

VOLUME V /ISSUE 1

JANUARY/FEBRUARY 2007

A photograph of a person standing on a frozen lake at sunset. The person is silhouetted against the bright, low sun, which is reflecting on the ice. A colorful kite is flying in the sky. The background shows a dark, wooded shoreline.

Enjoying A Presque Isle Winter

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From the Bridge

Commodore John Murosky



As I sit down on the eve of our annual meeting to write this article for our Erie Yacht Club Log, I look back over the past several years and give thanks to everyone who has supported the efforts of the bridge and board of our beloved Club.

Everything that has been done and will be done is a direct result of previous boards, bridge officers and staff for having the foresight to operate our Club in an efficient manner. All of these efforts have been supported by our truest asset, our members. Without you we would be at sea without sails

to forge our way through dangerous waters.

As your Commodore for this coming season, I hope to earn your respect, make good decisions and enjoy our Club with you. I will make mistakes but hopefully learn from them and make a lot of friends in the process. We should all be proud of our accomplishments and take great satisfaction knowing that we are building and securing our future as one of the best yacht clubs that any ship could find. Thank you for this opportunity to serve you this coming year.

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On the Cover...

Presque Isle Bay's ice is another way to love Erie winters like member Stan Zlotkowski "test flying" a new locally designed kite called a "YFO" just west of the Club in 2004.



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Enjoying a Presque Isle Winter

by Ann DiTullio



Beautiful but highly dangerous "Ice Dunes" form on the lake side of the Peninsula. They are unstable because they're formed from sand and water.

The hustle and bustle of the summer crowds have gone, the brilliant colors of autumn have faded away and peace and calm settles over Presque Isle State Park in all its winter grandeur.

The Tom Ridge Environmental Center, Gateway to Presque Isle, still welcomes visitors seven days a week. An exciting new film, "Everest" is playing on the Big Green Screen,

Family Fun Night Film Series is in full swing, visitors can attend a February Winter Carnival featuring beautiful ice-carvings, and educational programming continues to excite and educate people of all ages.

Yes, there is much to see and do at the TREC all year long, but can there be much to see and do on Presque Isle in winter! In my mind,

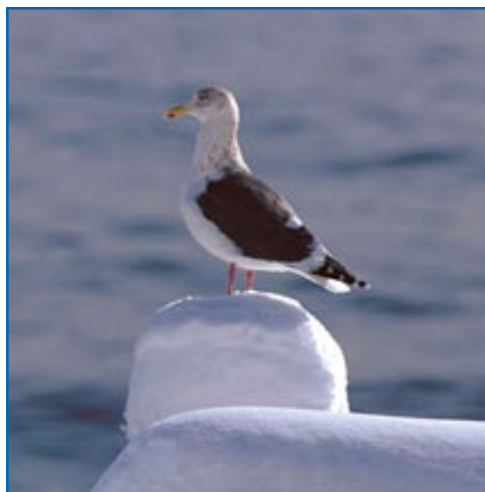
this is the best time to enjoy the pristine beauty of the park. It is the time of year when the quiet of the park lends itself to reflection and a different kind of exploration. It is the time of the year, when you can actually see the calm waters of the bay and the roaring waves of the Lake at the same time. It is the time of the year, when if you are patient enough, you can watch an ice dune form. It is the time of year, when after a heavy wet snow, snowflakes glisten on the trees and form a tunnel of beautiful ice crystals as you drive, hike or bike around the park. It is the time of year when winter recreation is possible – cross country skiing, snow-shoeing, ice fishing, ice skating, biking, hiking and jogging are enjoyed by many of our park visitors this time of year.

Once the trails are covered with snow, many visitors can enjoy cross-country skiing. Most trails begin near the trailhead at the Presque Isle Lighthouse. From there, you can branch off on several different trails. One of Presque Isle's education specialist's favorite trails is Dead Pond Trail, which travels through forest, pine grove and grassland. The ambers, reds and yellows of the dried grasses are stunning and give the snowy landscape some winter color. Seeds on the grasses are sought by winter birds and if you look closely you can see tiny bird and mammal tracks in the snow around the clumps of grass.

Most every winter the surface of Presque Isle Bay freezes over to form recreational ice safe for many ice related sports such as ice skating, ice fishing, cross country skiing and ice boating.



In the pine grove, look for birds seeking shelter in the green boughs and notice a wealth of pinecones littering the ground. Deer tracks are evident among the sheltering burgundy colored bark. Highbush, cranberry, winterberry and rose hips are bright spots of red against a snowy background in the shrubby areas. These shrubs provide important food for birds and wildlife throughout the winter. The bayberry shrubs have blue-black berries coated with a frosting of waxy white. These scented leaves are a refreshing reminder of the holidays.



A lone seagull takes a break from feeding on the open unfrozen waters of the Bay.

Looking to learn a new and challenging skill. These same trails are wonderful for snowshoeing. More and more people are beginning to take up this ancient mode of transportation to enjoy the great outdoors in winter in an entirely different way. Presque Isle State Park's environmental education staff



The TREC features "guided" tours around the Park for cross country skiing enthusiasts.

is again offering classes in snowshoe building this winter. Why not try your hand at this age-old craft?

The snowshoe is believed to date back to 3500 BC, before the invention of the wheel. Generations of people have constructed these necessary modes of winter transportation and a variety of styles exist reflecting the terrains



Thousands of ice fishermen flock to Presque Isle Bay every winter to enjoy the excellent perch fishing as well as the camaraderie of friends and family.

in which each originated. Although today you can buy modern snowshoes with neoprene decking and metal frames, why not learn how to make your own hand-woven style which offers much more in the way of character and character building for the weaver?

Weaving snowshoes is a lot like making your way through life. It can be both frustrating and rewarding at the same time and if you're wise you learn to slow down and focus on the task at hand. Patience is also required, as unweaving and reworking mistakes is all part of the process. Just as in life, shortcuts rarely pan out. Thoughts of work and troubles fall by the wayside as you are drawn into the almost-meditative process. In the end, the reward comes in knowing that you have learned a difficult task and you have created a functional work of art to enjoy for years to come.

In most winters on Presque Isle Bay, little huts begin to appear on the frozen ice each morning – until on many days the bay looks like a small village that you might see near the North Pole. In the wintry months of December, January, February and sometimes March, ice covers Presque Isle bay where once boaters drifted about. This amazing freeze attracts thousands of ice fishermen to the frozen waters of Presque Isle. When the ice is good, the fishing is better and the ice shanties begin to go up all around. A person can listen closely and hear the sound of gas-powered augers drilling holes in the frozen bay. Sometimes you will hear the cry of a sea gull or the honking sound of a goose, but mostly you hear utter silence, you are snug in

(continued on page 32)

A tremendous variety of water fowl visit the Park throughout the fall and winter months to the enjoyment of all the visitors of Presque Isle.



Learning to Love Sailing

by Aimee Nicolia

Why do people take the adult sailing lessons at the Erie Yacht Club? Lots of reasons. For some, it might be that they spend time on bigger sailboats but don't really understand what's going on. Or, sometimes it's a spouse or significant other that really wants them to learn how to sail. But for most people, it simply looks like a great adventure!

Whatever the case, all these folks come away with a solid understanding of the sailing basics and a new found love for the sport. And for Vito Randazzo it was just that - love at first sail.

A few years ago, when Vito's employee and good friend, Mike Gonzalez, suggested that the two of them take the adult sailing lessons, Vito thought it might be fun to give it a try. He'd grown up power boating, but had never learned to sail, so he was ready for the

challenge. What he didn't realize was that he would get out sailing that very first night and become absolutely hooked on it!

"I liked everything about it," said Vito. "It was very hands on. We were in the boat every time."

In fact, after just one summer of sailing lessons, not only had Vito and Mike come to enjoy sailing so much, but they both had learned enough to take the plunge and buy their own larger sailboat - a 22 foot Starwind. Now, just three years later, the two are already looking to upgrade to an even larger sailboat.

Vito says that he recommends the sailing lessons to friends and customers all the time.

"I can't help it," he says. "I really fell in love with the sport!"

Not everyone goes out and buys a big sailboat

Vito Randazzo and Mike Gonzalez bought their 22' Starwind after only one year of instruction in the Adult Sailing Program of the Reyburn Sailing School. They learned to love sailing.



Head instructor Tyler Weidman watches over his flock offering them encouragement along the way.

after taking lessons. Look at Pete Kalivoda. He chose to do it the other way around.

Five years ago, somewhat on impulse, Pete and his brother Andy Kalivoda bought an Irwin 28 sailboat they named *Aquasition*, even though Pete had very little sailing experience. The following summer Pete enrolled in the adult sailing lessons determined to learn what he was doing, so that he could go out and sail his new boat. During one of the first classes, Pete met Chad Velushis, who would become his sailing partner for the season. The two learned a lot about sail trim, wind direction, and maneuvering the boat that summer.

"What I liked best about the program was when we started to learn how to race!" says Pete. "It really brought everything we had learned altogether."

