hand it down to us and to our children.

**The Raising and Rebuilding  
of the "Niagara"**  
**The Remarkable Condition of Perry's Old  
War-Brig as She Came Up Out of the  
Bay, Making it Possible to Set All Her  
Lines and Restore Her as She Was**

As early as mid-summer of 1912  
Captain W. L. Morrison was autho-

rized by General Sisson, in behalf of the Pennsylvania Perry's Victory Centennial Commission, to employ a diver to make a careful examination of the condition of the "Niagara" after her eighty years sleep at the bottom of Misery Bay. The diver was promptly employed and the examination made.

"At the request of the Pennsylvania Perry's victory Centennial Commission," reads Captain Morrisons report, made at the time, "the T. A. Gillespie Company diver was engaged to make an examination of the 'Niagara', sunk in Misery Bay, part of the Erie Harbor, Pennsylvania.

The wreck is located in about twenty feet of water, buried on an average in six feet of sand and mud. The starboard side was intact to a height of some six feet. The port side was more completely buried in the sand, and seemed to be in fair condition. The stem and stern-post were intact.

I respectfully submit and consider it practical to rebuild this ship, and from the examination am satisfied that two-thirds of the original structure is still intact."

The contract for raising and beaching the "Niagara" was let November 10, 1912, "but owing to the severity of the weather and snow storms," in the

words of Captain Morrison, "the work could not be satisfactorily accomplished as in more suitable weather."

During the fall and winter the work went on slowly, most of the time through holes in the ice covering Misery Bay. Working through twenty feet of water, a sand sucker was used to uncover the hull which lay buried six feet in the sand. With the removal of this sand, preparations were made for the work of raising by passing four chains under the hull.

Four chains, one forward, one aft, and two amidships, were thus placed around the sunken hull and made fast to strong beams, supported on pontoons, one on either side of the wreck. The actual raising was then begun, the hull of the historic battle-brig being "raised a link at a time," as expressed in one of Captain Morrison's reports, "by means of a twenty-foot lever."

The "Niagara" was brought to the surface on a blustering day, March 6, 2013, without any damage or breaking of her hull. Gradually the old brig, still chained to the beams supported by the two pontoons, as described, was shifted toward the shore of Misery Bay. On account of the severe weather, the actual beaching was delayed until April 1, 1913.

Her Hull was held together by wood-

en pins, "tree-nails," and hand hammered wrought-iron spikes - materials as substantial as the solid timbers they fastened. While some oakum was used, the brig was largely calked with lead, a novel feature explained by the statement of Noah Brown that oakum was hard to get. The lead made her absolutely secure and water tight.

The steeler in the dead wood aft, instead of being planks, was carved out of a single piece of wood. From stern to stern-post the "Niagara" is one hundred and eighteen feet long, having a thirty foot beam, and a draft of about nine feet.

She was rebuilt and ready to launch in two months' time, April 7 to June 7, 1913; and as rebuilt, contains an unexpectedly large amount of her original timbers - keel, keelson, ribs or frame in all the lower part of the hull, stern-post, bow-stem, and a large part of her planking. By their long immersion in the water her timbers were simply embalmed and preserved. Her lines and dimensions were perfectly obtained from her as she came up, and the great spikes still standing in her keelson marked the exact position of her two masts. The arrangement of her gun-ports was abundantly evident on her port side.

## "The Second Launching of the "Niagara"

**The Most Dramatic Event in All the Perry  
Celebrations • Exactly One hundred Years  
to a Month After her Original Launching  
in the Little Frontier Post of Erie, Perry's  
Flagship Again Slides Gracefully Down  
the Ways and Rides , Proud and Buoyant  
Upon the Lake Which She Won for Us by  
her Gaping Wounds**

Crowds were not present. The scene was not boisterous. But, if I may judge from my own feelings, a solemn exultation filled the hearts of those who watched us, for the second time in her history, the famous old "Niagara" left her place on the shore of Erie harbor and slid gracefully into the water. One moment she stood motionless against the green screen of the forest; the next, she had dipped into the bosom of the bay.

The morning of June 7, 1913, broke cloudy and threatening; rain fell. It seemed at first not a propitious day for the launching; but, as the appointed time drew on, the day grew brighter and brighter. The writer was one of

continued on page 16



# All You Ever Wanted to Know About The Erie Yacht Club Foundation

An Achievement for the EYC  
and the Erie Boating Community  
by P/C Dave Heitzenrater



**T**he Erie Yacht Club Foundation has issued grants that have directly benefited children and adults through these programs: Erie Power Squadron, Bayfront Maritime Center, Erie Adaptive Sailing Experience, Flagship Niagara, Erie Yacht Club's own Reyburn Sailing School and the Reyburn Sailing Race Team. These awards have aided in the establishment of maritime education and recreational programs and provided scholarships and related activities grants.

The Foundation is in its infancy yet it has raised \$150,000 from over 300-plus distinct donors in its three short years. The Foundation Trustees thank each and every contributor for their precious donation on behalf of the worthy recipients.

These opportunities graciously made available by donors have allowed future generations of Erie boaters to participate in our marine heritage, gain independence, confidence and learn a wide variety of new skills while simultaneously developing meaningful personal relationships. These relationships mesh with Erie's changing economy that is anchored by its technically advanced manufacturing base where medicine, education and tourism are growing industries. Obviously the local quality of life, highly influenced by marine recreational activities is extremely important to these sectors. These major local attributes are only enhanced with the aid of our EYC Foundation.

## A Bit of Background

Water has played a vital role in the lives of Erie citizens from its very beginning. Lake Erie and Presque Isle Bay with their beautiful breathtaking views have provided economic opportunities and recreational activities for endless generations. The Erie Yacht Club is not only one of the largest and oldest privately owned clubs on the Great Lakes; it has one of the finest yacht club facilities in the nation. Given its status as a major community asset and resource, the EYC is uniquely positioned to support and further maritime activities for all members of the Erie region.

The Club realized its position in the community and felt the need to expand its public role. It subsequently officially formed the Erie Yacht Club Foundation, a IRS approved 501(c)3 nonprofit in April of 2009. The EYCF is tasked with providing a bridge between individuals, businesses, organizations and programs that support many marine activities and educational programs. Our Foundation accomplishes this broad goal by:

- Providing an opportunity for individuals to act collectively to foster local excellence in regional, national and international amateur boating interests' both power or sail.

- Supporting and providing grants to maritime-related charitable and educational organizations in the Erie community including Erie Yacht Club educational activities.

- Encouraging and providing scholarships for at-risk youth and those financially unable to participate in maritime activities.

- Providing grants to maritime-related charitable organizations that support and provide opportunities to learn, build skills, achieve goals, collaborate and nurture self-esteem within the context of our Foundation.

Should you need more information, contact President James McBrier, Trustee Karen Imig or find our link on the [eriejachtclub.org](http://eriejachtclub.org) website.

## A Few Questions and Answers

**Q:** Why was the Erie Yacht Club Foundation started?

**A:** To promote maritime education activities at the Erie Yacht Club for members and the Erie community. It is also aimed at increasing recreational use and enjoyment of Erie's great

water resources by encouraging and promoting the sport of boating, both power and sail.

**Q:** Is there any benefit for the EYC?

**A:** Yes, besides being the right thing to do for the community, the Foundation activities will help our Club remain a vibrant and viable organization by creating interest, use and keep aspirations for boating high. It will help the EYC remain a key player on the Erie waterfront.

**Q:** Who can give?

**A:** Anyone is permitted to donate to the Foundation.

**Q:** Who decides how to award grants and scholarships?

**A:** The Foundation has a Grants Committee that awards scholarship funds as available for the Reyburn Sailing School and other local marine programs based on the need of the organization.

