

The ELG



Saga of the SS North American





**Introducing the World's First Fully Automated
High Speed Beverage Dispensing System.**

Investment Opportunities Available

ACCUTOOL
...ranked second to none

www.rapidraft.org • e-mail: rapidraft@accutoolusa.com • 814/456-7797 ext. 600
Fax: 814/459-1867 • www.accutool-fasteners.com • e-mail: info@accutoolusa.com

| | |
|--|-----------|
| North American Saga | 4 |
| Commodore's Ball | 6 |
| Niagara's Lady Sailors | 8 |
| Charles Edward Armstrong | 10 |
| Harbin Ice Festival | 20 |
| EYC Basin Project | 12 |
| Boaters & Olive Oil | 16 |
| Ship Bridge Simulator | 31 |
| 120 Days Til Summer "Beach Party" | 34 |
| EYC Charity Illustration | 37 |

From the Bridge

Commodore Dave Amatangelo



Volunteerism is the willingness of people to work on behalf of others without being motivated by financial or monetary gain. Your Bridge, your Board, your Log Committee, your Entertainment Committee, the Auxiliary, the Sailing and Regatta Committees, the work crews that are assembling and floating your new docks, and all the other committees and folks I didn't mention, are volunteers. These are the people that make your club what it is today, the same as the volunteers who have served the Erie Yacht Club over the past 100 years. The saying goes, "It is in giving that we receive", and that has been my experience with volunteering. Not only have I had the pleasure of meeting many of our members, but acquaintances have turned into friend-

ships. I commend those of you who give your time and encourage all of the others to give volunteering a try.

I would like to take this time to thank the membership for giving me the opportunity to serve as your Commodore for this upcoming year; it really is a humbling experience, especially when you think about all of the wonderful people who make this club what it is. But in the same breath, I have to admit serving on the Board has been fun. Sure there are some circumstances that you don't want to deal with, but overall it really has been a great experience. Again, I thank you for the opportunity and look forward to serving you as Commodore of the Erie Yacht Club.



Directory

| | | | |
|---|----------|-----------------------------------|----------|
| Club House | 453-4931 | Club House Fax | 453-6182 |
| Fuel Dock/Guard House..... | 456-9914 | Canoe House | 453-6368 |
| EYC Web: www.erieyachtclub.org | | E-mail: eyc1895@erieyachtclub.org | |
| EYC Catering: Elizabeth Dougan 453-4931 or catering@erieyachtclub.org | | | |
| Mailing address: P.O. Box 648 • Erie, PA 16512 | | | |

Created, Designed and Published by J.G. Ashby Advertising, Inc., Erie, PA.

On the Cover...

EYC Lou Porreco gives us a look into Erie's *SS North American* and the immense effort put forth to build Erie's economy and maximize our tourism base back in the 1960's.



Officers

Commodore Dave Amatangelo 452-0010
dave@amatechinc.com
V/C Tom Trost 490-3363
faytomel@aol.com
R/C Gerry Urbaniak 454-4456
gerorem@gte.net
F/C Dave Heitzenrater *..... 449-5126
dddd@neo.rr.co

Directors

P/C Dave Arthurs 455-3935
arthurs@spectrumcontrol.com
Greg Gorny 323-1743
grg817@netzero.com
Matthew Niemic 835-8967
mattniemic@verizon.net
Dave Sanner 454-6374
dave.sanner@gmail.com
Conrad Stachelek 459-6991
cstachelek@stachelek.com
Doug Boldt 870-9079
douglas@boldt.us
John Orlando 454-7755
jmorlando@neo.rr.com

Contributors to this Issue

P/C John Ashby.*..... 455-2757
jashby@ashby-adv.com
Jan Stachelek.*..... 459-6991
JStachelek@Stachelek.com
Judy Emling * 833-3293
judithemling@roadrunner.com
Aimee Nicolia *..... 455-0833
anicolia@neo.rr.com
P/C Dick Waller *..... 455-4332
rwaller1@neo.rr.com
Toni Sample * 864/227-8833
totalu@embarqmail.com
Dennis Markley *.....835-1101
den.mark2@verizon

Lou Porreco
Natalie Mae Schaefer
Adrienne Levis
Bob Becker
Peggy Way
Gene Polaski
Rich Eisenberg
Dan Dundon
John Orlando
Kay Thayer
P/C Bob & Mary Morrison, PDYC

*Committee Members

One day I was lucky enough to hear a few excerpts of the saga of the North American from Lou Porreco. I asked Lou to share this fascinating story with our LOG readers and he gladly offered the following.

As a young executive in charge of the Tourist and Convention Bureau for the Chamber of Commerce in 1962 I surveyed vacationers coming to Erie. Most of the respondents were



Sisterships the SS North American and the SS South American moored beside each other in Holland, Michigan circa 1961.

from the Pittsburgh and Youngstown areas. The survey indicated that they would spend a couple of days on our beaches and then cross the Peace Bridge into Canada so they could tell their co-workers that they went to Canada on their vacations. So I started thinking that we had to come up with a way to maximize their vacation time and tourism spending right here in Erie.

My plan was to get an existing Steamship company to offer day trips to Port Dover out of Erie, but no one would commit. Then I came across the steamship North American. She was as beautiful and pristine as the day she was built, being utilized for three months out of the year on the Great Lakes yet cared for throughout the entire year. This vessel had everything; a double sweeping golden staircase in the main salon with a very large ceiling that was all leaded glass. The salon had 2 decks with balconies and magnificent gold leafing, there were 3 bars, 2 dining rooms and 228 passenger state rooms. She was a gorgeous vessel.

So I put together a business plan to acquire

her. I then invited 15 Erie area business people to a dinner meeting at Tony's Restaurant at the foot of State Street.

I was way behind in getting my business plan together while trying to make long distance calls on behalf of buying the ship. In those days the operator would stay on the line if you told her you needed to make multiple calls and simply listen to your calls and when you finished she'd dial your next number. Since I was running behind and needed help typing up the proposal for the meeting that night, in frustration, I asked the operator between calls if she could type. She said "yes very well", so she joined us in my office when she got off work and we finished up with only minutes to spare and I made my presentation at Tony's at 7 pm that evening!

Every one of the people at the meeting bought stock in blocks of \$5,000 and I subscribed the entire \$150,000 I needed that very night and away we went. We organized with Dick Nichols, who was Senior Vice President of Security Peoples Bank as the Treasurer, Judge Jess Juliante was Secretary and I was President and the newly formed Canadian Holiday Line was in business.

Shortly thereafter, we bought the North American, of course not before we did a little due diligence with the controlling office of the Coast Guard in Buffalo. I explained we would only be at sea from 9 am to 5 pm over to Port Dover and back to Erie, so I only needed one full crew shift daily. That is all the at sea crew expense I had worked into my business plan so this meeting was critical to our eventual success.

The North American was berthed beside her sister ship the South American at the Chicago, Duluth and Georgian Bay Transit Company dock in Holland, Michigan. Since I paid \$120,000 for the ship, we didn't have the money to send a full

crew of 135 to Holland so I sent a crew of 5 to get her up and ready for her maiden voyage to Erie. Our 5 man crew was harassed daily by the South American's full crew and I kept telling them not to be embarrassed because "you guys are heroes, you are on the front page of the newspaper every day in Erie". I had hired a photographer to take photos of our 5 man crew and send them back everyday to the Times and they published stories in every edition of the paper. I was able to keep up their moral for the two months they were there getting the ship "ship shape". The South American left for her shake down cruise and "broke down" causing her to come perilously close to some rocks and sinking. She just escaped that fate when two tugs arrived on the scene and got her out of trouble.