It must have. Pete and Chad finished off that summer by winning the final races for the adult sailing class, the Rose Cup. These days Pete still enjoys sailing the FJ's and 420's in the Friday Night Adult Racing League. But more often than not, you'll see him racing his own



The Kalivoda brothers, Pete and Andy, still enjoy racing dinghys after attending the Adult Sailing Program

sailboat, *Aquasition*, in the Wednesday night JAM races. As for Chad, he too has continued with his enjoyment of racing by crewing for boats like *Coltrek*.

Becca Aaron took the sailing lessons this past summer for another reason – a gentle nudge from her boyfriend Pete Kalivoda.

"I had been sailing a lot on Pete's boat," said Becca. "But I always felt like I didn't know what was going on."

Becca, along with her cousin Angela Heberle, enrolled in both of the four-week sessions, for a total of eight weeks of instruction.

"We both learned a lot," Becca says. "By the end of the summer we both felt comfortable rigging the boat, reading the wind, and tacking. And I loved the racing aspect! It really brought my confidence up!"

What's more, Angela felt like the instructors kept the classes fun and interesting, by doing activities like capsizing, man overboard, and a long race down the bay one evening. The highlight of the classes for Becca and Angela was on the final night when the students all got the opportunity to get out on one of the big boats for a Wednesday night JAM race. This let them experience all they had learned throughout the summer and see it in action on a bigger scale.

The adult sailing lessons take place on Monday and Wednesday evenings during the summer from 6:00pm until sundown. There are two four-week sessions, with a price incentive for students opting to take both sessions. Students sail on CFJ's and 420 sailboats, with two to a boat. If you would like more information about the program, please visit our website at erieyachtclub.org/reburn/adult.htm.



Vito and Mike now enjoy the relaxing fun and adventure of sailing ... it's habit forming.



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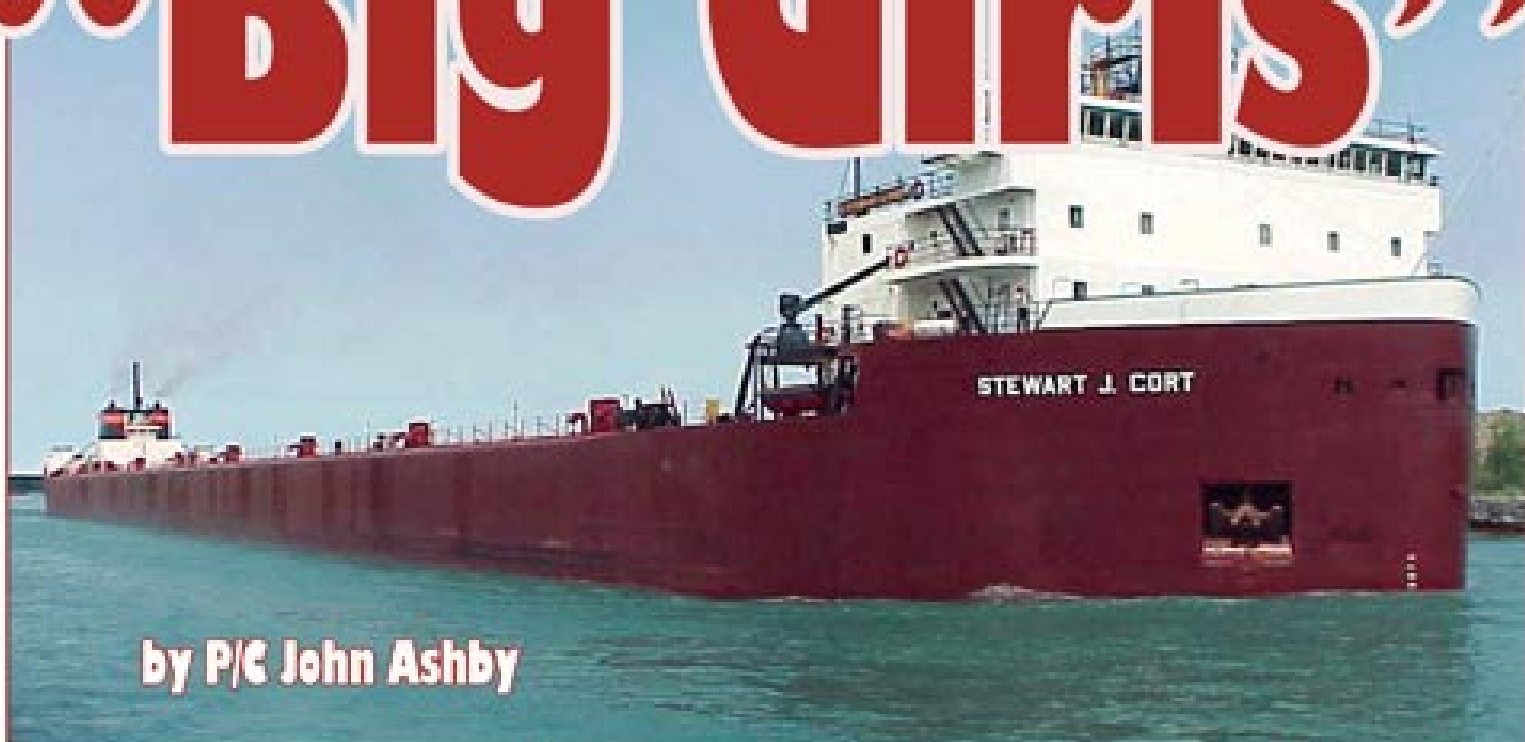
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The Great Lake's

"Big Girls"



by P/C John Ashby

The very first of the "Big Girls", the *Stewart J. Cort*, was one of our products built right here in Erie.



Years of experience and nerves of steel gives the Big Girls' captains excellent "ship handling" abilities that are truly remarkable.



Tugs continue to be an important tool in the Great Lakes shipping industry as the tug "G" heads out on another mission bringing home another Laker.

The USCG is upbound in the MacArthur Lock.



"Wave everybody wave"! ... could be heard across the deck of the *Vista Queen* as the tour boat crosses the stern of the 1,000 footer *Edgar B. Speer*.



The traditional bulk carrier *Saginaw* pulling out of the Algoma Steel plant after delivering her cargo. Note how high she is riding in the water devoid of cargo.



A nostalgic scene as the *Charles M. Beeghly* heads downbound at Mission Point on a gorgeous day in 2002.



Now just imagine, as you look at the *Presque Isle* in the Poe Lock, that this ship is 3 football fields long plus another 100 feet.

I have a "coffee table" book that was given to me as a gift many years ago by fellow member Vince Ridikas, the name of which is "Ladies of the Lakes". It is an historical photo essay of the beauty and majesty of the old lake freighters, which carry the nickname "Lakers". These are the Ladies that plied the waters of the Great Lakes in pursuit of various commercial endeavors.

I can also remember as a kid, back in the fifties and sixties, that many of those grand old "Ladies of the Lakes" would winter here. They would be "laid up" and rafted off one another by fours and fives and sometimes six abreast, right here in Presque Isle Bay. As with everything else in life "things change" and so it goes with those "Ladies of the Lakes" and Erie has witnessed two of those changes.

First of all, for various reasons, you do not see the "Lakers" wintering on Presque Isle Bay any longer and secondly those "Ladies" have grown in every direction and gained "a lot of weight". Now we have the "Big Girls".

All Lakers, back in those days, were normally 600 to 700 feet in length but in the late 1970's that all changed. The very first of her kind, the 1,000 foot behemoth known as the *Stewart J. Cort*, was launched by Litton Industries' dry dock facilities into the waiting arms of our own Presque Isle Bay. The *Cort* was not only the first of her kind but was also the only one of the 1,000 foot class of "Big Girls" that was ever constructed in the traditional "Laker style" with the pilot housing located at the bow of the ship.

(continued on page 30)

WHAT IS AN “ENTSON”?

BY
BRAD ENTERLINE

Enjoying a swim at Long Point after a cancelled Koehler Cup due to a total lack of the required breeze.

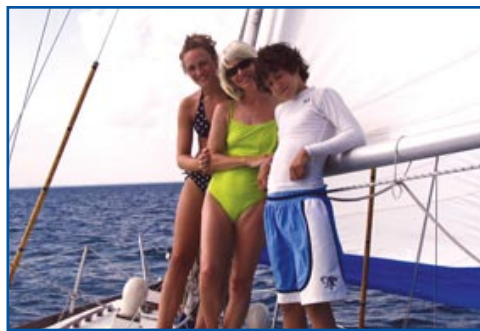
In the beginning there were two Orthodontists. Dr. Alan Benson and Dr. Robert Enterline who often sailed on Dr. Benson's boat the “Playboy”. A thirty foot Rhodes designed sailboat. Many races were done with wives Ruby and Jo Anne plus a few of their kids as crew.