**Q:** Can I give a donation to an organization outside the EYC through the Foundation?

**A:** Absolutely. A number of gifts have been designated for various organizations such as the Erie Power Squadron, Bayfront Maritime Center, Erie Adaptive Sailing Experience and the Flagship Niagara. Also the EYC's own Reyburn Sailing School and Race Team remain as our donors' favorite choices.

**Q:** What are future programs that the Foundation may undertake?

**A:** The Foundation is developing an Education Building project to enhance water-related education opportunities at the EYC for the community and the membership. Upon the eventual completion of the maritime Education building, the foundation will continue to raise permanent funds for the support of scholarships and grants from its earned income.

**Q:** Is the Foundation working with local colleges?

**A:** Yes. The foundation is working with local universities to start a competitive intercollegiate sailing program. Many universities located on diverse bodies of water around the country have intercollegiate sailing programs that we would love to integrate locally. We hope to have exciting news about this in the very near future.

**Q:** Are my gifts tax deductible?

**A:** Yes, to the fullest extent allowed by law. The Foundation was formed and approved by the IRS as a charitable 501(c)3 nonprofit so that support for these activities are considered a tax deductible contribution.





# Thank God It's Thursday!

## Sunset Happy Hour Returns to the EYC Deck

• by Dan Dundon •

Well, gang, our Day After the End of the World Party found us back on the EYC Deck which certainly was good news! The bad news is, since the world did not end, we have to continue paying our EYC bills. The other good news is among the Day After the End of the World Party in December, the 132 Days 'til Summer Party in February and Commodore Matt Niemic's Sock Burning Party in March we have been giving ourselves a steady diet of (pseudo) warm-weather events, for sure. Now that our delightful winter weather and our April showers are behind us, we can stop kidding ourselves and start to enjoy the great times we will have this summer at the Thursday Evenings Happy Hours on the EYC Deck in 2013!

As we have come to expect, our Thursday Evenings Happy Hours on the EYC Deck will continue that unbeatable triple combination of drink specials, food specials and live entertainment!

Among our drink specials, keep on the lookout for Baybreezes, Cape Codders, Frozen Margaritas, Daiquiris and Blue Hawaiians as well as an ongoing variety of beer specials.

On many evenings we will enjoy complimentary snacks like chicken wings, a nacho bar, potato skins, egg rolls, a French-fry bar, and popcorn shrimp. On other evenings EYC will be serving nominal-cost-specials such as Shrimp-on-the-Barbie, grilled Urbaniak's Bratwurst, BBQ Ribs, Smiths Hot Dogs and Specialty Burgers.

Continuing our tradition of unbeatable live entertainment we will be listening to great groups like Acoustic Gypsies, Uncharted Course, The Sam Hyman Band, Key West Express, and Endless Summer, among many others! If you come across bands elsewhere you think would be a good-fit at EYC Happy Hours, let me know ([dandundon@gmail.com](mailto:dandundon@gmail.com)). We work to lock-in entertainment in late autumn for the following summer, but, as many of the sailors in the EYC Racing Fleet say, "There's always next summer!"

This summer we will again see beautiful special automobiles and motorcycles as we share Happy Hours with Lake Erie Mustang Owners Club, Presque Isle Corvette Club, Beamer-run Hot Rods, Erie Harley Owners Group, Lake Erie Classics, Antique Automobile Club of America and Tri-state Mopars. If you know of other such clubs that would like to participate, by all means let me know!

Watch your summer 2013 mailings and check the EYC web-site and lobby easels for this summer's entertainment and food specials. Who knows? We may arrange some "specialty evenings", for example, "Island Night" with a terrific beach-band like Endless Summer or maybe "Cruising Night" where we will enjoy Jimmy Buffet music by Key West Express and admire beautiful collector automobiles. In September, we will be eating mini-reubens and enjoying the Irish duo Deuble and Vogan at "Half-way to St. Patrick's Day". Be sure to wear-your-green!

What great times we will have again in 2013 at the Thursday Evenings Happy Hours on the EYC Deck!





# Five Ladies Visit Erie

by Gene Polaski

As boaters know, boats and ships are referred to in the feminine gender even when the name might be a masculine name. So even if you had a boat named Wild Bill, it would be referred to as "she".

Great Lakes ships are no different. This winter 5 Ladies of the Lakes came to Erie for winter lay-up, repairs and updates. Several can be seen up close and personal just by driving down to the foot of Holland Street or stopping at the public access area in the back lot of Don Jon's shipyard parking lot off of the Bayfront Highway.

The *Presque Isle* is one of those ladies and can be seen from the south pier at the foot of the Port Access Road or by looking across the bay from Perry Monument on Presque Isle. While she looks like one vessel, in reality she is a combination of a tug and barge. The tug fits into a slot in the stern of the barge to make a single composite unit. She was built here in Erie and is one of the "thousand footers" operating on the Great Lakes. While the barge is 974 feet, the total length, with the tug fitted into the slot is close to 1000 feet. She has to pass thru the Poe lock at Sault St. Marie which is limited in length to 1200 feet thus leaving only about 100 feet off the bow and stern! A tight fit. The other operating lock at the Sault St. Marie, the MacArthur lock, is only 800 feet in length. Vessels this size are "land locked" as they cannot pass thru the Welland Locks which average about 860 feet in length.

It can be challenging to back your boat into a slip but imagine backing the *Edwin H. Gott*, 1004 feet in length, into a slip! This is exactly what the captain did upon arrival of this cargo vessel into Erie. Being empty, she rides high in the water exposing her twin props which can be seen from the small picnic area off of Don Jon's parking lot. The *Gott*, named after a former President/Chairman-of-the-board of US Steel, is only 5 feet shorter in beam than the Poe lock! She was built 1979 to haul taconite (an iron ore product used in making steel) with her main departure harbors being Duluth, MN and Two Harbors (near Duluth) and delivering its cargo to Gary, Indiana and Conneaut, Ohio.

At the foot of Holland Street, are two ladies, the *McKee Sons/Invincible* barge/tug combination at 615 ft. overall and the *Tecumseh* at 641 ft.

The *McKee Sons* is another composite bulk carrier with a tug named *Invincible*. Together they are just over 615 ft. While she was built as a salt water vessel in 1945, she had her engine removed and made into a self unloader in 1991 for use in the Great Lakes. For business reasons, the *McKee* may stay in Erie the whole season and if she remains in her present location, will offer some exciting views for the summer tourists.

Boat nerds, that is people who follow the Great Lakes ships, often have their favorite vessels and the *Tecumseh* is mine mostly because I like the design. She was built for salt water work and had several names the most recent before *Tecumseh* being the *Sugar Islander* and grain hauling is the name of her game. Before doing Great Lakes hauling she had to have her side bridges shortened for clearances. She is in Erie for a new ballast system.

During the winter the *James J. Kuber* composite barge (converted from the steamer *Reserve*) has been in dry dock for a 5 year inspection and a new paint job. Her tug the *Victory*, is here for an engine rebuild and new paint. *James L. Kuber/Victory* often bring stone into Erie. A sister ship, the *Lewis Kuber* is about 100 feet shorter than the *James Kuber* (about 814 feet) and has a tug by the name of the *Olive Moore* and that also is in Erie for the winter for steel work and paint.

The Soo locks at Sault St. Marie open the end of March and some of the ladies visiting Erie will be leaving for the shipping season. It is great fun to be at the channel watching them leave. Check out the blog "Erie Shipping News" for updates on their leaving as well as arriving with cargo in the summer. You can also Google "Boat Nerds" for shipping information, photos, events, etc. To follow the ships on their courses search "Marinetraffic.com".

Sometimes we boat nerds are treated to a whistle salute of one prolonged blast and two short blasts as the ladies of the lakes come and go thru our Erie channel.







# Maritime Education Building

An Educational Endowment

by P/C Dave Heitzenrater



Artist rendering of EYC Foundation's new Maritime Education Building.

The Erie Yacht Club Foundation after much careful planning and research made the decision to move ahead and is now in the development stages of a very ambitious project: a new Maritime Education Building.