By this time we did not have enough money left to get the ship back to Erie, so I decided to sell an "Inau-

gural Cruise and Tulip Festival" in Holland, MI vacation package. We got about four bus loads at \$79.50 per person for the three day cruise. When they all arrived in Holland, I was waiting all decked out in a Dutch costume including wooden shoes. I had a couple guys set up carving wooden shoes and we handed out commemorative wooden shoes to everyone right there at the "wooden shoe factory". Thank God the factory owner was a friend of mine! The truth is all the wooden shoes were shipped in earlier from the orient.

I had only seen Inaugural vessels leaving port in the movies so I planned our casting off scene to include a band on deck, confetti poppers the whole shooting match. But my wife had received a picture of a bombed out steamship company office with a message on it to "tell your husband to sign the contract or this will happen to him". Of course I hadn't signed the union contracts so I was more concerned with just getting the ship off the dock without incident. The Union had originally promised me a two year assurance of no interference but their attitude had obviously since soured somewhat.

Our Captain was Russell Picard who had been master of the North American for 27 years. I brought him out of retirement before we bought the ship. I was on the bridge with the Captain when he called down his order, "Chief give me one quarter astern" after the lines had been let go. We did not move. The ship just shook. He went to the whistle tube with "Half speed astern". Nothing. Then, "Half speed forward". Still nothing. The ship just shook. We could not break her loose from the mud on the bottom. We were running out of ideas so we unloaded everybody. Then we began winching her off and she brook loose but now we were behind schedule. As we began steaming up Lake Michigan. I looked up at the rpm meter and we were only doing 1200 to 1300 rpms. I said, "Captain you have to step up the rpms or we are never going to make our schedule," and he said "What schedule" and I said "The schedule for our Inaugural cruise. We have stops to make" and he said "No one showed me any schedule". So I apologized, "I assumed you had one but I have one right here." He looked at it and said "Who made out this schedule" and I said "I did". Well, he said "We can't make this schedule" and I said "Oh yes we can if you do 2200 rpms we can make it". He said "This ship does not do 2200 rpms". To which I responded "Oh but she does according to the documentation I got when I bought the ship it says she'll cruise at 2200 rpms". So he whistled down to the Chief "Give me 2200 rpms", then immediately he whistled back down and said "Chief it's not me it's Mr. Porreco"!

We spent our first night at Mackinaw Island and had a great time. I had entertainers on board and one of them was a mesmerist, who looked into the future etc, and that evening

a group of my friends and some investors were in my cabin and he did a fortune telling session for all of us. The next day we were leaving and in those days Mackinaw had no telephone service, there was nothing, no cars, etc. Someone came to me and said "Mr. Porreco the mesmerist is gone there is a note on his door that he got an urgent message and had to leave but his clothes are still here". Here's a guy who supposedly sees into the future and he gets an urgent message, from where?

We are now coming down out of Lake Huron into the St. Clair River. So I alerted the Captain to keep it running as fast as he could because we were behind schedule and he said well we have to stop at Sarnia to take on fuel. I said "Captain we have enough fuel to get back to Erie" and he said "No sir we do not have enough fuel to get to Erie". "Well Captain", I said, "I had the tanks checked and there is enough fuel in those tanks to get us to Erie". He said, "Mr. Porreco we do not use the last three feet in those tanks, that fuel has never come out of the tanks it is not fuel we can burn". Well I said "I'm sorry but I included that fuel in my calculation and we need to burn it". He was just fuming. Another reason I couldn't stop was I didn't have enough money to buy any more fuel anyway! So we steamed on through into Lake Erie when I noticed that he was taking the Northern coast route, he was going to go around all the Islands and up the Canadian shoreline and I said "Captain why are you taking this northern route." And he said "This is the way we always go". And I said, "Well you can go right through here just follow the diagram I have in my brochure". He said, "We can't do that there is not enough depth there we draw 24 feet". I said, "Captain, I checked and the shallowest point is 26 feet". And he said, "You can't go by that, the bottom shifts all the time"! And I said, "Captain we need to get there the entire city is set

continued on page 26.

Saga of the SS NORTH AMERICAN

by Lou Porreco & P/C John Ashby

Past & Present

The Commodore's Ball

by Aimee Nicolita



Commodore Dave Arthurs and his wife Julie host the 2008 Commodore's Ball.

New York, New York! Or as David Letterman puts it, a city so nice they named it twice. And oh, so nice it was as the theme for this year's Commodore's Ball!

The big city was brought to life right here at our own Erie Yacht Club for one evening, on Saturday, October 11, 2008. That night, the ballroom of the Erie Yacht Club was magically transformed, complete with the sights, sounds and smells of New York City.

Commodore David Arthurs and his wife Julie were the honorary hosts this year, for the annual party in which the current Commodore and their spouse or significant other traditionally get to take part in the planning and entertaining for what may be the Yacht Club's most festive event of the year.

According to Julie Arthurs, she and Dave had thought about the theme for several years and talked about it off and on. Eventually, the time came for the Arthurs to sit down with the club's General Manager, Mike Lynch, and the club's Banquet Manager, Elizabeth Quinn. The four of them put their creative minds together to come up with something fresh and exciting.

"We really wanted to come up with a theme that was unique, something that hadn't been done before," says Julie Arthurs. The result was the theme "New York, New York". But that was just the beginning. After that came all of the details, the food, the décor, and the music that would pull it all together and truly make the theme come to life.

"We wanted to include in the decorations things that we felt were special and unique to New York City," says Julie. "It even included little things that you might not have noticed, like the sounds of the subway when guests en-

tered the club that gave the feeling of arriving into the city."

Soon, upon entering into the ballroom, club members were greeted by a hot dog cart to the left, which captured the essence of the street corners of New York City.

Beautiful ice sculptures throughout the club, including that of the Empire State Building, the Brooklyn Bridge, and the Statue of Liberty, as well as a large backdrop of Times Square all gave tribute to the many sight seeing attractions found in the Big Apple.

Speaking of apples, the centerpieces included none other than apples, along with "I Love NY" buttons, (which soon were to be seen on more than one tuxedo lapel), and New York City post cards.

As is the case in the real Big City, there are so many diverse culinary delights; it's not easy to choose which foods to try first. So my group and I did our very best to try a little bit of everything!

The arrangement of the food buffet was representative of the ethnic neighborhoods of New York. There was Little Italy, China Town, and the Jewish and Puerto Rican sections, to name a few. Each station included a sampling of the most popular cuisine from that particular neighborhood, along with a grouping of decorations, such as flags, and statues, to signify the ethnicity. Finally for desert there was of course none other than New York Cheesecake.

The entertainment for the night, a band which was aptly named Manhattan, was se-

Bueno! Judge Warren Benz samples the food from Mexico the year the club had an Around the World theme for Commodore's Ball.