It was probably the summer of 1968 when Dad and Al first laid eyes on a Tartan 34 in Port Maitland, Canada during the Interclub. She was designed by Olin Stephens of Sparkman & Stephens, formally known as Design No. 1904. At the time, Olin was also working on another project, the America's Cup Twelve Meter Intrepid. Olin went on to design six successful America's Cup defenders, two of which were two-time winners. Tartan had a very successful run with the Tartan 27 and was also producing the Tartan 37 Blackwatch. Tartan commissioned Olin to design a racer/cruiser in a size between those existing models. From 1968 to 1977 over 524 Tartan 34's were produced.



The three owners of *Entson* (L to R) were Bob Enterline, Al Benson and Lew Klahr.

Dad and Al fell in love with her. They liked her classic lines, the teak trim, a big 8' cockpit, the 6'2" headroom all the way forward into the veeberth and the berths which all had over 6'4" in length. So began a long and successful partnership. Not that there weren't disagreements, of course. Al wanted a tiller and dad



A trip to Dover with my favorite crew daughter Kristen, wife Lauri and son Stuart.

wanted a wheel (thanks Al). Al wanted red and dad wanted blue (thanks Dad).

So the two partners (and their wives) agreed on the details and signed a contract with the builder Douglass & McLeod to build hull No. 112. Interestingly, Douglass & McLeod was also responsible for producing dad's first boat, the 21 foot Highlander as well as another popular Erie boat, the Thistle.

It was early winter 1970. We had already gone up to Grand River, Ohio to watch the progress of hull No. 112. We also were able to see the progress of P/C, Gus Nuess' green Tartan 34 known as “Indian Summer”, which was hull No. 109. During these trips up to Grand River, the *Entson* still had no name.

So how do you name a boat? You bring the partners and their families together, have a few

drinks and some food and see what happens. Of course, many successful partnerships have just used the partners' names. There is Johnson & Johnson, Ben & Jerry's, Abercrombi & Fitch, Carney & Good (my favorite), and Bonnie & Clyde. Now, at 12 years of age, my suggestions were not to combine names. That just did not seem exciting enough for such a great boat. I had the perfect name, something that conveyed heat and speed, not Caliente or Diablo even though those names were still available. The most fitting and appropriate name would be the “Blue Flame”! Unfortunately, I could not garner the parental votes necessary to prevail. So ultimately, combining the family names won. Oh, there were other contenders. Ruby Jo was right up there. They probably considered the combinations of Entbent, Benline, Bentline, or my favorite, Ali-Boba. But, *Entson* won the contest and garnered the most support. They said it was also a rank in the Navy as in Ensign.

Years later, the partnership grew with the addition of Lew Klahr. Lew brought much needed new energy and organization to the



Hey Tom, I thought we were racing!



Racing through the channel after the start of the InterClub ... "are they catching us?"

partnership. He also brought the ability to end all those debates and differences like whose side of the boat really looked better. Dad was port and Al was starboard. Should we head up or fall off? Should the teak go white or should we treat it? Some arguments even Lew could not settle. Like who should really be in the White House!

Eventually, the partners decided it was time to end the venture and talked of a sale. Having grown up with the boat and having enjoyed her on even and odd days, depending on the year, my wife and I decided to purchase Al and Lew's one-half interest. I convinced dad to stay in and I would do all the maintenance and upkeep as long as he helped out with half of the expenses. So a new partnership was born in 1999. I toyed with the idea of suggesting a name change. Frankly, the partnership that gave birth to *Entson* no longer existed, but at the same time, it just did not seem right to change a name that had graced the transom for so many years. Then, in talking to dad about it, he told me that in high school, he was known as "Ent". So now, the name still fits because the new partnership is "Ent and Son".



She was a proud lady in her racing days and a whole lot of fun.

As I write this article, my wife, Lauri, and myself, along with our children, Kristen and Stuart, are rolling along at 6.7 knots on a reach from Fairport to Cleveland. It's 72 degrees and sunny. Life does not get much better than this. Thanks dad and Al for spotting that attractive girl so many years ago in Canada and following through on a dream that continues to live on and provides pleasure and adventure to yet another generation.



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Personal Watercraft Regulations Straight Talk from the Pennsylvania Fish & Boat Commission

submitted by Doris Veihdeffer

These laws and regulations were developed to give boaters the information they need to make better informed decisions on the water.

All Personal Watercraft operators are required to have a Boating Safety Education Certificate and the Certificate must be carried on board the vessel being operated.

A personal watercraft (PWC) is a boat less than 16' in length that uses an internal combustion motor powering a jet pump as its primary source of propulsion. It is designed to be operated by a person sitting, standing, or kneeling.

Brand names of PWCs include: JetSki, SeaDoo, Wave Runner, WetJet, Tiger Shark, etc..

The following may operate a Personal Watercraft on Pennsylvania waterways:

- A person 11 years of age or younger may not legally operate a PWC.
- Anyone operating a PWC on Pennsylvania public waters must have in their possession a Boating Safety Education Certificate.
- A person 12 through 15 years of age may not legally operate a PWC with any passengers onboard 15 years of age or younger.
- It is illegal to rent a PWC to anyone less than 16 years of age. No one less than 16 years of age may operate a rented PWC.

A Boating Safety Education Certificate is obtained by successfully completing a Commission-approved boating course and successfully passing the required examination.

Approved courses include:

- (1) The Commission's Boat Pennsylvania internet course
- (2) The Commission's Boat Pennsylvania video/correspondence course, (access Boat Pennsylvania through the PFBC website: www.fish.state.pa.us)
- (3) Classroom Courses offered by the Commission, (PFBC Boating Course Hotline: 1-888-723-4741)

There may be a fee for the course but it may make you eligible for a discount on your PWC or your boat insurance.

There is no minimum age requirement to take a boating course. Most courses are designed for students 12 years of age or older.

The Commission passed the mandatory education for operators of PWCs because these smaller watercraft have been involved in a disproportionate number of boating accidents and have caused complaints from boaters and anglers. Analysis by the PFBC shows that accidents are caused by failing to keep a proper lookout, by operating the craft recklessly, and by inexperience. The course expectation is that knowledge through education will enhance safe boating in Pennsylvania waters.

The PFBC website provides all current information regarding state fishing and boating programs.

Consult the Pennsylvania Boating Handbook for more detailed information on boating laws and regulations.



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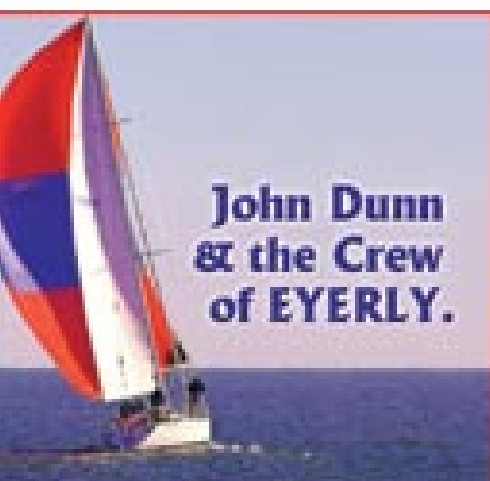
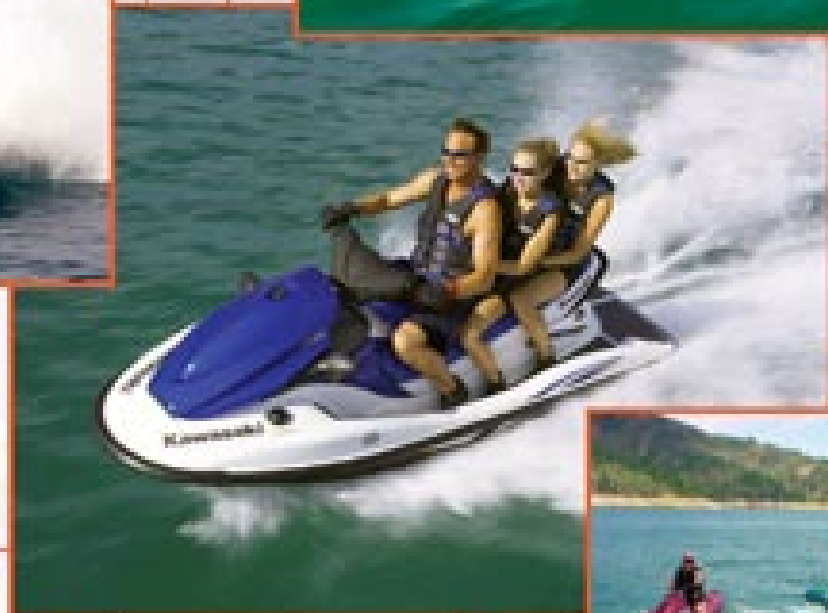
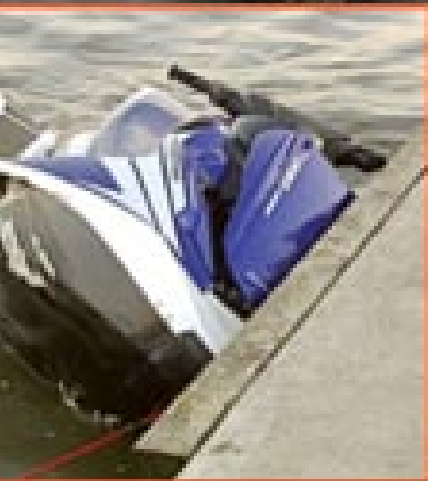
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But Why ?

submitted by Peg Way



To those of us who have children in our lives, whether they are our own, grandchildren, nieces, nephews, or students.. here is something to make you chuckle.