The Maritime Education Building is envisioned as a training facility that includes a 50-seat classroom with adjoining space for the storage of boats, sails, and other equipment used in the education programs as well as suitable workspace for instructors and trainers.

In response to the question as to why would the Foundation take on this financial responsibility? For the reason that through its trustees, the Foundation wants to create a permanent structure to expand not only the Reyburn Sail-

ing School, a tenant of the building, but also for community-wide maritime education programs. Historically the Erie Yacht Club has been the prime boating resource for Erie since it was established in 1895. People gathered at the Yacht Club for boating opportunities, to share maritime knowledge and to bond socially over a shared passion.

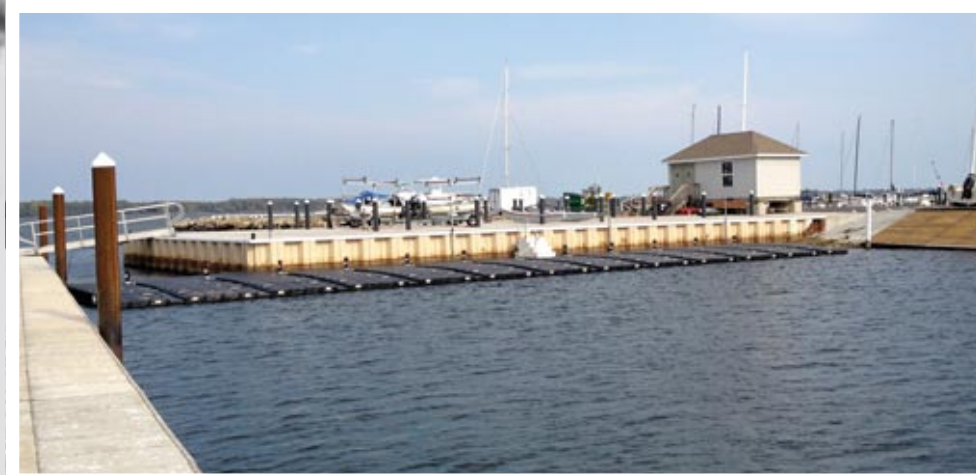
Over half a century later the Erie Yacht Club strengthened its position as a source of sailing knowledge by establishing the Reyburn Sailing School. For the past 63 exciting years, the Sailing School has taught the foundations of boat handling, seamanship, safety and sportsmanship. Many current members with countless others across the nation have learned their boating skills at the Reyburn Sailing School.

Many former Reyburn students have returned and become EYC members because of their wonderful youthful experiences and friendships derived from the Reyburn School. These students came back because they wanted their children and grandchildren to possess these same fond memories and relationships. Traditionally, the majority of students are derived from outside the ranks of EYC membership. Realizing a strong school program serves as a natural incubator for the EYC, it is important to keep the Reyburn School in the forefront as the principal sailing school in the area to help insure the longevity of the EYC.

An Education Building is a key segment in the natural evolution in the EYC's role as a major community asset that will expose future potential members to our club. This facility will strengthen the Erie Yacht Club's position as a center of maritime knowledge in Erie. Future generations of boaters from the region will use the building to learn the basics of boating theory, boat handling, water safety and provide a venue for competitive sailing events for juniors, intercollegiate and senior level events.

## Erie Yacht Club - Forward Thinking

The Erie Yacht Club wanted not only to continue but to expand its role in maritime education to a broader segment of the community, therefore in 2009, it created the Erie Yacht Club Foundation with the mission to enhance and broaden educational opportunities for the Yacht Club and the Erie region. The



Future site of Maritime Education Building.

Foundation now provides scholarship opportunities to the community along with maritime and safety education programs for the boating public that will only increase as the Foundation continues to grow. We do need your help to accomplish this worthy goal.

An important added benefit to these programs is the expanded audience introduced to our club and its activities that will continue to reap rewards long into the future. Investment in the Education building now will help to ensure the long term success of our EYC.

## Some Questions with Answers

**Q:** Who will own the building?

**A:** The Erie Yacht Club will execute a 50-year land lease with the Erie Yacht Club Foundation for the new concrete pier constructed on the west wall of the club basin. The Education Building will be a lease-hold improvement built and owned by the Foundation located on EYC property.

**Q:** Are the Erie Yacht Club Foundation and the Reyburn Sailing School charitable organizations?

**A:** The Foundation is an IRS approved 501(c)3 nonprofit organization. Gifts are tax deductible to the fullest extent the law allows. The Reyburn Sailing School is an educational program within the purview of the EYC. The school has traditionally been available to the entire Erie area and factually more students come from the community than from the families within the EYC. Enrollment efforts will continue to target the entire region to keep the school strong.

*"An Education Building is a key segment in the natural evolution in the EYC's role as a major community asset that will expose future potential members to our Club".*

**Q:** Is the Education Building going to be rented out for private parties? If so, is it going to serve liquor like the Lighthouse?

**A:** No. The Education Building will not be available for private parties since that is not its purpose. It could however be used for regattas or other waterfront events such as the Bay Swim for example. The Catering Club Liquor License held by the EYC is only valid for the club house and one satellite building which has previously been designated as the Lighthouse Pavilion. Also just as any other school facility, sales of alcoholic beverages are prohibited.

**Q:** When the Education Building is in use, how will this affect parking and restroom availability?

**A:** A major portion of the scheduled use of this building will be for the Reyburn Sailing School classes during daytime as always. Should intercollegiate sailing become a reality, the usage will continue during the day time in the Spring and Fall. EYC management sets parking policies which will remain the main parking lot for outside groups. The restrooms within the new building will be available to the EYC members at all times.

**Q:** Will the Clubhouse be available to nonmembers who want to use the Education Building?

**A:** Use of the Education Building will be only by reservation to qualifying organizations. The EYC will schedule all activities that meet the criteria of the Foundation and will control the usage of the new facility. Approved use of the Education building does not extend to the main club house.

**Q:** How does the Erie Yacht Club plan to handle security, lighting, and liability? Who will pay to maintain these considerations?

**A:** Once the building is completed, its management will be assumed by the EYC including operational and maintenance costs in exchange for use of the building at certain times.

**Q:** Who will be able to participate in the new Education Building and education programs?

**A:** Any organization that qualifies within the mission of the Foundation, e.g. marine safety, boating education, competitive boating, maritime charity events etc.

**Q:** Why is the Foundation constructing the Education Building rather than the Erie Yacht Club?

**A:** The EYC has recently spent over \$6,000,000 improving the basin and will not have sufficient construction funds available for more than five years. However, knowing that the Foundation has made the commitment to obtain the required funding, the EYC had the foresight and made the investment to prepare the pier structurally and provide the utility infrastructure necessary for the proposed Education Building.







The "Commodore Perry" trying to get the "Niagara" off.

## Niagara's Rebirth

continued from page 7

those carried over to the scene of the launching by Lieutenant Nick in the steamer of the "Wolverine." Although the "Niagara" had been partially shifted over to her port side, inclining toward the beautiful green woods behind her, yet how proudly she loomed up as we approached her.

We landed and inspected her carefully, and then took to our boat again and gained a position just beyond and to one side of the point to which she might slide. The men were greasing the ways or "butter boards" down which she was to glide on her side to the element for which she had been recreated. Very appropriately the "Commodore Perry," belonging to the State Fishery Commission, stood ready to assist by gentle pulling at the huge line the other end of which was passed about the brig.

At thirty-six minutes after ten A.M., the "Niagara" half launched herself: and at twenty minutes after six P.M., she suddenly started again, lightly and nonchalantly finishing her journey into deep water - as if the entire affair had been a pleasant joke.