(l to r) R/C Tom Trost, wife Fay, V/C Dave Am-atanglo, wife Debbie, Commodore Dave Arthurs, wife Julie, F/C Gerry Urbaniak and Dinah Durr greet the guests at 2008's Commodore's Ball, "New York, New York".

lected by Dave and Julie.

"We had seen them at another event at the club in the past year, and we really liked them," said Julie. "Besides the fact that their name fit in with our theme, we knew that they would be a lot of fun for dancing. We also decided to have the dance floor close to the bar this year, because that's really where the action is."

How true! The dance floor was packed and at times seemed like it could pass for a slightly tamer version of NYC's Studio 54. As for all those EYC partygoers, they seem to think they really were in the city that never sleeps.

But all this nostalgia. . .

I just can't help but recall some of the themes from other Commodore's Balls throughout the last few years.

2007 - What a long strange trip it was. The year was 1960. Well actually, it was just last year and the year was 2007. But the theme was the "Summer of Love (the 1960's)". Fringed vests, tie-dyed shirts, big Afros, and bellbot-toms – and that was just the commodore that year, John Murosky. Guests were given peace sign necklaces to wear when they entered the club. Strobe lights, lanterns and posters decorated the ballroom. The dance floor was reminiscent of the Woodstock Music Festival, where folks got down to the sounds of Jimi Hendrix, Janis Joplin, Creedence Clearwater Revival, and The Who. It was a psychedelic night!

2006 – In the city that boasts one of the most spectacular sunsets in the world, and a club that can boast the most fabulous place to view it, the theme for 2006 was a sure bet. The host and commodore Jim Means, along with Lady Char Shedd treated us all to the theme "Sunset on the Bay". The buffet stations and seating were decorated with sand, seashells, and postcards of Presque Isle Bay sunsets. There was a variety of fresh seafood, including a carved swordfish station, and a sangria punch to complete the theme.

2005 - Who could forget the sounds of Mo-

town, the theme selected by then commodore Richard Vicary and his wife Robin. Stars and old vinyl records in various sizes hung from the walls and decorated the tables, along with photos of bands from that era, and ice sculptures of guitars and microphones. The food was cleverly named to match the theme, with items such as "Four Tops 4 Cheese Pizza", and "Diana Ross and the Supremes Supreme Crab Cake". The entertainment selected by Richard and Robin was a 7-piece Motown band out of Cleveland.

"We looked at a lot of bands and ended up choosing that one," said Robin. "We knew our group of friends, and all the club members for that matter, would have a great time dancing to their music with such an upbeat theme."

2004 – We all set sail on a voyage to the Tropics the year Andy Hanks was commodore and the theme was "South Sea's Sailing". A Polynesian atmosphere of grass skirts, leis and South Pacific scenery set the tone, while the island food and tropical drinks made for a luau in paradise.

2003 - It was the year that Fat Tuesday fell on a Saturday night at the Erie Yacht Club. P/C Peter Traphagen along with his wife the late Lorna Traphagen transported us all down south to Bourbon Street with the theme "Mardi Gras". Green, gold and purple decorations filled the ballroom, lit by lampposts with famous New Orleans' street signs giving an atmosphere of the historic French Quarter. There were feathered Mardi Gras masks and beaded necklaces, and the smells of Creole cooking filled the air all making for a decadent night of Carnival.

2001 & 2002 – Gracious hosts that they are, P/C Dick Robertson and his wife Debbie treated us to not just one year, but two years of fun and festivities. In 2001, their theme gave a shout out to their pride and joy; what was at that time their go fast sailboat "Pigs at Sea". The tables were covered with pink tablecloths, adorned with little plastic piggy banks that could be taken home by the guests.

"We have always loved pigs and we've always owned pigs," says Debbie. "So, I had planned on bringing our pet pig, Blackie. But she was just so nervous and squealing around all of the people. So instead, we put a Sunfish Sailboat in

Commodore Bob Allshouse hosted a "Around the World" affair with stations including this Oriental Spread, "mmm' mm good"!



P/C Dick Robertson acts as Judge for the "Fairest Officer of All" contest with only three contestants remaining for the 2008 crown.

the corner and filled it up with toy pigs."

Well, maybe it wasn't the people that made poor little Blackie so nervous. After all, the food for the night was of course roast pig!

"The whole evening was so much fun," remembers Debbie. "It was probably the most whimsical theme I've ever been involved with."

The following year, in 2002, the Robertsons again hosted the event, because sadly the commodore that year, Jim Lockwood had passed away. But Dick and Debbie were intent on carrying out the theme that Jim had wanted, an Island Theme, inspired by his passion for sailing and scuba diving.

Going back even further and how the Commodore's Ball has evolved into what it is today. . .

Prior to 1988, the Commodore's Ball involved a sit down dinner that was by invitation only. It included members who had contributed to the club in some way throughout the year as well as any special guests that the commodore might choose to invite. The dinner would then be followed by a dance, which was open to all members. But many times the dinner would not be finished by the time other guests were arriving for the dance. So the year that Gib Loesel was Commodore, he decided to change this tradition somewhat. On one night he and wife Suzie hosted a Commodore's Appreciation Dinner for all the people they wanted to thank for service to the club. Then on a separate night they hosted what is now known as the Commodore's Ball. The Loesels chose a nautical theme for the ball. Suzie's niece, Kelly Allen Thomas decorated the club with beautiful lighthouse centerpieces that she had made for each of the tables.

continued on page 30.

Lady Sailors of the USS Brig Niagara

by Natalie-Mae Joan Schaefer

This is Ms. Schaefer's second appearance in the LOG (see Mar/Apr 2007 "Teens Aboard Niagara"). Today she is a veteran member of the Niagara crew and a Journalism Major at Indiana University of Pennsylvania. Natalie also took the photographs for the article.



Hannah leads the tack.

"Prepare to come about!" she bellows with feet spread wide on deck; one fist is on her hip the other hand tucks a flapping strand of silver hair behind an ear.

The deck is suddenly alive with movement and crowded with denim as 40 people in blue crew shirts quickly snap out of their daydreams and rush to the pinrails. Thundering canvas flogs and cracks frantically as the yards come around.

Wood groans and protests. Ropes stretch taunt and stain at their pins.

Sam flicks her long braid over a shoulder with one deft movement then grabs a headsail sheet with strong hands and hauls it across the heavy wind. Now, we are clipping along at a fast seven knots on the opposite tack.

The flurry of purpose ebbs. Monét calls down from the fighting top, a reminder to



Hannah Gray shimmyies out on a lifeboat davit in preparation to hoist it into position.

tack down the sprityard and the maneuver is complete.

To the untrained eye this looks like mass chaos but to a crew member of the U.S. Brig Niagara it is just another daily routine.

Since 1813 when the *Niagara* served as the flagship for Commodore Oliver Hazard Perry's battle against the British fleet in Lake Erie, the crew has traditionally been made up of... well, men.

Hannah, Sam and Monét are all women who spend their time recreating a predominantly male part of United States history on the tall ship *Niagara* but they are not alone.

"It is shocking to most people I think, that so many women are on board," said Isaiah Young, deckhand and cook, about tourist reactions to the motley ship's crew that is roughly half men and half women.

"A lot of people don't realize they can actually do this. I don't know how you get people to understand they can do this if they have the desire, especially women," says Kathy Coleman who is a mother of two, works in Erie as a merchandiser and is trying to put herself back to school for nursing. She started volunteering and sailing on *Niagara* in 1994 when she was intrigued by the thought of taking some kind of adventure. "You don't have to be a man anymore."