Whenever your children are out of control, you can take comfort from the thought that even God's omnipotence did not extend to His own children.

After creating heaven and earth, God created Adam and Eve.

And the first thing he said was "DON'T!"

"Don't what?" Adam replied.

"Don't eat the forbidden fruit," God said.

"Forbidden fruit? We have forbidden fruit?"

"Hey Eve..we have forbidden fruit!"

"No way!"

"Yes way!"

"Do NOT eat the fruit!" said God.

"Why?"

"Because I am your Father and I said so!"

God replied, wondering why He hadn't stopped creation after making the elephants.

A few minutes later, God saw His children having an apple break and He was ticked!

"Didn't I tell you not to eat the fruit?" God asked.

"Uh huh," Adam replied.

"Then why did you?" said the Father.

"I don't know," said Eve.

"She started it!" Adam said.

"Did not!"

"Did too!"

"DID NOT!"

Having had it with the two of them, God's punishment was that Adam and Eve should have children of their own.

Thus the pattern was set and it has never changed.

BUT THERE IS REASSURANCE IN THE STORY!

If you have persistently and lovingly tried to give children wisdom and they haven't taken it, don't be hard on yourself.

If God had trouble raising children, what makes you think it would be a piece of cake for you?



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Captain's Quiz by Dennis Daniels

OK, all you Captain's or would be Captain's, here we go again. How much do you remember? The following statements are either true or false.

1. We ignore the nuns and cans while in the ICW waterway system and instead focus on little yellow markers.

2. If we should see a mine clearance vessel while plying the waters of Lake Erie, we should stay at least 1,000 meters away.

3. During a new or full moon, the tidal range in coastal areas is actually less than when the moon is on its quarters.

4. When cold air overtakes warm air, it is called an occluded front.

5. The line attached to a ring life buoy should be cleated before the buoy is thrown.

6. A vessel aground would display three red lights in a vertical line at night.

7. The white flare included in some flare kits is a practice flare.

8. A becket bend can be used to join two lines of different sizes.

9. A small power driven vessel ascending the Niagara River has the right of way over a sailboat crossing.

10. A figure eight knot is used to prevent a line from passing thru a block.

Answers found on page 34

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When I was a Kid It Was Called a "Pike Pole"

by Captain
Dennis Daniels



It's amazing how things have changed through the years. When I was a kid, a popular saying was, "Hey, that's really keen." You don't hear the word keen anymore; I guess it's been replaced by some other saying that eventually will become obsolete too.

Boating is also like that. When I was a kid, we called boat hooks, pike poles. You don't hear them called that anymore, and it's a shame. I think pike pole sounds better than boat hook, but it really doesn't matter. In another ten or fifteen years they will probably be called something else like "push-em" poles, which I like even better than pike poles.

You can say what you want about what equipment is most useful to have on your boat, but tops on my list are the push-em poles. Where would we be without this versatile piece of polished aluminum?

To explain all of its uses would take a book. Sure, you use it occasionally to fend off an errant dock, but how many times do you use it to fish a hat out of the water that blew off on a windy day?

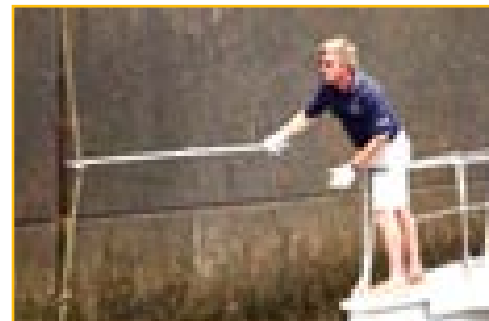


I once saw a fellow boater fly his U. S. Ensign from a push-em pole he had propped up in the stern of his boat. Mine does a dandy job of fishing out tools that were carelessly dropped in the bilge. The telescoping models are routinely used to hold up volleyball nets and occasionally you will see someone stirring a can of paint from an old push-em pole that has been semi-retired.

Sadly, few boaters use a push-em pole correctly. It should be finessed like a precision micrometer, not prodded into an unsuspecting piling like a picador at a bullfight.

Unfortunately, I fear future technology may be cruel to push-em poles. I have a recurring nightmare of walking into a marine supply store and seeing only cheap, plastic models available.

So to prevent this horrible scenario from taking place, I'm going into business manufacturing only high-quality push-em poles made from the finest materials. They will come in a variety of styles and finishes ranging from porcelain to gold plate. Boat names will be handsomely engraved on the side, and we will even duplicate the gleaming hull graphics commonly found on many "go-fast" boats. For an additional fee, you will be able to purchase a rack that can be mounted in your living room so your push-em pole can be proudly displayed during the winter. Imagine telling your guests, "Yeah, picked up six hats with that baby last summer."



Push-em poles can even be introduced to the nautical line of jewelry. We have all seen gold anchors and ship's wheels, why not gold push-em poles?

If we work together, we can start a grass roots campaign to bring the lowly push-em pole to its proper and respected place in the world of boating. Someday we may even have a commemorative stamp with a push-em pole on it.

So, next time you take that thin piece of aluminum in your hands, think of where you would be without it. I'm sure the first push-em pole was an arm or a leg, which surely didn't hold up well in fending off a piling, was lousy for stirring paint and was seldom long enough to reach a drifting hat. That's why push-em poles, boat hooks, pike poles, or whatever you want to call them are indeed one of the most useful pieces of equipment on your boat.



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2006 EYCRF Recapped

by Dave Heitzenrater



Fired up and flying across and down the racecourse is a "rush" like no other.

The EYCRF had an extremely successful 2006 season both on and off the water. The fleet began racing in mid May and continued through the end of September with sixty-nine registered boats in the Spinnaker and Family Jam Divisions. The record sixty-nine boats entered equates to hundreds of sailors enjoying the races and attending the numerous post race parties.

Greg Gorny and P.C. Dick Robertson, serving as Principal Race officers, expertly supervised the setup of the local course races. Howard Miskill, our race committee boat officer, skillfully led the boats around the course with the assistance of the Flagship helmsman P.C. Dick Gorny. We are not sure how many "war stories" were told on board between these two racing veterans but our best estimate is that they will continue into the next decade without any difficulty.

In addition to the very full schedule of racing, the fleet held to its annual tradition of educating its membership holding three 2006 training sessions targeting the racing rules plus

the fleet's usual spring social gatherings organized by Tom Trost, Social Committee chair. The well-attended classes resulted in more knowledgeable racers and hopefully less assembly of the Protest Committee despite one skipper's declaration "It ain't racing without some rubbing - just like NASCAR". He may have missed the point that our racing fleet "drivers" are non-sponsored amateurs who compete only for esteem and respect and the other competitors and maybe a trophy or two.

Despite the fact that there is no financial reward, the racers keep coming back to play and play well they do as the Erie Yacht Club racers always score well when put on the starting line with other yacht clubs. As an example, *Taz* skippered by Dr. Peter Lund, won it's division at the 2006 Annual Regatta held at Put-in-Bay in addition to receiving the Boat of the Regatta award. The Erie Yacht Club has again won the Four Ladies award on display in our trophy case for placing first among all of the yacht clubs racing in the Interclub Cruise. Several skilled crews won their respective di-

visions in the five-day event including *Glory*, owned by Gary Fritts, *Venture*, skippered by David Amatangelo and David Blake helming *Beach Buoys*.

Locally the fleet is divided into two divisions, Spinnaker and Family Jam and each competed for a variety of beautiful trophies all displayed in our lobby. The most coveted award is the Boat of the Year award that in 2006 was presented to the yacht *Downtime*, a J-33 owned by Russ Thompson.

The end of the season brought the very entertaining awards banquet and party with much dancing, singing and fun. The 2006 season came to an end when the very successful Fleet Chairman Rick Diz turned over the helm to the 2007 chairman P/C Ronald Busse who by the time you have read this will have been well under way leading the fleet to a new season of racing excitement and entertainment! Come join in the fun! Check the EYC web site for all of the details.





The EYCRF is well known and highly respected for its competitive attitude and dedication to the sport.



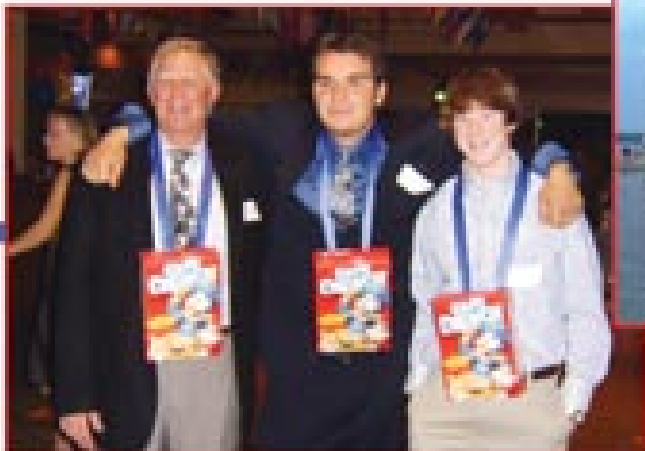
Crew of *Downtime* celebrating the "2006 Boat of the Year" Award with owner Russ Thompson (far right) and Skipper P/C Dick Robertson (second from right).