## The War of 1812 the Grand Finale of the Revolutionary War

**The Patriotic Daughters of the American Revolution hold in Reverent Memory the Names and Deeds of the Men Who Won the Priceless heritage of Freedom Which Forms the Foundation Stone of Our Great Republic**

**by Sarah E. Reed Regent of Presque Isle Chapter of the Daughters of the American Revolution, of Erie, Pennsylvania**

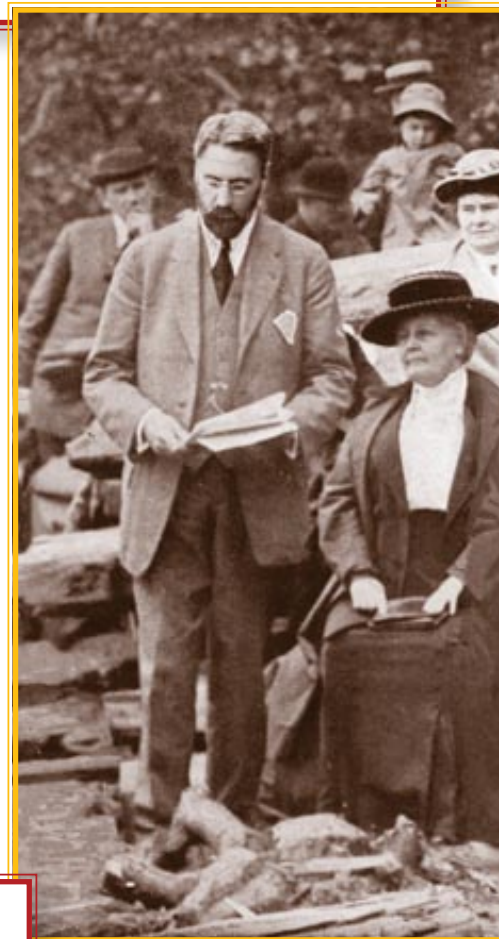
{Address at the launching of the old war brig, "Niagara" June 7, 1913 accompanying the presentation by the "Daughters" of Presque Isle Chapter of a portrait of commodore Perry to be hung in the cabin of the "Niagara"}

No intelligent student of history regards the war, commonly spoken of as "the War of 1812," other than the grand final of the "Revolutionary War;" for not until "the Treaty of Ghent" was signed, in 1814, did England really relinquish her claim upon the colonies, and not till then was our Republic left free to carve out for herself the great destiny that in little over a century has placed the United States of America among the world's great and influential nations.



Miss Sarah Reed, delivering her address at the launching of the "Niagara".

Bell from the captured "Queen Charlotte" subsequently used on the "Niagara" and then hanged in Erie's City Hall.



Lieutenant- Governor Burchard delivering his address at the launching of "Niagara".

Perry's cutlass and belt, supposedly worn in the Battle of Lake Erie.



## "DON'T GIVE UP THE SHIP!" THE PERRY'S VICTORY CENTENNIAL SONG

Sung by Wilson Root Bushnell, baritone, at the launching of the "Niagara" June 7, 1913, and by the Erie, Pennsylvania, High School Chorus, six hundred voices, led by Dr. Charles G. Woolsey, before the grandstand on "Mothers" and "Children's Day," at Erie, July 8, 1913.

Heirs of the heroes, stout of heart and hip,  
Gird us to stand, the realm they won to hold,  
God of Sweet Land, with the brave and bold  
Lawrence and Perry, shouting, "Don't give up the ship!"

Heirs of the strong men, great of soul and grip,  
Gird us to stand, the freedom wrought to hold,  
God of the Sweet Land, with the brave and bold  
Lawrence and Perry, shouting, "Don't give up the ship!"

Heirs of the sweet dames, pure of faith and lip,  
Gird us to stand, the love they gave to hold,  
God of the Sweet Land, with the brave and bold  
Lawrence and Perry, shouting, "Don't give up the ship!"

Heirs of the Fair Flag, Stripes and Starry Dip,  
Gird us to stand, its glory stainless hold,  
God of the Sweet Land, with the brave and bold  
Lawrence and Perry, shouting, "Don't give up the ship!"

### Chorus

Faith of the fathers, shall we let thee slip?-  
Land of the glory of the Starry Dip!  
Love less the Sweet Land of the Fair Flag? Never!  
Till death from life the immortal echo sever,  
Rolled from dying Lawrence into living Perry's lip,  
"Don't give up the ship!"  
By God's strong Heart, we trust in ever,  
Never! Never!  
We won't give up the ship!

**A Special Thank You From the LOG goes out to Lou Porreco for allowing us to use his finely preserved 100 year old "Niagara Centennial Souvenir Keepsake" for the writing of this article.**



# If These Docks Could Talk

by P/C Gib Loesel

## Remembering Ignatius Martin “Marty” Pomorski



Our Club has been blessed with a few special employees who become everyone's good friend, one who they eventually come to love. Such was “Marty” who “slipped his anchor” and made his way to “Fiddler's Green” on March 1, 2013.

When he put his anchor down as our “Dock Master” in 1951 I was 13 years old and there was no doubt that me and my EYC pals were more or less spoiled. Let me assure you that “Turn Around Martin Pomorski” soon had us marching to his drum. His obituary started off with the words “The Kindest Gentlest Man” and they are so true, however if one of us got out of line he would turn around and send us right up the hill and he didn't wait around for a parent or the board to tell him it was OK. He made it a privilege to “hang around” and help him with whatever work we were capable of. Thus Marty was a “teacher” who passed on many valuable tools that we have carried for our entire lives.

I could probably fill this entire “Log” issue with stories about Marty, but won't. To give the post Marty member a little flavoring for this wonderful guy here is the short version of a few... almost every sentence that came out of his mouth started off with the words “turn around” incorporated in, like “I'll just turn around” or “we can turn around” or “I turned around”. He was so famous for this that P/C Doc Bressler wrote a song for his retirement party set to the tune of Battle Hymn of the

Republic and appropriately titled “Turn Around Martin Pomorski”... Doc played it on the piano and we all sang as loud as we could, (did I mention Marty was a little deaf?) if you were lucky he might share one of his famous “fried bologna” sandwiches which he called Polish Sausage... About once a year he would open the back of the Canoe House and serve lunch from “Marty's Hash House.” This event drew members from everywhere. I can't remember everything he served but it was good. I could go on and on but better yet here are a few memories from some of those lucky enough to remember him.

Marty The Diplomat: Lew Klahr tells the story about the time he wanted to launch his Star Boat 1900 with the old “stiff leg crane” that used to be by the Canoe House. Marty was busy and Lew turned on the crane and started lifting the boat. Marty spotted him, and since there was a gang around Marty quietly took him in the Canoe House and very diplomatically and rightly chewed him out explaining that he was responsible for anything that might happen while launching a boat. Lew said, “I was most impressed by his diplomacy!!!”

Marty A Financial Watch Dog: Doc Bressler remembers when he and Dee were topping off their fuel tank in preparation for taking their Rhapsody across the lake to Dover. Marty handed him the pump hose, and Doc added about

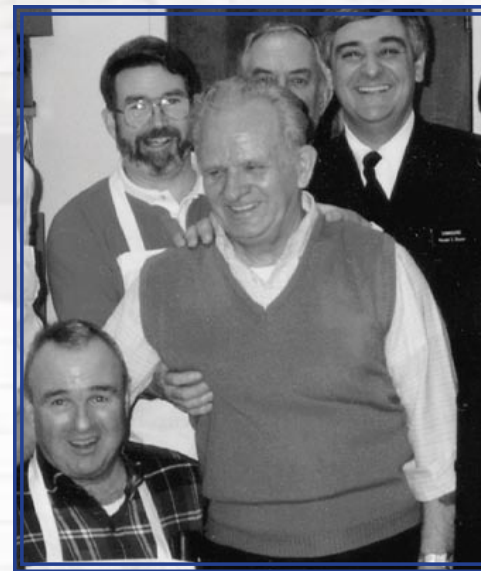
one gallon and handed the pump hose back. With this he growled and said, “You should have turned around and kept better records of your gas consumption. I can't even afford to turn the pump on for that amount.”