Sydnee Groenendaal was a 16 year old home-schooled Erie student whose major hobby was ballet. Not a grog drinking, boy wharf rat who has run away to sea.

"I found out about volunteering on *Niagara* when I was in the Erie Blasco Library doing research for a report on the Navy. There was a flier asking for volunteers. It was like I had never heard of the *Niagara* before until then. I had to check it out."

After that her hobbies included the unlikely combination of ballet and tall ship sailor volunteer.

Also 16, Marion (Mon) Rowe would seem another unlikely character for the job of traditional square-rigged sailor. Standing tall at 5 feet 2 inches and coming all the way from Harrisburg, PA she looks more like an Olympic gymnast; this summer the youngest girl on the crew, she was the leading lady in friendly pull-up competitions.

For the '08 season, Rowe was an apprentice seaman on the crew working side by side with professional sailors, many of them women.

Roxanne Hadler, known as Rocky, is a professional who began tall ship sailing at the age of 44. After getting fed up with working in an office for so many years of her life, she began volunteering on the *Elyssa*, a tall ship in Galveston, Texas, the state she is from.

"Sailing is a release," Rocky said. "You will be surprised what you can do, don't limit yourself because the ship will not limit you."

In '06 she found *Niagara* and was hired as an Able Bodied Seaman (A.B.) for three years, now she is a third mate working for the SEA semester at sea organization which provides opportunities for students to get academic credit while learning to crew a tall ship.

Other '08 *Niagara* crew started their professional careers younger. Hannah Gray is from Cranberry Island, Maine and began sailing at a very young age. After getting a perfect on her SAT's and then a college degree, Gray worked one year as a paralegal at the New York City District Attorney's office and two years as a nonprofit criminal justice reform worker. Then she returned to sailing.

"It is like learning a language, it's always challenging. Even the mundane is fascinating and important because you are working toward an impossibility of mastering a trade that is always stimulating," says Gray.

Gray has sailed around the world on the *Makulu* and sailed from Europe to Africa on the *Amistad*. This summer she was an A.B. on *Niagara* and next season will find her on the *Spirit of Massachusetts* as the second mate. The *Spirit of Massachusetts* is a vessel that takes students to the Caribbean for a semester at sea.

"Diving into things is the best way to learn," says Beth Bland, an Ordinary Seaman (O.S.) on *Niagara* for the '08 season and the assistant engineer. She is now engineer on the *Lady Washington*, a tall ship on the West coast.



Samantha "Sam" Dinsmore is a professional sailor who had a "rigging contract" with the *Niagara* this past summer.

"If you're interested, try it. It might terrify you but you go and you find a way to do it if it is something that fascinates you."

In the past it may be that men were the leaders of the armada but today many of the positions on a crew station bill are being filled by women. They can travel the world, take high ranks in the chain of command and have the opportunity to contribute something bigger than themselves by helping to preserve tall ship history.



(l to r) Veteran crew member Lindsay Butterini, O.S. (Ordinary Seaman) and first year crew member trainees Kira Weber and Mckenzie Trainor gather at the bow while at anchor in a moment of relaxed comradeship.

"It takes all kinds," says Anthony Braden, an '08 trainee who got on in Duluth, Minnesota. "You just have to want to do it."

Starry skies, glowing dawns, cool breezes, warm suns and chill evenings; the lure of sailing is bait for us all.

The women on *Niagara* have many things in common. They all have sunburned, freckly or tanned faces that frame keen eyes that seem to say when they twinkle, "my life is an adventure and I can do anything." They are strong and muscled. They are confident, serious, in-

telligent and they know how to get things done and get them done right.

The way the women vary is by the walks of life they come from. They are any age from 16 to infinity. Some are married, others have boyfriends on different vessels and others still have nobody but themselves. Some intend on settling down one day and others want to roam until they die. They take tall ship sailing as a serious job or as a release from a serious job.

Still, no matter whom they are or what they do, they love every minute and here is how some of them do it:

Monét Brazier - 19 years old

From: Boston, Massachusetts; currently lives in Maine. Attends Maine Maritime Academy. Long blond hair and sparkling blue eyes. She is a tall ship sailor for the adventure of it but also to make a successful career. Taking a year off school to gain experience. Currently an A.B. on the *Niagara* until end of season. Will be on *Eagle*, Coast Guard Training Vessel then the Schooner *Virginia* to sail down to Bermuda for the winter.

Sydnee Groenendaal - 18 years old

From: Erie, Pennsylvania. Attends Indiana University of Pennsylvania (IUP) as a history major. Has volunteered on *Niagara* for three years now in the summers between working small

jobs to pay for college and homeschooling. Sydnee is also a ballerina but she doesn't let that classical hobby interfere with her volunteering for the grungy, hands-on history on tall ships.

Lindsay Butterini - 23 years old

From: Wexford, Pennsylvania. Graduated with a Bachelors in Anthropology and a minor in history from Edinboro University. Lindsay started out on the *Niagara* in the trainee program as part of a class internship for credit. "On an all hands off day I stopped in to see my professor to talk. He could tell just by my expression that I was having a great time. I realized this was something I could see myself doing long term." Currently Lindsay is an O.S. on *Niagara*.

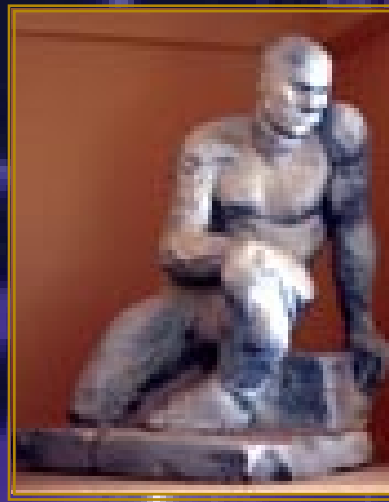
continued on page 15



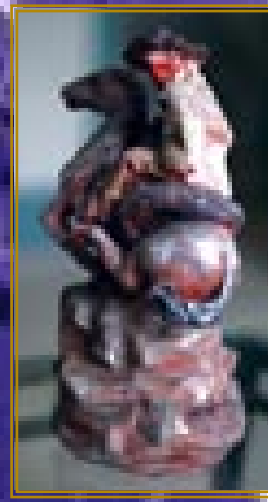
Exciting Evening



Self Portrait looking into other side



Hercules



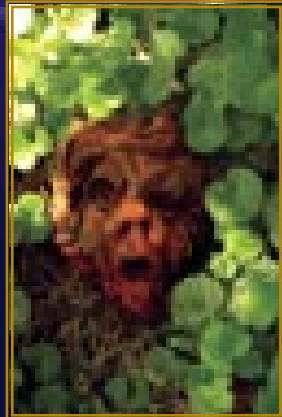
Early Pioneer



Feeding Fish



Nike



Awake - garden art



Sunbathing



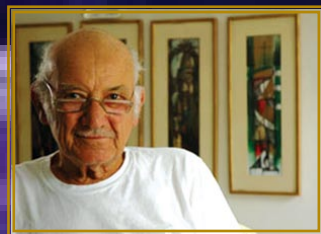
Armstrong Hall Reunion



Stained Glass



Regatta Boats



by Toni Armstrong Sample

Charles Edward Armstrong

"An American Artist"



One Bird & Another



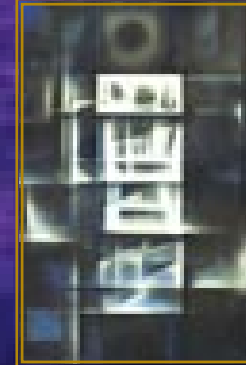
George Washington's Chest



Stormy Day



Limbs



Geometric Compartments



Old Fashioned Town

I could start out by telling you of his educational degrees which he earned going to night school as he and his wife, my Aunt Marguerite, raised their six children. Or, I could tell you about his commissions in Europe, his shows at the Cleveland Art Museum, or his job as Director of Art in the Berea City School District, Cleveland, Ohio. That would all be interesting. But, it wouldn't tell you things that are important to me about the man who is and always has been "my favorite Uncle".