This is absolutely the best side of *Raven's* Crew.



2006 Chair Rick Diz & 2007 Chair P/C Ronald Busse awarding The Welford Trophy to Tom Schuyler III of *Raven*.



Captain Crunch awards are our annual recognition award for the "Look Out & Whoops" competitors.



Wow... was this a slow "light air" day!

131 Days 'Til Summer Party



by Dan Dundon & Gerry Urbanik

Are you ready for July in February at the Erie Yacht Club? Our first annual 131 Days 'Til Summer Party is happening on February 10th!



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the LOG staff
listed on Page 3

Actually, this party is kinda our eighth annual mid-winter beach party. Since 2000, your Erie Yacht Club Entertainment Committee has hosted a "Hundred Days 'til Summer Party". Generally scheduled for the last Saturday before Ash Wednesday, the "number of Days - 'til-Summer" changes each year!

While we can expect the Erie temperatures to be cold for a while longer, the day-light hours are already increasing. What better way to "anticipate" summer than to "live summer" with your friends at the Erie Yacht Club?

Ah, summer! Imagine a wonderful summer beach party menu...juicy and tender barbecued ribs, terrific chicken wings, 'garlic 'n butter' or 'medium hot' bbq with ranch dressing, and scrumptious deep-fried perch with super Cajun tartar sauce. Open that summer cook-out grill in your imagination and find hot dogs, homemade baked beans and corn on the cob! In the shade of that palm tree, you will find cool, sweet watermelon, tropical Jell-O surprise and Key Lime Pie!

You will be able to relax and rest your imagination as you enjoy the great summer sounds of Erie's own excellent Sam Hyman Band! Again, West Side Steve, skipper of the Lake Erie Booze Patrol, will visit Erie Yacht Club. Steve comes directly from Put-in-Bay, the party capital of Lake Erie. Nothing sounds more like summer than West Side Steve's, special blend of tropical summer songs, ballads of Lake Erie and his own make-you-feel-good interaction with the Erie Yacht Club crowd.

Oh, yes. There will be some cold beer and tropical drinks in the shade of that palm tree, as well!

So, don't let Old Man Winter get you down! Stay in practice for summer fun at Erie Yacht Club. Find your favorite sun-dress! Wear your wildest, flowery tropical shirt! Dig out those shorts, bathing suits and grass skirts!

Look forward to a limbo contest, great summer outfits, dancing, laughing, cool refreshing tropical drinks, and ice-cold brew delivered special to you by your EYC Entertainment Committee.

Come LIVE SUMMER, with West Side Steve, the Sam Hyman Band and all your Erie Yacht Club friends on February 10th!

Make your reservations early! These parties generally sell-out early! Don't miss out on the EYC's GREAT "131 Days 'Til Summer" party!





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2007 Racing Seminars

Hosted by:
Erie Yacht Club

Saturday, March 10, 2007
Racing Trim
9:00 am - 5:00 pm

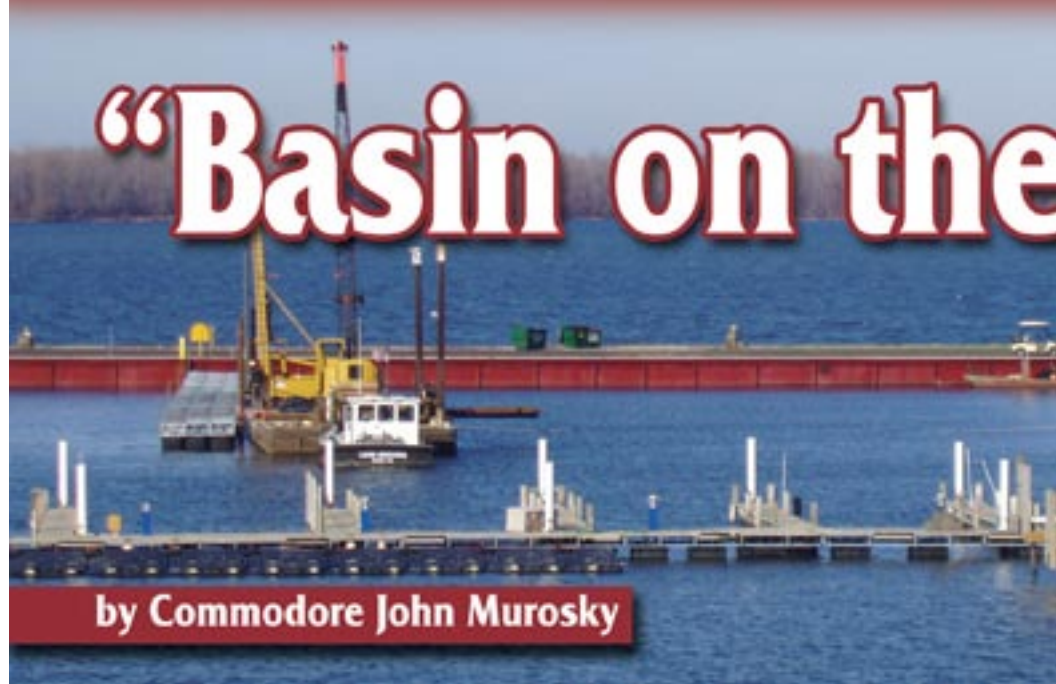
Bicycles. Bobsleds. Sailboats. No matter what you race, to win you've got to be fast. The racing Trim Seminar teaches techniques that will make your boat handling second nature, and your boat speed second to none!

Sunday, March 11, 2007
Racing Tactics
9:00 am - 5:00 pm

Make your move to the front. Racing success is built on both speed and tactics... The Racing Tactics Seminar will improve your tactical skills and help you grasp essential tactical concepts!

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The basin is certainly on the rise as the contractors and volunteers forge ahead with the project.



Vice Commodore Dave Arthurs and Commodore John Murosky discuss the details of the project's progress to date.

Our most valuable asset of the Erie Yacht Club, the members have seen a new vision. A few years back the Bridge and Board presented an opportunity to enhance our club by focusing on a swimming pool. As we all know,

the majority of members present at the special meeting, held at Rainbow Gardens, made it clear that it was time to focus on our basin infrastructure and docks. Although yours truly was in favor of a pool, as I still am, you made it clear we had other obligations first.

We embraced what you communicated and moved forward in stride by forming a massive basin renovation study program spearheaded by P/C's Gib Loesel and Doug Nagle. After countless numbers of volunteer hours donated by our members, a special meeting to move forward with the reconstruction of our basin following a recommendation to the Bridge and Board.

The outcome was overwhelmingly in favor of proceeding with a 10-year plan that could also reduce the construction period by allowing our Club to borrow money and excel some phases.

Last fall we started the reconstruction of the north bulkhead, which gives access to M, N and O docks. Many of you have seen the nearly completed outcome of that project in the last issue of the EYC Log or by seeing first hand this phase which has come in nearly forty thousand dollars under budget and one year




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Check it out for yourself ... there will be no finer.

ahead of schedule!

This was accomplished by hundreds of hours of planning, scheduling and member volunteer participation. I cannot express strongly enough how much many of you have helped us achieve this first set of goals.

Our new floating docks will be extra heavy duty, made taller, heavier and wider than any other boating facility around. You will see

nearly 36" of freeboard to the dock surface from the water which will result in fewer steps up to your boat if any are even needed. We have chosen to use vertical uprights, much like our old ones for ease of boat handling and hanging of dock lines. You will also find dual horizontal rub rails to further protect your boat from dock rash. We even plan to have not only one but two pilings between boats in slips forty feet and over to aid in boat and line handling. You will not see this is any other boating facility near us. Finally, our docks will be topped off with concrete walking surfaces that will be easy to maintain and clean. The extra weight will make the docks more stable and less turbulent to high wind and wave conditions.

The vision is to provide an atmosphere of safety and unparalleled docks, grounds and clubhouse facilities to our membership at an affordable price. When this project is complete you will be able to stroll alongside the waters edge from one end to the other on landscaped walkways, taking a break in a few spots in small gazebo's or benches while admiring some nautical sea grass, foliage and flowers along the way. Your boat will be secure within newly constructed or rebuilt bulkheads and safely tied to your new floating dock.

We also have some plans for our new gas well when it is completed. We plan to have several natural gas fired grills placed throughout the basin for our members to use at no cost! This will also reduce our heating and



Dock Master Bill Vogal and V/C Arthurs seem pleased with the work or could it be the warm sunny day?

cooking costs during the winter and help us control our internal costs.