P/C Ron Busse says, “My recollections of Marty started when I first was allowed to assist my father, P/C Fritz Busse, with launching the family boat, Desire. Actually, back then you didn't assist, it was a given mandate that the boat owner bring enough people to successfully launch or haul your boat under Marty's directions, including cleaning the bottom with a long handled scrub brush and milk crate full of sand. Finally the time arrived for me to interface directly with Marty in storing to my own boat. Of his many instructions the most memorable edict was very unique and simple, Turn around bring down six new cement blocks and let me see them first”. And see them in my trunk he did, after his approval he instructed me to put them on the storage pile. From then on Marty and I had a great relationship culminating with the traditional officer's photo with Marty in the kitchen at the Tom & Jerry party. What a great part of the Erie Yacht Club he was.”

Marty “Atomic Four” Expert: One of Dean Klahr's favorite recollections of Marty is the hectic time in the spring when everybody wants to launch and the travelift is in constant demand. Anything that slowed up progress, as you know, would

screw up the schedule and cause some unpleasantness for Marty. One spring I had launched my Tartan 27 and was unsuccessfully trying to start the Atomic 4, thus holding up progress in the launch slip. After cranking a number of times without any activity from the engine, Marty climbed aboard, turned around, took my spark plug wrench, took out a couple of plugs, dropped in each cylinder a few drops of raw gasoline, replaced the plugs and cranked the engine. WHAM! He hardly touched the starter before the engine came to life and we were able to clear the slip.

Marty Had A Way With Names: Vice Commodore Ed Schuler says “I remember Marty plain as day but due to my age only bits and pieces. I do remember that when I first hung around I was John's boy and eventually I got to be Ed or Eddie.”



Marty was a constant for the Club's Tom & Jerry gathering every New Years Day.

Ed's Uncle Ted Schuler on the other hand can “turn around” and recall many good memories of Marty. “The small sailboat fleet was moored on kegs in the keg field to the west of the club. Transport to and from the boats was via the tender. Ask any kid who hung out at the Canoe House and he will have a memory of running the tender, which we learned to run from Marty. This usually consisted of riding with Marty a few times, then him riding with us at the helm. Then ‘OK you can turn around and handle it.’ When some hollered ‘Tender’ we kids scrambled to get to the tender and drive. Marty, Ignatius Martin Pomorski, was also known as Iggy. Marty always called me Thaddeus, the Biblical name for Theodore.”

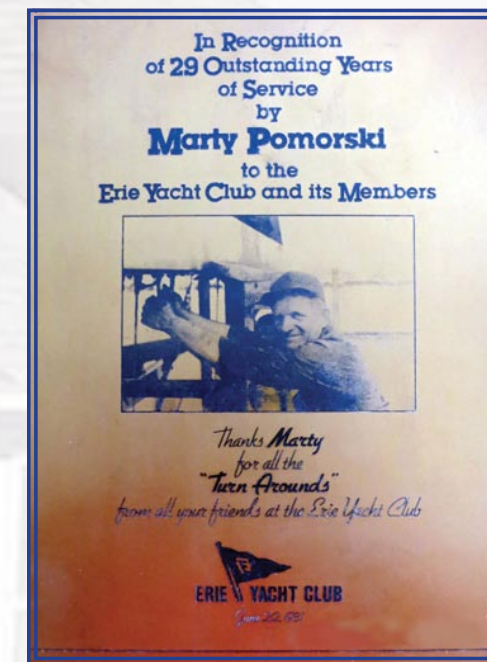


“Marty's Oar House” the way it was and still is today. Including the framed grid which Marty used to keep track of sunsets and more.

Marty and the New Travel Lift: Along about 1966 EYC invested in one of the new fangled things called a “travel lift” and era of the “stiff legged” crane was gone. EYC could now “pull and launch” deep draft boats. Greg Gorny recalls his father P/C Dick Gorny telling about how Marty hovered over the setting up the new lift and growing more nervous by the day which was entirely out of character for Marty. He was getting very nervous about the first lift. P/C Rich Loesel remembers the first boat that they lifted (he and Marty were the only ones authorized to operate the new lift); it was a large cruiser 40 foot range. He and Marty were sort of debating in a nervous way about who would do the lift. The owner finally asked if this was their first attempt. Yes it was. With that Marty turned around, pulled the stick, and out she came.

Marty A Slave Driver? Rear Commodore Brad Enterline remembers working for Marty. Here is his story. “In 1977 or 1978 I was working at the club on the grounds. Marty of course was my boss. I did also work with Delbert (another EYC character) as well. On one particularly hot summer day I was out by O dock shoveling piles of gravel and dirt. As I recall I was working as hard as I could under the hot and humid conditions. Marty came barreling out in this truck and yelled at me for not working fast enough. He demonstrated for me taking a couple quick shovelfuls and throwing them into the appropriate place. As he drove away, I went back to work trying to quicken my pace. Some boat owner was apparently there and watched the whole scene. He yelled over to me afterwards and said, ‘Hey don't worry about it kid. That is just Marty; you're doing a great job!’ Marty really was a good guy and a hard worker. He of course expected that from his crew employees as well!”

Dock Master Bill Vogel said “In 1978 I first started working for Marty. He had a little side business of blocking up boats for winter storage, and I was his “grunt”. I guess I was a good worker because he later hired me to work for the Club. It would be safe to say he launched my EYC career. I didn't have a car so Marty would offer me a ride home, however he never took me all the way home. We would get close and he would stop and order me out saying, ‘do you think I turn around and run a taxi service?’ He was a rough guy but a soft touch with a heart of gold. It



Plaque that still hangs in the EYC canoe house dedicated to Marty and his many years of service to the Club.

was always special for me and the membership when Marty would get dressed up in his best khakis and help with the Memorial Day Service.”

Doug Pomorski, Harbor Master of Port Erie: “I can honestly say that Uncle Marty was the toughest boss I ever had. He was also the boss that I learned the most from; he was a guy who knew how to do everything and do it right, but it was his way or the highway. I was well trained to become Dock Master when Marty retired. He loved the EYC and he often returned after his retirement and would help out where ever he could.”

All of the above is why Marty was the proud recipient of the Thompson Trophy in 1965. There is little doubt that he made a major contribution to our world of yachting!





# Opening Day 2013

by Brad Enterline

On behalf of Commodore Matthew Niemic, Lady Bridget and the Club Officers, please join us for EYC's 119th Opening Day ceremony on Memorial Day, May 27th. This is one of my favorite events at the Club. The traditional "Call to Colors" trumpets will sound promptly at 1150 hours so be sure to find a place on the deck or lawn in advance.

We will honor those who have given so much for this great Nation; we will read the names of those members we have lost this past year; we will pray for a safe and glorious boating season; we will hear taps beautifully sounded and echoed from the basin; and we will hear (and feel) the cannon fire!

So come down with your family and guests and welcome summer. See old and new friends and feel the excitement of a new season. Boats will be decorated with burgees and flags over our scenic basin as you enjoy the punch and a buffet lunch after the ceremony with the sounds of Angie & Boyd. Don't miss this experience as we welcome the summer of 2013!