As a young man Uncle Chuck would have "chucked" it all and happily lived a bohemian lifestyle in a studio in Soho. However, he fell in love with a remarkable woman from Hydetown, Pennsylvania and when he returned a decorated hero from WWII he married her and observed the custom of his catholic wife and began 'populating the earth'. The two of them remained together until her untimely death from Alzheimer's disease. My Uncle was her principal caregiver during the duration of that disease that took her from him long before her final breath.

Charles Edward Armstrong's art is a reflection of his life. It shows the joys and the heart-aches. The tragedies and the whimsical. It is a reflection of a tormented soul and a the depth of a heart yearning to fulfill its purpose. He is an artist in every sense of the word. He raised his children like he painted on canvas or molded with clay -- he let their lives develop as the medium dictated. Chuck will often put on music and paint what he hears -- the colors, the shapes the design coming from within. He raised his children the same way -- helping them to develop their 'color' and their 'design' as their personalities and desires molded them. His six children are as diverse as his art. I believe they are his proudest creation. After he retired from the school district he and his wife lived in a wonderful home on Lake Chippewa near Medina, Ohio. These years of quiet and solitude, walks down country lanes, watching the lake change from hour to hour and the weekly sailboat races began to show itself more and more in his art.

Uncle Chuck not only was a great influence in my appreciation for art and desire to create art but he influenced many lives including his children and grandchildren in metal art, photography, crafts, pottery, carving, painting and all manner of creative development. He always told me to 'loosen up' -- to feel the colors and the paper and let my senses lead my creativity. He is a very special man (my father's brother) who, I am sure by now you know that I admire for all the various facets of his life. I invite you to enjoy the mini-art show presented with this article and to see some other selected pieces of the hundreds he has created by visiting <http://www.charlesedwardarmstrong.com> that was photographed and composed for the web by his Grandson, Jesse Armstrong of Texas.



As you sit comfortably in the EYC Lounge peering through those frosted windows and scanning the cold waterscape towards our west basin while enjoying your Sunday morning Bloody Mary, you may have notice the construction of the NEW D/E dock and piers is well under way. This is the result of the excellent planning and good work of our club employees, contractors and numerous member volunteers. We are roughly mid-stream through this multi-year project that is under the direction of volunteer manager, Past Commodore John Murosky. Graciously, John performs the planning, is the head of the one man procurement department and organizes the volunteer work details. He is also the skillful skipper of the EYC forklift navigating the EYC grounds unloading and transporting the floats and frames to their appropriate work location.

The 2008-09 segment of the ambitious basin improvement project includes the addition of a new 9' wide by 520' floating main D/E dock with 73 individual boats slips with floating piers up to 40' in length. The project also includes

new main electrical service panels with updated transformers, and water connections as well as main bulkhead repair on last season's new J/K and guest docks.

This season's work began back in mid-September when the marine contractor began removing the old piers and main docks followed by the elimination of sub surface debris. The underwater profile of the area was subsequently examined by volunteers from the Erie Scuba Club who identified numerous under water hazards. The contractor relocated these boulders, pilings and lost dock boxes among other items to allow safe navigation in the west basin. The volunteer divers searching the murky basin waters included Bill Guyer, Britta Guyer, Dave Sailor, Jim Prosperi, Jim Randolph, Ron Burfield, P/C Jim Means, Bonnie Conley and on hand as the shore support team

was Sue Guyer, Fran Sailor, Jeff Hausmann, Charlene Shedd, Linda Burfield and EYC dock master, Bill Vogel.

Our member volunteers install the plastic pipe plugs in the foam filled plastic floats and then bolt them to the frames. These galvanized steel frames were specifically designed and built for the EYC basin project to be extra strong and durable. Three of the assembled frames are joined side by side to form one section of the main dock. These 9 feet by 20 feet long sections are launched near the small boat crane by the canoe house and floated into position. Twenty six of the 20' sections are bolted together to form the 520' main D/E dock. Similar galvanized steel sections are joined end to end to form the individual piers that divide the boat slips. In addition, treated wood is applied to the sides of the frames and custom

designed stainless steel mooring cleats are installed on the upper section rails.

What Happened To My Slip? ... Where's My Boat Gonna Go?

It is interesting that many of our ambitious Past Commodores appear for duty throughout the week cheerfully assembling these docks so just wondering if maybe their spouses are just eager to get them out of the house and likewise, the PC's are equally willing to escape! In any event, their work is needed and immensely appreciated.

The assembled dock sections are floated into position and our marine services contractor drives the steel pilings into the shale bot-

tom to secure its position. Once the sections are in place, the water and electrical service pedestals are installed and finally the fiberglass reinforced concrete is applied to the surface by professional contractors. Once the concrete hardens fully, we have an extremely solid first class floating dock with wide stable piers thanks to the initiative and hard work of the current and past EYC members, officers, volunteers, contractors.

So if you love the smell of coffee and sound of impact wrenches in the morning then we could use your help. Generally the group meets every Saturday morning at 9:00 am near the canoe house or in the garage. Work on the current segment of the project will continue through the spring of 2009 until the D/E dock

area is complete. Come join us and discover the famous EYC "pickle barge"!

Sidebar

You may remember the basin reconstruction project began due to the forethought of our officers and membership who approved the plan at special meeting held September 24, 2005 at Harding School. Then Commodore Richard Vicary called the meeting to order with 204 regular members attending the 2 hour and 7 minute meeting. The basin reconstruction plan was 10 months in the making with numerous committees and sub-committees covering engineering, financing and the great debate.



Basin Project

circa 2008-2009
by Dave Heitzenrater

Driver P/C John Murosky, P/C Dave Arthurs, Mike Hilbert and P/C Ron Busse feeding the highlift.



Excavation for L & M dock electric, water supply and bulkhead repair.



P/C Arthurs acts as guide while launching a section.



P/C Robert Lasher and Mike Hilbrich doing their thing.



Marine services tug and barge with diver down.



Fleet Captain Dave Heitzenrater, the author, with alignment tool, positioning 20' sections for final bolting.



Ice failed to damage our new dock.

Club directors Greg Gorny & Brad Enterline.



P/C Busse, P/C Gib Loesel, Mike Hilbrich assemble main catwalk float.



Great Sails, Great Sail Care!