When you think of the Erie Yacht Club, take a moment to think about what we offer. We have year round clubhouse facilities offering Sunday brunches, Thursday night happy hours coupled with live entertainment, Sunday afternoon Lighthouse picnics, also with live entertainment, a race fleet second to none, the Reyburn Junior sailing and adult sailing programs, Octoberfest, 114 Days Till Summer, Commodore's Ball, Members Christmas party, Easter, Jazz Brunch, NFL Sunday Ticket and a year round professional staff both inside and outside our clubhouse facilities who perform the much needed daily routine of lunch, dinner, grillroom activities and boating needs. We are not flanked by other marinas nor do we have to deal with extremely large numbers of crowds and traffic to visit our facilities. Yes, the Erie Yacht Club is the place for me and we hope you share our feelings and participate in as many events as you can and most of all enjoy the camaraderie of fellow members and friends while observing possibly the best unobstructed view of the third best sunset in the world right here in your own back yard!



All the slips on the new "M" and "N" docks will measure 15' x 40' with "O" coming in at 17' x 56'.

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Wind Wedding

by Pete Kalivola & Becca Aaron
as told to Jan Stachelek



Such a creative proposal must have done the trick because it worked and she said yes...nice going Andy and best of luck to both you and your gorgeous bride to be Ellen.

It's another Wednesday night Jam race during the summer. The wind is steady at 10-20 knots for most of the day and as the start of the race approaches, as happens most Wednesday nights, the wind dies. So what do you think happened on the day Andy Kalivola chose to ask Ellen Calvano to marry him on a romantic sail on the Bay? You guessed it, the wind decided to die and not cooperate.

Andy and his brother, Pete, race *Aquasition* in the Club sponsored Jam & Spinnaker Fleets. During the 2004 race season Andy noticed a lovely young woman who frequently passed by *Aquasition* on Wednesday & Sunday going to her Uncle Greg Gorney's boat, *Serendipity*, a mere 4 boats away from *Aquasition* on E dock. Andy decided to ask Pete Gorny to introduce him to this young lady. Pete told Andy the young lady's name was Ellen and that she was his niece. Pete made the introductions after the next Wednesday evening race. Their first date soon followed with an evening sail followed by dinner. So it makes sense that almost two years to the day later, Andy chose sailing as the perfect way to ask Ellen to marry him. Perhaps Andy should have chosen dinner rather than a sail knowing the uncertainty of the wind.

Andy prepared for many weeks before his surprise proposal, having clandestine meetings with a jeweler in Pittsburgh. They would meet at locations between Pittsburgh and Erie to discuss the ring setting and select the diamond. If Ellen ever wondered why Andy was having early morning meetings several times a month, she never let on. During this time, Andy also planned and coordinated with Ellen's sister, Tracy, a surprise 30th birthday party at his brother Pete's house. All of Ellen's family and friends were invited to the surprise party. Oh, and did I mention that Ellen strongly dislikes surprises and this could be trouble according to Ellen's family? Little did she know that soon thereafter she would be getting an even bigger surprise!

On the morning of August 8th, Andy and friend/crewmate Tyler Weideman went down to the EYC to the *Aquasition* armed with blue painter's tape, champagne and a dozen roses. They unfurled the jib and taped the words, "WILL YOU MARRY ME?" in huge letters on the jib. The jib was furled, champagne chilled, roses stowed and ring secured in Andy's pocket for safekeeping. The weather forecast called for breezy conditions. Andy and Ellen both had the week off and planned to take an afternoon sail. Andy discussed with Tyler the timing of the proposal and asked Tyler to photograph the event. Tyler agreed and positioned himself at the lighthouse to capture the moment. Tyler, being the Director of the Reyburn Sailing School, should have reminded Andy of their past experiences with the wind. When you want it, it's never there and when you don't want wind, you get more than you need.

That day, around 11:30am, Ellen and Andy headed out of the EYC basin with Ellen at the helm. Andy was ready to unfurl the jib and get down on one knee. The problem was that, par for the course, there was almost no wind. Go figure! Frantic that the heartfelt words be seen, and with Ellen asking why they were motoring rather than sailing, Andy asked Ellen to fall off and prayed the wind would cooperate. He unfurled the jib to reveal the important question. Of course by now the *Aquasition* was out of Tyler's sight. Not to worry, Ellen saw the proposal on the jib. Ellen replied, "YES. You managed to surprise me for a second time", and silence ensued for several minutes. A rarity for her.

Andy and Ellen are to be married on June 15th, 2007. Those of us at the EYC who know them are thrilled and wish them all the best. At the onset of this article I asked, "What does wind have to do with a wedding proposal?" And now you know the answer. Never underestimate the power of the wind.



If Andy and his brother Pete can't woo the girls by taking them sailing then they'll try anything, even a power boat ride!

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The Yachtswomen of the Year Perpetual Trophy can be seen in the EYC trophy case.

2006 Yachtswoman of the Year

by Dave Heitzenrater



The Yachtswomen of the Year Committee Chairman gets to congratulate the winners with a lot of smiles and a big hug.

The promotion and encouragement of women's sailboat racing is the purpose of the forward thinking Erie Yacht Club's Racing Fleet annually yachtswoman award. Established to recognize a female racing sailor who as a representative of the EYCRF has demonstrated having excellent racing experience, knowledge and skills. This year's selection committee consisted of Diane Mitra, past award-ee Mary Beth Dunagan Horst, Greg Gorny,

Mike Mashyna and Committee Chairman Dave Heitzenrater.

The 2006 recipient, Charlotte Mashyna, grew up sailing at the Erie Yacht Club having enjoyed the thrill of sailing for over 27 years. She sailed as a child and after a brief hiatus returned to sailing after meeting a gentleman sailing friend. Subsequent sailing and possibly a few moonlight cruises brought them even closer and they married after just a few short years. She continued her sailing career participating in our Adult Sailing Program in which she and her beau were able to win the annual championship. She moved on from the school boats to racing in the very competitive Lightning Class here at the E.Y.C. for many years before moving on to other larger keelboats.

Char raced on the beautiful 36-foot yacht *Tersus* with Susan and Rett Walker for many years and participated in numerous Interclub Cruises, several annual Lake Erie Regattas at Put in Bay, Ohio and all of the local Erie Yacht Club races. She was a very able crew member working in the cockpit through many difficult situations. After proving her capabilities she had the honor of crewing at the Rolex International Women's Keelboat Championships in Newport, Rhode Island in 1993.

Her agility and talent on the bow developed from her past experiences and former crewing positions helped her and her fellow crew

members on her own racing machine achieve the 1997 "Boat of the Year" award here at the Erie Yacht Club. Her excellent work on the bow also led to her consistently placing in the top of the fleet and taking the Wolford Trophy in 1997. Her racing experiences also include several trips transporting her boat and crew to the very tough regatta and huge party in Lake Ontario at the Youngstown Level Regatta. Our honored sea woman also participated in numerous Interclub cruises on her own boat always placing in the overall top ten.

Always a talented and reliable crewmember, she has been asked to sail on many other boats during her racing career. Her talents were much appreciated as she was a major crew member on several Regatta de le Femme winning yachts before taking the helm of her own boat winning the 1999 contest.

Charlotte continues to run the pointy end (technical term) of her racing yacht and rarely misses a Wednesday evening Family Jam race. She still looks forward to spinnaker racing whenever she can attend however that has become more rare as she has been very



Char's husband Mike looks as happy as if he has won this prestigious award himself...he just isn't pretty enough to make the grade.

A true competitor, Char is a highly deserving and enthusiastic member of the EYCRF and has been very active in the fleet for many years.



These are the exquisite "Keeper" Trophy's that the winners get to take home for prosperity.

busy raising her now 15-year-old son, Phillip, and 11-year-old daughter Caroline, both of whom have followed her example and have taken top honors in our Reyburn Sailing School. Serving as the executive director of the Erie Arts Counsel for the past eight years has added more constraints to her ongoing search for time on the water.

Her positive attitude, sailing talent and outgoing personality demonstrate that she is a wonderful representative of the Erie Yacht Club and the Racing Fleet. We have all seen her on the water racing here on her Laser 28, *Outlaw*. Congratulations 2006 Yachtswoman of the Year Charlotte Mashyna.










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pre-served, pre-serv-ing, pre-serves v. tr.

- 1.) To maintain in safety from injury, peril, or harm; protect.
- 2.) To keep in perfect or unaltered condition; maintain unchanged.
- 3.) To keep or maintain intact

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Dick Robertson Wins Gail Garren Award



by David Heitzenreter

The Chairman of the Erie Yacht Club Racing Fleet for 2006, Rick Diz, presents P/C Dick Robertson with the Gail Garren Award at the EYCRF Awards Banquet in November.

The 2006 Gail Garren Award was presented to Erie Yacht Club Past Commodore, Richard V. "Dick" Robertson at the EYCRF Awards Banquet in November.

The 2006 Gail Garren Award is presented to an individual who has been a consistent participant in racing and racing activities from dinghies to off shore yachts here as an Erie Yacht Club member since March 1, 1977.