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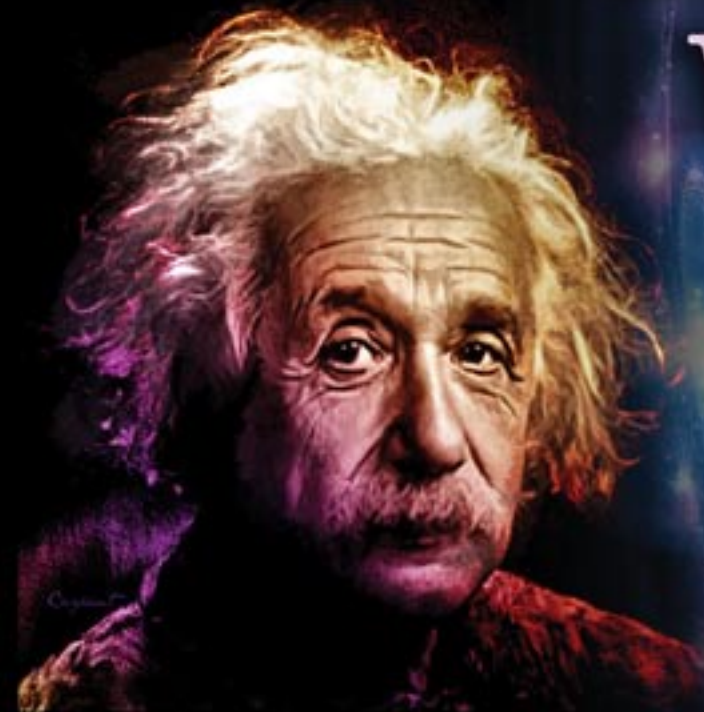
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# What's the Good Word



by Dan Dundon

Thanks to all the Erie Yacht Club members who keep sending me quotations! Tom Madura shares these quotations from a few other "deep thinkers".

These select quotes come to us from four of the most influential physicists of the 20th century - scientific geniuses who dedicated their lives to attempting to explain the nature of the universe itself:

"If you haven't found something strange during the day, it hasn't been much of a day."

- John Archibald Wheeler -

"Imagination is more important than knowledge. For knowledge is limited to all we now know and understand, while imagination embraces the entire world, and all there ever will be to know and understand."

- Albert Einstein -

"The optimist thinks this is the best of all possible worlds. The pessimist fears it is true."

- J. Robert Oppenheimer -

"Women. They are a complete mystery."

- Stephen Hawking -

Special thanks to Tom for sending these good words which certainly give us more to think about. While you are thinking, don't forget to send me your some favorite quotes or words-of-wisdom (dandundon@gmail.com).

Reflecting on Tom's quotations from his group of brilliant gentlemen reminded me of another quotation perhaps coming from another section of the intelligence spectrum.

"Life is hard. It is even harder when you're stupid."

- John Wayne -



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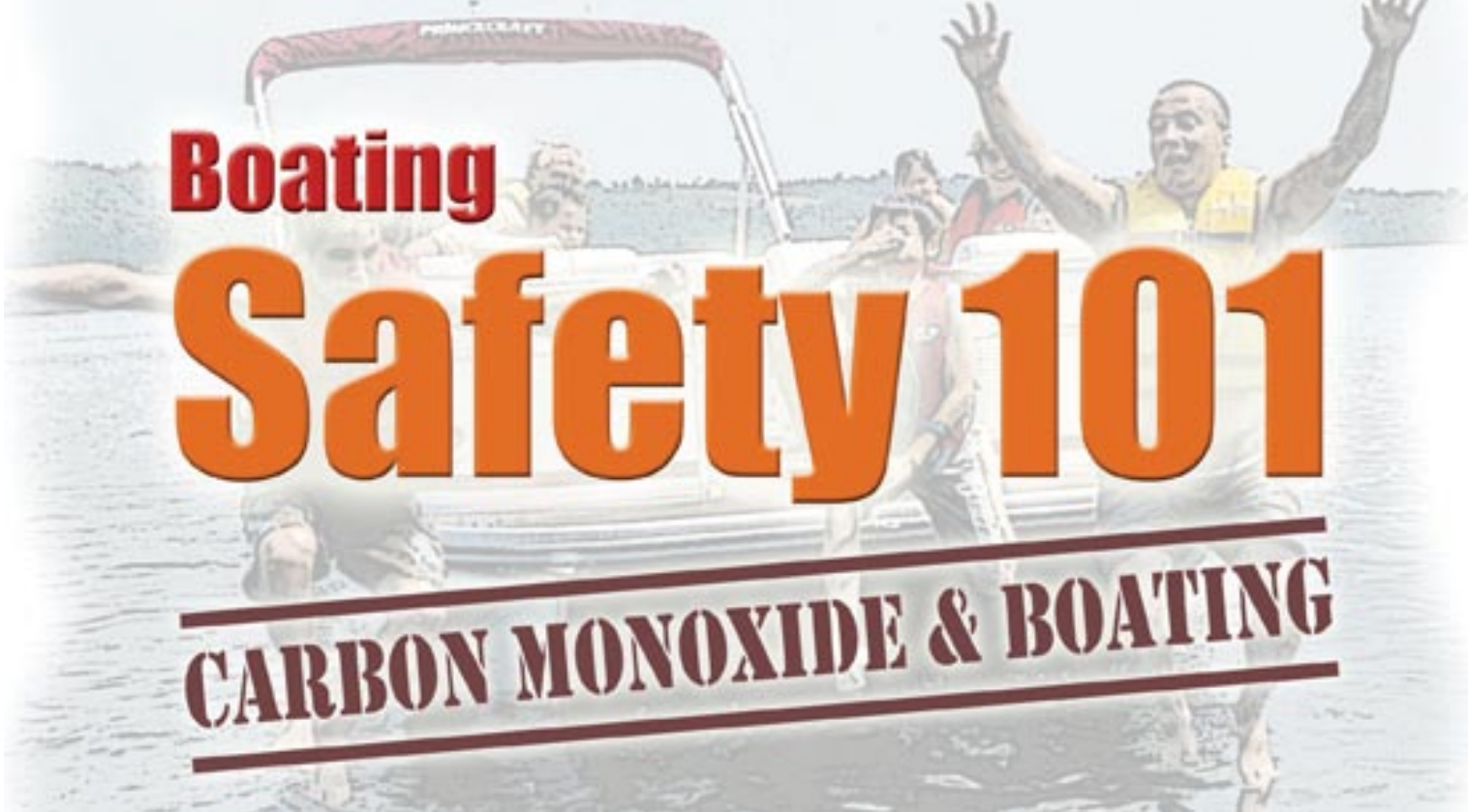
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**B**oating season is upon us. A time for enjoying the pleasures associated with spending time on the water with family and friends. Unfortunately, each year, there are people injured or killed in boating accidents. The vast majority of these incidents are completely preventable. This is the first article in a series which will address boating safety issues and hopefully remind us all that safety must come first.

### Carbon Monoxide & Boating

Carbon monoxide is a potentially deadly gas produced any time a carbon-based fuel (gasoline, propane, charcoal or oil) burns. Sources on your boat include gasoline engines, generators, cooking ranges, and space and water heaters.

Carbon monoxide is colorless, odorless and tasteless and mixes evenly with the air. It enters your bloodstream through the lungs and displaces the oxygen your body needs. Prolonged exposure to low concentrations, or very short exposure to high concentrations, can lead to death.

### How CO Can Build Up In a Boat

Carbon monoxide poisoning is surprisingly common in recreational boating situations. Most incidents occur on older boats and within the cabin or other enclosed areas. Exhaust leaks, the leading cause of death by carbon monoxide, can allow carbon monoxide to migrate throughout the boat and into enclosed areas.

Blockage of exhaust outlets can cause carbon monoxide to accumulate in the cabin and cockpit area - even when hatches, windows, portholes, and doors are closed.

Exhaust from another vessel that is docked, beached, or anchored alongside your boat can emit poisonous carbon monoxide gas into the cabin and cockpit of your boat. Even with properly vented exhaust, your boat should be a minimum of 20 feet from the nearest boat that is running a generator or engine.

Slow speeds or idling in the water can cause carbon monoxide gas to accumulate in the cabin, cockpit, bridge, and aft deck, even in an open area. A tailwind



(force of wind entering from aft section of the motorboat) can also increase accumulation.

The "station wagon effect," or back-drafting can cause carbon monoxide to accumulate inside the cabin, cockpit and bridge when operating the boat at a

high bow angle, with improper or heavy loading or if there is an opening which draws in exhaust.