North Sails Cleveland
5401 N. Marginal Road, Cleveland, OH 44114
Contact: Nick Turney
T: 216-361-2594 M: 419-346-4197 E: nick@sales.northsails.com

CERTIFIED SAIL CARE
Faster by Design
www.northsails.com

DAVE HEITZENRATER Consulting
"Expediting the PLCB Approval Process"

PLCB Application Specialist
814.449.5126 • dddd@neo.rr.com • Fax: 454.0437

UNIVERSITY GATE APARTMENTS
Penn State Erie - The Behrend College

Odyssey Builders, Inc.
General Contractors
1521 Lowell Avenue
Erie, PA • 833-0261

Get On the Right Tack...

Schneider, Trane & Natural Gas.



It's Hard To Stop A Trane.

**Schneider
Heating &
Air Conditioning, Inc.**
Servicing All Makes & Models

Natural Gas.
Your Most Energy
Efficient Choice.

Residential Replacement Specialists Since 1949
838.3925 • 3350 West Lake Rd. • Erie PA

Lady Sailors
continued from page 9.



Monet Brazier sails aboard *Niagara* for the adventure as well as experience while preparing herself for a career in the Tall Ship industry.

Beth Bland - 24 years old

From: Washington State.

Always cheerful even when fixing the heads. Began sailing to impress a boy. It turns out she was a much better sailor than he claimed to be and now she has been sailing ever since. Claims she is proof that "you can do anything if people are dumb enough to let you try." Got a college degree in technical theater and environmental education. First tall ship sailed on was the *Adventuress* which is 85% female crew that was all vegetarian. This season was an O.S. on *Niagara* and assistant engineer. Currently on the west coast again sailing on the *Lady Washington* as the chief engineer.

Hannah Gray - 28 years old

From: Cranberry Island, Maine.

Her dad owns a boat yard in Maine so she began to sail at an early age. Began pro sailing but didn't want to get burnt out so she went to college and got her degree. Worked as a paralegal for one year at the NYC district attorney's office and two years as a nonprofit criminal justice reform worker. Did get burnt out from that kind of work. Her father couldn't sell a little friendship sloop so he let her fix it



Crew Veterans, Sydnee Groenendall and the author, having dinner together at a restaurant in Port Huron, Ohio while on a *Niagara* cruise.



Beth Bland is a *Niagara* fire fighter's "dresser" both of which take special training and is meant to speed up the fire control process.

up and she fell in love with sailing again and sailed all over the world. Ever since she was eight she has wanted to sail around the world alone like Tanya Abei. Says, "Go for it. What I realize as I get older; anything I've ever been intimidated by doing I get over with practice and eventually you no longer remember being intimidated. It just takes practice and everyone starts somewhere."

Samantha Dinsmore

From: Helmet, California.

Gun Captain. Fearless leader. Patient teacher. Sam has sailed on the *Hawaiian Chieftain*, *Lady Washington*, *Irving Johnson* and on the *Bounty*. She has also volunteered on the *Balclutha* out of the San Francisco Maritime National Historical Park. Currently she has a rigging contract with the *Niagara* which she sailed on this summer as an A.B.

Marion Rowe - 17 years old

From Harrisburg, Pennsylvania.

An apprentice sailor. Started sailing dinghys at the age of nine. Second season on the *Niagara*. Youngest person on the crew. Says about tall ship sailing, "It's an adventure and it is a lifetime experience way better than sitting at home in my basement playing video games. Way better. I mean, I'm only in high school and I've already sailed on a historical tall ship." Holds the record for the most pull-ups done by a girl on the crew.



A three year veteran crew member, Marion Rowe started in the ship's "sail training program" and now at 17 is still loving every minute of it.



The Olive Farm tour and meeting the owners turned out to be our very favorite part of our River Cruise on the Rhone River in August of 2008. We were transported from our ship, Trafalgar Tours *The River Royale*, by luxury coach, through the beautiful lush French countryside to the small Olive Estate called Vallee Des Baux De Provence. The genial owner, Jean Paul Sourdou, met us at the gate and we walked together to his demonstration grove.

It was a delightful day only enhanced by Jean Paul's accounts of how his father's trees were frozen 16 years ago causing them all to die. His father couldn't save these valuable gifts handed down through many generations of his family despite the traditional "hot pot

technique" of raising the groves temperature enough to stabilize the environment and save the trees. Obviously the precious grove are the lifeline of their family business and loosing the olive groves were a tragic loss dealt by the cold hand of mother nature.

The decision was made to cut the trees off at the ground level so the roots would regenerate new trunks, branches and in time bear fruit ... the result of which was what we saw ... new gorgeous trees grown from the roots of a past generation. They trim the centre out of each tree (like a stemmed glass), so the sun can equally reach all of the olives.

The estate originally included a small stone

chapel, which was given to Jean Paul's family when the county redesigned the small community with a much larger town centre. He was very proud to use it for the weddings of his two daughters as well as occasional special religious events.

We walked back along the small road, with Jean Paul into his estate closing the gate behind. I felt honoured to be in this small, special group and to be exposed to the secret of olive oil growing and the secrets of it's production rendering it's fine delicate taste.

Jean Paul not only processes his own vineyards olives but the olives from many farms in the region. Jean Paul, through a translator, expressed the importance of the quality of the olives that he receives from the all the area growers. Each grower must produce proof of his association in AOC, which is the guarantee quality control group and therefore they can trace each shipment that arrives enabling an accurate pinpoint report where each crate was picked, from which olive farm, and even from which area of the the individual farms.

After Jean Paul verifies each shipments quality, the olives approved head for the production department. The fresh olives are sent

up a conveyer belt, washed and dropped into a chopper. I was surprised that olive pits, as well as the olives themselves were diced together. They then went into another chopper, where only 40% of the original olive remained as mash. Then it is finally all pressed into the last mulcher, where is only 20% of the original amount actually rendered as olive oil for consumption. The end product is then bottled, capped, labeled and made available for sale to a huge market demand for the end products fabulous flavorful taste.

The estate is a family run, small business with Jean Paul's two daughters (both married at the private, on site chapel) helping with the

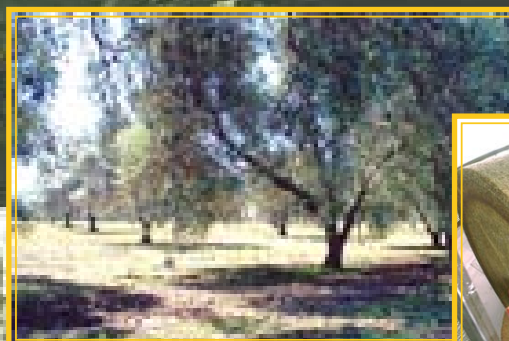
every day operation. Under the canopy of a gorgeous Sycamore tree, Jean Paul's wife Annie gave us an insight into the differences between green fruity and black fruity olive oil, green and black olives, and then treated us to tapenade of olives/capers/anchovies/oil on the traditional French bread and a delicious wine to wash it all down. There was a small gift shop so I ask you "who wouldn't want to take home a sample"?

Then we boarded the busses, and Jean Paul came back to wish us wave and a hearty au revoir. What fabulous experience ... one that I shall not soon forget!