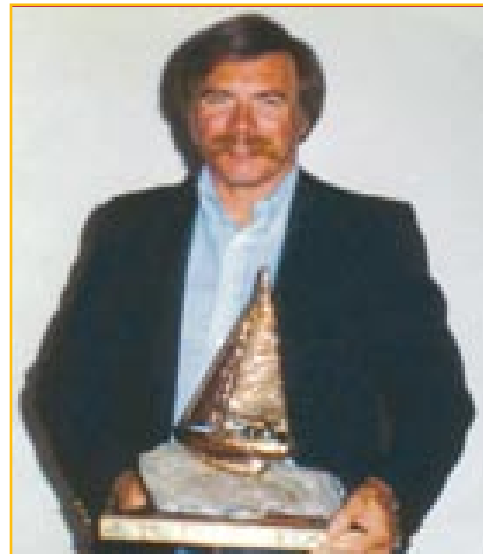
He is known for his bold but calm, persistent and friendly attitude sometimes accompanied by a devilish smile. He is always there with a helping hand and constructive suggestions for directing our racing fleet which have contributed to its current success.

He has served our racing fleet for many years in many positions. Including an informative,



Dick's love of cooking and food in general sure makes him a happy picnicking sailor now doesn't it!

knowledgeable instructor at the fleet's spring racing clinic. He has served in many difficult positions that most sailors will robustly avoid. These include our Flagship Captain as he continues to serve as our Principal Race Officer for the spinnaker division. He is our current Fleet Measurer. He happily served as our EYC representative to the Lake Erie Performance Handicap Racing Fleet committee. He has served as Past Chairman of the Midget Ocean



A younger Mr. Robertson holding the EYC MORC Boat of the Year Award designed and sculpted by member Paul Brugger.

Racing Club, Station 31 here in Erie and Past International M.O.R.C. Fleet Measurer in addition to holding the chief position in the International M.O.R.C fleet as Commodore.

You may remember him as Erie Yacht Club Commodore in 2001 and being the only gentleman to serve a second term as Commodore again in 2002. He is an avid racer and EYC ambassador representing the EYC racing in Florida, the Midwest and the East coast.

He is our Captain of the Sea, our racing guru and sea-going Erie Yacht Club ambassador. He is a true racing sportsman as the proud owner with his wife Debbie of *AIRRELEVANT*, an Endeavor 38 sloop.



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NEWEST NAVY WARSHIP

USS FREEDOM

... BUILT ON THE GREAT LAKES

BY P/C JOHN ASHBY



She has the outward appearance of a big beautiful pleasure craft but she is all "business".

I don't know about you but I, for some reason, just don't think of the Great Lakes as a location that is utilized for the construction of warships for the modern Navy ... but it is!

And this new ship carries the distinguished honor of being the first ever built vessel of an entirely new class of warship which are to be referred to as the LCS-1. The LCS designation stands for "Littoral Combat Ship". The actual construction contract was awarded to Lockheed Martin LCS Team which consisted of Lockheed Martin, Gibbs & Cox Bollinger Shipyards and Marinette Marine who laid down her keel on June 2nd of 2005 in Marinette, Wisconsin.

The ship was named the *USS Freedom*, which



The dramatic launch of the USS Freedom was a spectacular site to behold.

is the third US Naval Vessel to be so named. The first US Navy ship named *Freedom* was a cargo ship that served during and shortly after World War I. Oddly enough, the second was a non-commissioned auxiliary schooner that served from 1940 to 1962.

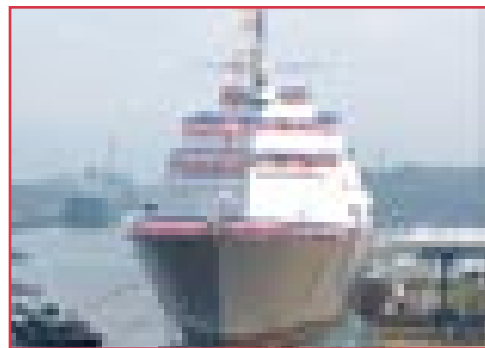
This new 377 foot *Freedom* is reported to be capable of 40 knots and can operate in water less than 20 feet deep. The ship will act as a platform for launch and recovery of manned and unmanned vehicles. Its modular design will support interchangeable mission packages, allowing the ship to be re-configured for antisubmarine warfare, mine warfare, or surface warfare missions on an as-needed basis as well as special forces operations involving the Navy's highly trained Seal Teams. The *Freedom Class* will fit perfectly into such partnerships. Her shallow draft and agility will allow her to go, when asked, deep into green and brown water where we, our allies, and emerging partners face some of the most difficult challenges.

In keeping with a Navy custom the ship was sponsored by Birgit Smith, the widow of United States Army Sergeant 1st Class Paul Ray Smith, who was posthumously awarded the Medal of Honor in Operation Iraqi Freedom.

Mrs. Smith's initials are welded on the ship's keel. *Freedom* was christened on the 23rd of September 2006, and is expected to be delivered in December 2006.

The *USS Freedom* will be homeported in San Diego, California. She will be manned by one of two rotational crews, blue and gold, similar to the rotational crews assigned to *Trident* submarines.

So now you too know that warships are built on the Great Lakes ... who'd a thought!



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January Calendar of Club Events

- 1st Tom & Jerry Party
- 3rd Mid-Week Buffet 5:30PM \$9.95
- 5th Bingo
- 7th Champagne Sunday Brunch
11am - 2pm \$11.95
- 10th Mid-Week Buffet 5:30PM \$9.95
- 12th Bingo
- 12th - 20th Cleveland Boat Show
- 14th Champagne Sunday Brunch
11am - 2pm \$11.95
- 17th Mid-Week Buffet 5:30pm \$9.95
- 19th Bingo
- 21st Champagne Sunday Brunch
11 am - 2pm \$11.95
- 24th Mid-Week Buffet 5:30pm \$9.95
- 26th Bingo
- 28th Champagne Sunday Brunch
11am - 2pm \$11.95
- 31st Mid-Week Buffet 5:30pm \$9.95

Visit our
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for all the
latest in Club
Activities

www.erieyachtclub.org

"Big Girls" (continued from page 9)

Erie also witnessed the launch of a second Big Girl, which is another interesting variation of the 1,000 foot freighter class. The *Presque Isle* ... "thank you" ... is an articulated tug and barge combination.

These thousand footer class "Big Girls", of which only 13 have been built to date, are restricted to use only on the Great Lakes. The reason for this restriction is that they are unable to navigate the St. Lawrence Seaway, which is the only way out. The Lake Erie/Lake Ontario locks only allow vessels with a maximum size of just 740 feet in length and 78 feet in breadth to navigate their system. The largest "Big Girl" on the Great Lakes is the *Paul R. Tregurtha*, she is 1,013'6" in length and 105 feet in breadth with a draft of 56' while carrying her payload of 78,850 long tons of bulk cargo. May I say, "Wow"!

Note the unique "ejectable" orange life boat above the fantail on the Great Lakes freighter *Zuis*. If the call "Abandon Ship" sounded the crew hops in, buckles up, and blasts off down the railed runway to safety.



The supply boat *Ojibway* is servicing the freighter *Kaye E. Baker* while underway at idle ... time is money.



A compliment of the Algoma Central's fleet pictured here are in the "laid up" mode for the season.



Canadian Minor using sprinklers to cool her decks as a means to prevent them from buckling.

That's enough talk for now. I hope you enjoy the accompanying photo essay, the majority of which came by way of "just a small sampling" of Mr. Dick Lund's huge collection of "Laker" photographs. If you like the small sampling offered here in the LOG, you are sure to enjoy perusing Dick's web site at www.dlund.20m.com. Enjoy.

Please note that most of the photos shown here were taken by Dick Lund in 2003 while he was traveling by automobile around the Sault Ste. Marie, MI area between Sherman Park and Mission Point just off off I-75.



*"Hey Ron...
Who is Fred A. Busse
and why is your new
boat named after him?"*

by P/C John Ashby



Is this P/C Ron Busse's new boat the *Fred A. Busse* and is he going to use it for his new Tour Boat business on Presque Isle Bay and Lake Erie?

What do you mean it's not your new boat, you don't know any Fred A. Busse and you're not starting a new Presque Isle Bay and Lake Erie Tour Boat business for something to do in your old age?

Well then Ron, you probably also will not admit that you know that the *Fred A. Busse* was built in Bay City, Michigan in 1937 and was originally designed as a City of Chicago "Fireboat". Also Ron, do you deny knowing that the boat got her name by way of the then mayor of Chicago, Fred A. Busse, who served from 1909-1912? And are you trying to hide the fact that his administration was noted for a number of scandals involving payoffs to businesses to which Busse was connected? Therefore, perhaps it was fitting that Busse have a "fire boat" named after him since he had to tend to so many "political fires" during his tenure as mayor. That sure sounds like one of your relatives to me, Ron! Now, don't try any of those tricky excuses of yours like "he was one of my father's relatives (EYC P/C Fritz Busse, 1972) but not mine". Come on Ron, fess up. You certainly must also know that your name sake and new venture's boat was, until now anyway, a tour boat at a Maritime Museum in Sturgeon Bay, WI.