This effect can also cause carbon monoxide to accumulate inside the cabin, cockpit, aft deck, and bridge when protective coverings are used and the boat is underway.

Larger boats sometimes have generators that vent toward the rear of the boat. This venting poses a danger of CO poisoning to people on the rear swim deck or water platform. On larger boats CO builds up above the water near the water platform. CO that builds up in the air space beneath the stern deck or on and near the swim deck can kill someone in seconds.

Carbon monoxide from exhaust pipes of inboard engines, outboard engines and generators build up inside and outside the boat in areas near exhaust vents.

### Symptoms of CO Poisoning

The most common symptoms of CO poisoning are headache, dizziness, weakness, nausea, vomiting, chest pain, and confusion. Unfortunately, early symptoms of carbon monoxide poi-



soning are often mistaken for seasickness, intoxication or the flu. Don't make that mistake. If someone displays these symptoms, place them in fresh air immediately and call for help if necessary. High levels of CO inhalation can cause death. CO poisoning can also cause you to pass out and fall into the water and drown. A person who is sleeping or intoxicated can die from CO poisoning before ever having symptoms.

Jane McCammon, a former director of the National Institute of Occupational Health and Safety, "Typically you don't see the initial symptoms of headache or confusion because these concentrations are so high that the person is there, talking, and then unconscious."

### Preventing CO Poisoning on Boats

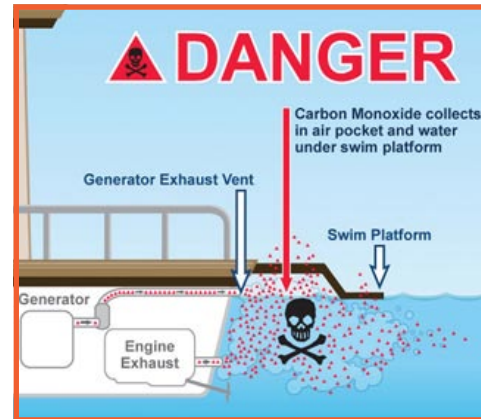
Regular maintenance and proper boat operation can reduce the risk of injury from carbon monoxide. Properly install and maintain all fuel-burning engines and appliances. Cold or poorly tuned engines produce more carbon monoxide than warm, properly tuned engines. If your boat has rear-vented generator exhaust, check with the boat manufacturer for possible recall or reroute the exhaust to a safe area.

Never block exhaust outlets. Blocking outlets can cause CO to build up in the cabin and cockpit areas—even when hatches, windows, portholes, and doors are closed.

Dock, beach, or anchor at least 20 feet away from the nearest boat that is running a generator or engine. Exhaust from a nearby vessel can send CO into the cabin and cockpit of your boat.

One of the best precautions against carbon monoxide poisoning is to keep air flowing through the vessel. Keep forward-facing hatches open, even in inclement weather, to allow fresh air circulation in living spaces. When possible, run the boat so that prevailing winds will help dissipate the exhaust.

Educate family and friends about carbon monoxide so they are aware of what the early poisoning signs are. Assign an adult to watch when anyone is swimming or playing in the water. STAY AWAY from exhaust vent areas and DO NOT swim in these areas when the motor or generator is operating. On calm days, wait at least 15 minutes after the motor or generator has been shut off before entering these areas. NEVER enter an enclosed area under a swim platform where exhaust is vented, not even for a second. It only takes one or two breaths of the air in this "death chamber" for it to be fatal.



Do not allow "Teak Surfing". This dangerous boating practice involves an individual holding on to the swim platform of a boat while a wake builds up, then letting go to surf the wave created by the boat. This practice is a sure way to induce CO poisoning. Again, NEVER swim near the stern of your boat with the engine(s) running. Teak surfing, dragging and water skiing within 20 feet of a moving watercraft can be fatal.

Again, do not confuse carbon monoxide poisoning with seasickness, intoxication or heat stress. If someone on board complains of irritated eyes, headache, nausea, weakness or dizziness, immediately move the person to fresh air, investigate the cause and take corrective action. Seek medical attention, if necessary.



Install a carbon monoxide detector in each accommodation space on your boat. Check detectors before each trip to be sure they are functioning properly. If the detector goes off, believe it!

Have fun boating this season, but take precautions and put safety first. Use the following checklist to help prevent carbon monoxide poisoning from ruining your summer of fun.

### Helpful Checklist:

Each Time You Go On a Boat Trip...

- ☐ Make sure you know where CO exhaust outlets are located on your vessel.
- ☐ Educate all passengers about the symptoms of CO poisoning and where CO may accumulate.
- ☐ When docked, or rafted with another boat, be aware of exhaust emissions from the other boat.
- ☐ Confirm that water flows from the exhaust outlet when the engines and generator are started.
- ☐ Listen for any change in exhaust sound, which could indicate an exhaust component failure.
- ☐ Test the operation of each CO alarm by pressing the test button.

### Once a Month....

- ☐ Make sure all exhaust clamps are in place and secure.
- ☐ Look for exhaust leaking from exhaust system components. Signs include rust and/or black streaking, water leaks, or corroded or cracked fittings.
- ☐ Inspect rubber exhaust hoses for burned, cracked, or deteriorated sections. All rubber hoses should be pliable and free of kinks.

### Once a Year....

Have a qualified marine technician:

- ☐ Replace exhaust hoses if cracking, charring, or deterioration is found.
- ☐ Ensure that your engines and generators are properly tuned, and well maintained.
- ☐ Inspect each water pump impeller and the water pump housing. Replace if worn. Make sure cooling systems are in working condition.
- ☐ Inspect all metallic exhaust components for cracking, rusting, leaking, or loosening. Make sure to check the cylinder head, exhaust manifold, water injection elbow, and the threaded adapter nipple between the manifold and the elbow.
- ☐ Clean, inspect, and confirm proper operation of the generator cooling water anti-siphon valve (if equipped).





# The 139th Kentucky Derby EYC Style

by Dave Heitzenrater

"I'll have another," no not those late night words often mumbled across the bar. Those were the words screamed across the nation as "I'll Have Another" overtook "Bodemeister" in the final seconds of the race to win by a full length and a half. Last year's race had a record crowd of 165,307 in attendance at the home of the twin spires, Churchill Downs.

If you didn't get your room reservations yet and can't make the 450 mile seven hour drive from Erie then the best place to be on the first Saturday in May is the EYC. Yes, it's big hat day so come down the hill, meet your friends, have a sip of Kentucky's finest and enjoy all the fun and excitement.

The Erie Yacht Club Party starts at 4:30 PM on Saturday May 4th, 2013 so reserve your table now. Just after they sing My Old Kentucky Home, you'll hear the bugler make the call and at 6:24 PM the famous cry THEY'RE OFF!

The 139th Run for the Roses will have begun with a weeklong celebration and the influx of over 165,000 fans including the rich and famous, movie stars, rock stars, movers, shakers and even dignitaries to Lexington, Kentucky to witness "The Most Exciting Two Minutes In Sports." The Kentucky Derby is the 8th race of the day and the first leg of the Triple Crown of Thoroughbred Racing. The race tradition started back in 1875 and the roses which appeared more recently are actually laced into a green satin garland that is ceremonially placed over the Derby winner. Don't look away; last year's race took only 2:01.83 over the mile and a quarter track. In addition to that garland with over 550 roses, the owner will receive a large 14-karat hand crafted gold loving cup plus the winner's share of the \$2,180,000 purse.

Both Churchill Downs and the EYC will be jam packed with fun and excitement as we witness the chase. Will one of the early favorites Verazano, Revolutionary or Orb win, or will they be an "also ran"? Come watch and be part of the fun!