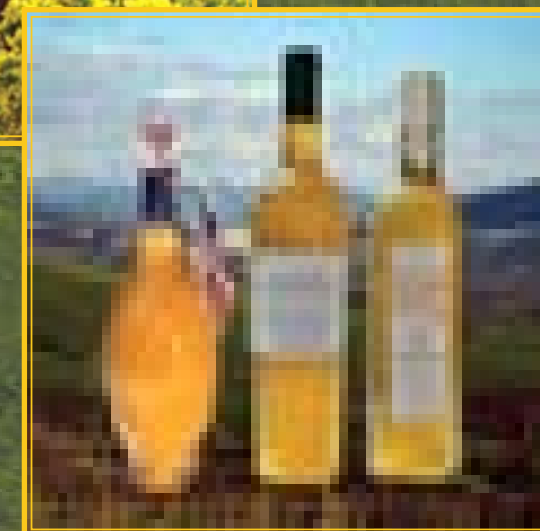


Boaters & Olive Oil

Together on French Estate



by P/C Bob & Mary Morrison, PDYC




Coleman & Co., P.C.
Certified Public Accountants

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

**Hilton Head Style...
Now That's Living.**

Visit Properties at: www.hiltonheadfinehomes.com


Joan Sambuchino ERA Real Estate
1.800.711.5053 x268 • 843.422.4698
www.hiltonheadfinehomes.com




Anchor Marine Ltd
Over 125 Years of Experience Serving Erie Boaters



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

• Some Famous Quotes from Some Old and

Some New People You May or May Not Know and You

"Sometimes, when I look at my children, I say to myself ... Lillian, you should have remained a virgin."

-- Lillian Carter (mother of Jimmy Carter)



"My luck is so bad that if I bought a cemetery, people would stop dying."

--Rodney Dangerfield



"I had a rose named after me and I was very flattered. But I was not pleased to read the description in the catalog: 'No good in a bed, but fine against a wall.'"

-- Eleanor Roosevelt

"Last week, I stated this woman was the ugliest woman I had ever seen. I have since been visited by her sister, and now wish to withdraw that statement."

-- Mark Twain

"The secret of a good sermon is to have a good beginning and a good ending; and to have the two as close together as possible."

-- George Burns

"Santa Claus has the right idea. Visit people only once a year."

-- Victor Borge

"Be careful about reading health books. You may die of a misprint."

-- Mark Twain

"By all means, marry. If you get a good wife, you'll become happy; if you get a bad one, you'll become a philosopher."

-- Socrates

"I was married by a judge. I should have asked for a jury."

-- Groucho Marx



"My wife has a slight impediment in her speech. Every now and then she stops to breathe."

-- Jimmy Durante

"Don't worry about avoiding temptation. As you grow older, it will avoid you."

-- Winston Churchill

"Maybe it's true that life begins at fifty .. But everything else starts to wear out, fall out, or spread out."

-- Phyllis Diller



"I have never hated a man enough to give his diamonds back."

-- Zsa Gabor

We could certainly slow the aging process down if it had to work its way through Congress."

-- Will Rogers

"By the time a man is wise enough to watch his step, he's too old to go anywhere."

-- Billy Crystal



Won't Know Until After You Finish Reading

We will go to any Heights to Satisfy our Customers!



FISKE AND SONS, INC.
PRESERVATION & RESTORATION
HISTORIC • RELIGIOUS • INDUSTRIAL

1953 Norcross Road
Erie, PA 16510
814/825-6012
www.fiskeandsons.net

Our New Home
"The Best Gets Better"

1216 West Sixth St. (formerly Way 2 Go)
Ph: 452.2347 • fax: 459.0237
Toll Free: 1.800.700.7809



frontier pharmacy
Rx
WELCOME!
Keeping Health Care Affordable

- Increased Parking
- Modernized Facility
- Large Customer Lounge
- Better Customer Service
- Improved Phone System
- Increased Computer Capability

24 Emergency Service: 814.459.5736 Cell 814.392.4465

COLD WEATHER? ...HOT DESIGNS!



...LET US HELP YOU HEAT UP THE COLDER MONTHS!

- SCREENPRINTING
- EMBROIDERY
- PROMOTIONAL PRODUCTS
- INDUSTRIAL SCREENPRINTING

Call Us with Your Idea!

CREATIVE IMPRINT SYSTEMS

814 835-1000
www.creativeimprintsystems.com

The temperature in Harbin, China reaches forty below zero, both Fahrenheit and centigrade, and stays below freezing nearly half the year. The city is actually further north than notoriously cold Vladivostok, Russia, just 300 miles away. So what does one do here every winter? Hold an outdoor festival, of course! Rather than suffer the cold, the residents of Harbin celebrate it, with an annual festival of snow and ice sculptures and competitions.

The ice festival, a few miles away from the snow festival, is anything but dull and colorless. Crowds flocking to the entrance are greeted by dance music booming in the distance, as if at an outdoor pop concert. And bright neon colors shine everywhere, buried within huge blocks of ice forming structures as high as thirty meters, such as the huge structure beyond the entryway with a huge blue and red stairway.

The Great Wall doubles as a long ice slide; just sit and go. You can pick up some seri-

ous speed and wipe out spectacularly at the bottom if you're wearing a slick coat, but you won't go anywhere if you're wearing corduroy pants.

When viewing from atop one of the structures, you can see a Russian-styled building and the entire mock up of the Great Wall, all constructed out of ice. Making it to the top of this structure is an accomplishment in itself. Just imagine walking up a stairway of solid ice for two floors with no handrails. The yellow block wall and the balcony work are all ice, with no internal support structure ... just lights.

It is a truly magnificent view of the ice festival from atop the Great Wall of ice. It's like a Disney theme park, with multiple attractions and food hawkers and kids running around and people lined up for bathrooms. The only differences are that the temperature is about a hundred degrees colder than the typical Disney park, and all the structures are made out of ice rather than plastic and steel. Also with all the slipping and falling here, there are none which result in tremendous lawsuits.

There is also an entire ship constructed of ice, with passengers able to go on-board. Though it might not be seaworthy,

the ship would certainly float - after all, it's made of ice. Hundreds of years ago during the Manchu days of ice lantern art, the sculptures were lit only by candles.



Harbin Ice Festival

submitted by Adrienne Levis



“Erie’s Only Family Owned Recycling Center”



EXPERIENCE • SERVICE • INNOVATION

It All Adds Up! Thank You. Thank You. Thank You.

from
“The Reyburn Sailing School”



The Reyburn Sailing School would like to thank both the estate of Howard Miskill and Greg Gorny for a recent contribution to the program. Three used sailing items from the estate - two spinnaker poles and a reaching strut - were set to be sent to the trash by the executor of the estate, when Greg Gorny rescued the items and sold them to EYC members. The proceeds totalled \$115 ... it all adds up!



Marilyn Einstein?



Hold the picture away from your face!



Top 50 Remodling Companies in the Entire Country!

Great Lakes Construction recently received the distinction of being selected as one of the “Big 50” Remodeling Companies in the entire country by Remodeling Magazine. This recognition is one of our industry’s most sought after accomplishments and is cherished by all recipients. This award projects our desire to serve current and future customers with only the finest products, craftsmanship and creative design capabilities to be found anywhere across the country, all available right here in Northwestern Pennsylvania.