Please Ron, don't try to deny that you also know that the *Busse* is 90 feet in length, 22'6" in breadth, has a draft of 11' and weighs in at about 67 net tons. Okay Ron, I do have to admit that I have not seen your new sales brochure yet covering your regularly scheduled "On-The-Water" tours, private parties and the *Busse's* availability for weddings, anniversaries, birthdays, reunions and bar mitzvahs as soon as you get her here to Erie.

Ron, since we are friends and all that, I feel it is my duty to warn you that just because you're a Past Commodore doesn't mean you can just pile a bunch of people aboard your new tour boat, grab their money and scoot them around the bay for a few minutes unless you have a bona fide Coast Guard approved Captain's license. That P/C thing, that you always use when signing your name, does not count, carries no weight and is a completely useless title for this new endeavor of yours. A Captain's license Ron ... you'll have to get one before you pile the people aboard and grab their money and scoot them around the bay for a few minutes to make your new business venture legal as well as viable as a cash generating supplement to your social security checks.

Well anyway Ron, secret or not, I can assure you I'll never "let the cat out of the bag". Although I'm equally sure that all your fellow members, your friends and yes I mean both of them, as well as the general public, will someday, in the not so distant future, all wish you the "best of luck with your new venture". Furthermore Ron, I can assure you that we all look forward to joining you aboard your new boat, the *Fred A. Busse*, that you of course have never heard of and you do not even admit to having any knowledge of your great uncle Fred A. Busse, "the Mayor". But even with all your denials Ron, we all still love you. So happy sailing and bon voyage to you and your new *Busse* ... Past Commodore Ron Busse. And remember that "Mums the word" ... not a peep out of me!



February Calendar of Club Events

- 2nd Bingo
- 4th Champagne Sunday Brunch
11am - 2pm \$11.95
Super Bowl Night
- 7th Mid-Week Buffet 5:30pm \$9.95
- 9th Bingo
- 10th 131 Days til Summer Party
Sam Hyman Band
- 11th Champagne Sunday Brunch
11am - 2pm \$11.95
- 14th Valentines Night Dinner Buffet
Mary Alice Brown
- 16th Bingo
- 18th Champagne Sunday Brunch
11am - 2pm \$11.95
- 21st Mid-Week Buffet 5:30pm \$9.95
- 22nd Bingo
- 25th Champagne Sunday Brunch
11am - 2pm \$11.95

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AAADD

Age-Activated Attention Deficit Disorder

**“You Probably Have It Too!
Or Did I Already Mention That”.**

by P/C Dick Waller

I have recently been diagnosed with AAADD. This is how it goes:
I decide to wash the car.
I start toward the garage and notice the mail on the table.
OK, I'm going to wash the car.
But first I'm going to go through the mail.
I lay the car keys down on the desk and discard the junk mail.
I notice the trash can is full.
OK, I'll just put the bills on my desk and take the trash out.
But since I'm going to be near the mailbox, I'll pay these few bills first.
Now, where is my checkbook?
Oops, there's only one check left.
My extra checks are in my desk.
Oh, there's the diet coke I was drinking.
I'm going to look for those checks.
But first I need to put my coke farther away from the computer.
Oh, maybe I'll put it in the fridge to keep it cold for a while.
I head towards the kitchen and the flowers catch my eye.
They need some water.
I set the coke on the counter and, uh oh, there are my glasses.
I was looking for them all morning.
I'd better put them away first.
I fill a container with water and head for the flowers.
Yikes! Someone left the TV remote in the kitchen.
We'll never look in the kitchen tonight when we want to watch TV.
I'd better put it back in the family room where it belongs.
I splash some water onto the flowers and onto the floor.
I throw the remote onto a soft cushion on the sofa.
I head down the hall trying to think what it was I was going to do.

End Of Day:

The car isn't washed, the bills are unpaid, the coke is sitting on the kitchen counter, the flowers are half watered, the checkbook still only has one check in it, and I can't find my car keys.

When I try to figure out how nothing got done today, I'm baffled because I KNOW I WAS BUSY ALL DAY LONG!!!

I realize this is a serious condition and I'll get help, BUT FIRST I think I'll check my e-mail...



Perry's Monument trimmed in a wintery dusting of snow makes for a beautiful picture and an inviting area for a winter stroll.

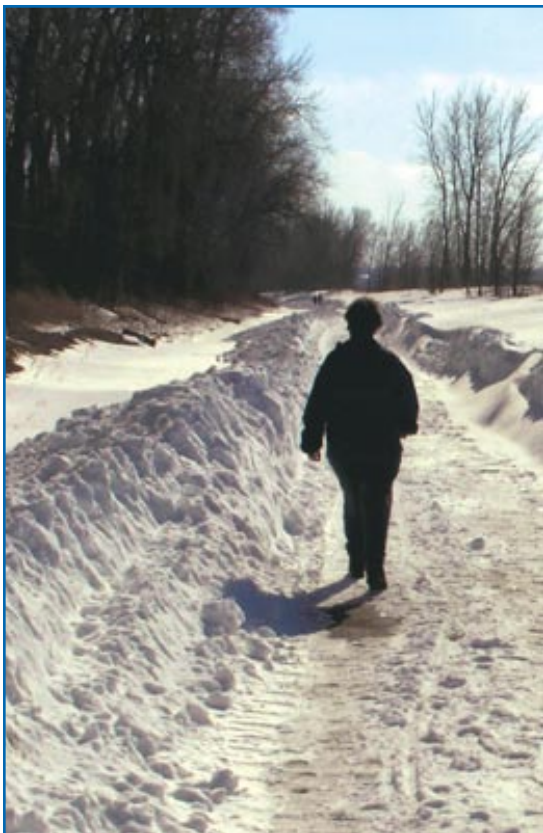
Enjoying a Presque Isle Winter (continued from page 5)

your hut with a little gas heater keeping you just warm enough and you are at peace with the world. Fish of all kinds, such as bluegill, pumpkin seed, black crappie, steelhead, northern pike, and yellow perch give these ice fishermen and women delight as they fill their buckets for an anticipated delicious fresh fish dinner. The beauty of the sun shining off the ice, the camaraderie of fellow fishermen and women as they talk about their catch, the excitement of sharing the ice with the local wildlife, makes Presque Isle ice fishing a memory that lasts a life time.

Bundle up and take a walk along the Karl Boyes multi-purpose trail. Winter is a wonderful time to spot animals and birds that are difficult to see through the leafy green trees in summer. You can probably spot some of our most common fine-feathered friends such as the Blue Jay, Cardinal, Tufted Titmouse and the American Tree Sparrow. The Downy Woodpecker and Hairy Woodpecker are so much easier to see now as is the Snow Bunting, the Snowy Owl, the Great Horned Owl, the Blackcapped Chickadee and Red Breasted Nuthatch. Not all the water-fowl have migrated south either. Keep your eyes open for a glimpse of the Common Goldeneye, the Bufflehead, the White-winged Scoter and the Tundra Swan with their beautiful white plumage against a winter blue sky. Near the administration entrance to the Tom Ridge

Environmental Center is an electronic bulletin board, which lists all of the birds that are spotted at Presque Isle during the winter months and where they might be seen. This is a good

Snow drifts along the south shore of Presque Isle State Park are cleared for the many walking and hiking enthusiasts throughout the winter months.



place to visit before starting your hike through the park so that you know where you are most likely to spot some of these birds where they were last seen.

Like the birds, animals on the park are also easier to spot. Look for many of the different variety of squirrel, deer and turkey. If you are lucky, you might even catch a glimpse of our family of coyotes looking for their dinner. They have been spotted many times near the Stull Center. The little brown weasel has changed its summer coat to its furry white coat for winter and might be harder to spot.



Snow accumulation on Presque Isle Bay's ice makes for an excellent surface for cross country skiing.

There is so much to see and do every day of the year on Presque Isle, but only in winter can we experience Mother Nature's breathtakingly beautiful winter bounty in such a special place.



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Captain's Quiz

(continued from page 15)

Answers.

1. True. Yellow triangles painted on the buoys mark starboard aids and yellow squares mark the port side.
2. True.
3. False. During a new or full moon, the tidal range is greater and is called a Spring Tide.
4. False. When cold air overtakes warm air, it is a passing cold front. One front overtaking another front is an occluded front.
5. False. Throw the line and ring buoy.
6. False. They display three black balls in a vertical line.
7. False. The white flare is to be fired to indicate help is on the way.
8. True
9. True. The Rules state that all power driven ascending and descending vessels have the right of way over crossing vessels on the Great Lakes.
10. True.



Interested in Joining the Erie Yacht Club?

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

Corrections to last months article "Weeeee... There goes Judy". Her father did not invent the "Phono-Chef" system but did have it installed at his restaurant on W. 26th St. Also Judy did not own "Professional Recruiters Employment Agency" but did operate her own "Judy Emling Employment Services" organization for ten years.

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