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# Honoring Our Flag:

## The History & Importance of Evening Colors

By Caleb Difer, Executive Director,  
Erie County History Society

Commander Brian Lasher, U.S. Navy (RET)

Last summer, the EYC added a new policy of standing for the evening colors ceremony. The bridge and board should be applauded for their efforts in bringing the EYC into observance of a more than 200-year-old tradition. Anyone who has spent an evening at the Club knows that at precisely sunset the gun is fired from the flagpole and the American flag is lowered until the following morning. This practice was established in the British Navy in 1797 before the U.S. Navy subsequently adopted it in 1843.

For those who are curious about evening colors, the protocol is as follows:

1. Approximately five minutes before sunset, the word is passed, "first call, first call to colors."
2. Immediately before sunset, "Attention" is sounded or one blast is blown on a whistle. All persons in uniform within sight or hearing face the ensign and render hand salute. All those not in uniform should stand at attention, if able. Boats in the vicinity lie to, or proceed at the slowest possible speed.

3. The order "Execute" is then given and the ensign is lowered slowly. If music is available, a recording of the National Anthem or Navy "Evening Colors" (also known as "Retreat") is played, with the ensign starting down the staff on the first note of the music and timed to reach the bottom at the last note of the music.

4. When the ensign is completely lowered, the call "Carry On" is sounded, at which time salutes are terminated and the ceremony is over.

While the Erie Yacht Club is not a military base, and some of the steps in the protocol have been excluded, it is nevertheless appreciated when you honor this time-honored tradition. It is no different than standing during the Pledge of Allegiance or the playing of the National Anthem. For those of you who respect this tradition, we salute you. Standing in silence during colors is a sign of respect for our country, our flag, and our Armed Forces. So the next time that you're at the EYC during colors, remember the long and rich tradition that you are participating in. Be proud and stand up for our great country!



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# As Seen at the EYC

## Every picture tells a story!

If you don't have time to write a story for the LOG send us your photos.

A big "Thank You" to all of you who have already submitted pictures. To those new to submitting, all you need to do is e-mail your photos to:

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Sunset on the deck - Pirates gone wild!



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# Weather Forecasting Seminar

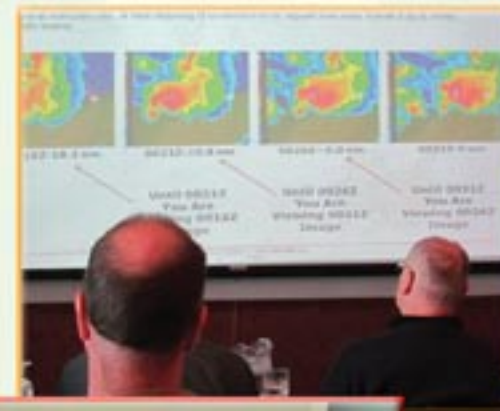
Will It Rain for Opening Day?

by Dave Heitzenrater

Forty Five students were warm and dry safely inside the EYC ballroom learning the basic points of weather forecasting as they observed the strong cold easterly breezes under a thick winter cloud cover just outside the window glass. Endless white capping waves parading down the bay crashing high into the air and freezing on our east wall rocks provided evidence of the invisible culprit: cold fast moving air. Yes, generally wind is the result of higher pressure air parcels moving towards low pressure areas however there are many dynamics involved to determine the actual direction and speed of the wind. Everyone learned that contrary to what you might think, a moist parcel of air is lighter than an equal sized dry parcel of air which has an important influence on storm development. The students left the seminar with a better understanding about the quirks of Mother Nature and a greater respect for weather prognosticators, maybe except for one now infamous Pennsylvania groundhog.

The March 16th seminar was of interest to any boater from a kayak to a 100 foot plus motor yacht and helped explain many factors used in forecasting. The attentive students from Erie, Buffalo and Pittsburgh were introduced to an understanding of basic meteorological principals and the atmospheric dynamics responsible for the development of severe weather. The course covered the fundamentals such as how barometric pressure, temperature and air moisture content determine atmospheric instability; how to interpret whether graphics including knowing the difference between a weather barb and a weather vector. Terms such as Pressure Gradient Force, Weather Radar Reflectivity and Infrared Satellite Imagery were carefully examined and explained. The class came to understand to their surprise just what it actually means when NOAA's NWS says there is a 10% chance of precipitation and what a Marine Weather Statement is vs. a Marine Weather Warning.

The one day seminar targeted specifically for Lake Erie situations was taught by the President of the American Meteorological Society, local chapter, Mark Thornton. He is a Lake Erie sailor who received his Certificate of Achievement in weather forecasting at Penn State University. Mr. Thornton maintains a complete website at [www.lakeeriewx.com](http://www.lakeeriewx.com). Plans are already being made for his return. The seminar was sponsored by the EYC Racing Fleet and was open to anyone who looks up into the sky.



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## May Calendar of Club Events

- 4th Kentucky Derby Day  
5pm Dinner Service • 6pm Race  
Reserve a Ballroom Table or  
Watch from the Grill Room  
Limited Seating
- 5th Sunday Champagne Brunch  
11am - 2pm • \$12.95
- 12th Mother's Day Dining  
Brunch • 11am - 2:30pm  
Music by the Marty O'Conner Duo  
  
Dinner Service • 5:30pm - 7:30pm  
Dinner Specials • Entertainment by  
Keys & Strings • Reservations  
Required for Both - 453-4931
- 16th Spring Launch Bawl  
Celebrate a New Boating Season  
Drink & Dinner Specials All \$14.00  
Entertainment by the Breeze Band
- 19th Sunday Champagne Brunch  
11am - 2pm • \$12.95
- 26th Sunday Champagne Brunch  
11am - 2pm • \$12.95
- 27th 119th Opening Day Ceremony  
Call to Colors 1150 hours  
Entertainment by Angie & Boyd  
1100 hours

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## The Last EYC Drawing

by Jackie Defazio

It was a Thursday and I had plans for dinner at the Yacht Club with three friends. About 3:00 pm there was a phone message stating that because of the horrible weather plans were cancelled. Another friend's Mother was in-town so I called to see if they wanted to go to dinner at the Club, and they were thrilled at the invitation.

After dinner I escorted them to their car then went back in for a drink and to sign in. As I was signing in Bill Crotty and Billy Martin started teasing me about something so I waved my dollar bill at them and said "this is going to be the last dollar because I am going to win this pot".

Next day my phone rang at 8:30 and they announced that I was the winner! My number was picked about three years ago as well but I hadn't signed in, so this was meant to be.

Thanks to all the members who contributed to the last pot; and to the Good Lord who works his magic in different ways in our lives.



### Erie Yacht Club License Plate

To get your EYC Plate,  
go on-line to:  
[www.erieyachtclub.org](http://www.erieyachtclub.org)  
or the Club office.  
Cost: \$35.00



## June Calendar of Club Events

- 2nd Sunday Champagne Brunch  
11am - 2pm • \$12.95
- 6th Thursday Sunset Happy Hour  
6pm - 9pm • "Let the Fun Begin"  
Music with Abbey Road
- 9th Sunday Champagne Brunch  
11am - 2pm • \$12.95
- 13th Thursday Sunset Happy Hour  
6pm - 9pm • "Lake Erie Mustang  
Owners Club Night" • Entertainment  
by Acoustic Gypsies
- 16th Father's Day Champagne Brunch  
11am - 2pm • \$12.95
- 20th Thursday Sunset Happy Hour  
6pm - 9pm • "Mexican Night"  
Music with the Sam Hyman Band
- 21st Inter-Club Regatta  
Entertainment by Street Level
- 22nd Bay Swim & Breakfast • 9am - 11am  
Hosted by EYC Auxiliary
- 23rd Sunday Champagne Brunch  
11am - 2pm • \$12.95
- 27th Thursday Sunset Happy Hour  
6pm - 9pm • "PT Cruisers Club  
Night" • Entertainment by Endless  
Summer
- 28th Dock Party - L, M, N, O  
Lighthouse 6:30pm
- 30th Sunday Champagne Brunch  
11am - 2pm • \$12.95

**Visit our Website  
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Club Activities**

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