We offer all this and our exclusive “No Surprises Guarantee” computer generated design service letting you see your completed project before we ever begin construction. This unique computer program makes changes right in front of your eyes so all your decisions are much easier to make while relaxing in our award winning showroom.

So for unsurpassed awarding winning facilities, superior service and the latest in design technology, you can trust Great Lakes Construction, a Top “Big 50” organization, to do a job “you will be proud of”.



Decks & Enclosures



Roofing & Doors



Sun & Patio Rooms



Windows & Siding

GREATLAKES —CONSTRUCTION—

Innovation • Quality • Trust

3219 Asbury Rd. • Erie, PA 16506
814 838-0600 • www.glcerie.com

Discover Sailing with

RCR YACHTS


Supporting Erie

Dealers for:

- Beneteau • Hunter
- J/Boat • Sabre
- Alerion • Back Cove

Brokerage Service
that gets results!

960 West Bayfront Parkway • Erie, PA 16507 • 814.455.6800
www.rcrmotoryachts.com • www.rcryachts.com
e-mail: tracy@rcryachts.com




Zoom!
Professional Whitening System

Take your first step to feeling good, looking great and making a memorable impression every time you smile. You owe it to yourself! Find out more about Zoom! professional tooth whitening. Call today!

the science of smiles

DISCUS DENTAL

 PLAZA DENTAL ASSOCIATES

702 West 34th Street • Erie, PA
868-5411 • www.plazadentalerie.com



John V. Schultz
FURNITURE & MATTRESSES

Erie's #1 Furniture And Mattress Store Since 1940

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



IDENTITY THEFT
... it's Epidemic!
photos submitted by Bob Becker



Back to The Original...

Jensens
Target Collision
QUALITY COLLISION REPAIR GUARANTEED

2978 W 12th St.
833-6510



"Excellence from Design through Validation"

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

Reddog
INDUSTRIES INC.

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



Saga of the SS NORTH AMERICAN

continued from page 5.

up for us to arrive at a certain time, the Mayor, a bandstand, all of the local and regional politicians and all he people. The only way we are going to make it in time is if you follow my course". He did! No problem we got through there just fine. What I didn't tell him was I plotted it all out on an old ESSO road map!

So now we are approaching Erie making the turn into the channel and you have to remember that this ship was 5 decks high out of the water, is 300' long with a big single screw propeller. You don't turn her quickly and you don't stop her very quickly either. As we churned through the channel the Captain is standing behind the wheelsman. We had 2 wheels on board, one was hydraulic the other was manual. The wheelsman was on

the hydraulic wheel and the Captain began to give his orders, "2 degrees port", "Aye Aye Sir 2 degrees to port she is" etc. I was thinking, man you have to start this turn as soon as you get out of the channel because of the difficulty in navigating this vessel to a particular point, and this is where I developed a great deal of respect for the old Captain and all the experience he had recognizing that had it been me, I probably would have made that turn a little steeper and would have ended up in trouble at the other end. So as we got closer to the dock, the Captain moved out on the bridge arm starboard side directing her from there and I'm in the wheelhouse getting more and more impressed by the minute because the course we were taking, to novice like me, would not be the right course. The dock in the meantime

had been set up with bleachers, high school bands, politicians, it was a terrific welcoming and all of a sudden, we were probably 300 yards off the dock, when the Captain came racing in and he grabbed the telemeter and he pulled it all the way down into a full reverse and whistled in the tube "Full Reverse! Full Reverse!" and everything is going "clang, clang" with the ship bouncing up and down and we are still moving ahead seemingly out of control with nothing stopping us as she hit the dock square on the southeast side right on the dock's end and it looked like a miniature atom bomb explosion. This mushroom cloud of concrete dust went up in the air as the stands emptied. People were screaming and running in an attempt get away from the monster ship now sliding down the whole length of the dock as all the guys on the crew were throwing lines with nobody grabbing them for they were all running hysterically in the opposite direction. There was this little boat moored right in the corner by Tony's restaurant as we crunched it flat. Thank God no one was in it for they would have ended up dead and flat as a pancake.

There stood Alex Plotus on the dock, he was one of the investors and a partner in Tony's restaurant with Nick Marcapolis his brother.

in -law, and Alex who was saying "My sheeep, my poor sheeep!" in his greek accent. I can still see him standing there.

Well, I went to have a talk with the Captain after our disastrous landing and he had disappeared. He simply left and I never saw him again! So that landing was our "Grand Entrance and introduction" to our new home and residents of Erie.

We were only going to operate at sea from 9 am to 5 pm. The rest of the day we'd be tied up to the dock operating only the restaurant, bar and floating hotel operating on shore power. The only crew we needed then were bartenders, waitresses and housekeepers not a full crew for lifeboat command etc.

I was still having lots of problems with the unions but they agreed to allow us to have an Open House since Ed Mead had asked if we would do so for Erie residents. Without any advertising and only a mention of it in Ed's column the week before we went on our first Lake cruise we held the event.

It was a Sunday and we had one of the crew at the gangplank with a meter counting the participants and we ending up having 24,000 people tour the ship. They were lined four abreast all the way up State Street past the hospital, past the bars, all the way up to 4th street.

Then, on the day of our first cruise to Canada the City Council, "in all their wisdom", decided to do some repairs to lower State and the dock thereby closing off all traffic to the dock! We were expecting to have 700 passengers, the passenger legal limit was 740, so thank you city fathers for we disembarked with just a little over 200. It was a heart breaking/business busting disaster!

The Canadian officials had requested that we utilize Port Burwell as our Canadian destination for the first year because they had to deepen the harbor at Port Dover to accommodate the ship.

Burwell was not anything you could refer to as quaint or pretty or even remotely appealing. It was an industrial port with big coal piles monopolizing the scene. But it was, at least temporarily, our official Canadian Port of Call.

I was called to the bridge about midway across the lake and quariied by our new Captain as to what American officials we had aboard which



Mayor Barrie, of St. Thomas, Ont., Hon. Bryan L. Cathcart, Minister of Travel & Publicity of Canada and our Captain on the N. American's first trip to Port Burwell on May 30, 1963.

numbered exactly zero. He informed me the Canadians had a list of official greeters as long as my arm awaiting our arrival and requested our list of American officials aboard.

This situation was my first creative challenge of that day so I began with a rather long dissertation of our new Captain's remarkable history. I bestowed "great import to his long, glorious and regal duties on the Great Lakes as the Master of various famous Ladies of the Lakes over a remarkably esteemed 40 plus year career behind the helm ... he being one of the most respected and wisest captains in Great Lakes history. And ended with something like "and he will be bringing the vessel in on this historic day ... blah, blah, blah". The large Canadian offering lead by the highly esteemed Minister of Travel & Publicity for the Federal Government who came fitted out with a "Queen Elizabeth" styled carriage drawn by a team of eight regal horses and ... we were arriving with only 200 passengers aboard! I immediately had the entire crew, less the Cap-

continued on page 33.



The SS North American as she settled in at her new hometown Erie berth at the old Public Dock (now known as Dobbin's Landing) at the foot of State Street on Presque Isle Bay. A continuous stream of spectators walk the length of the ship in awe of her stoic beauty and the majesty of those bygone years

One of Erie's Finest, Officer Joe "Tex" Hilbert, on duty at the Public Dock keeping things under control.



Be Heard



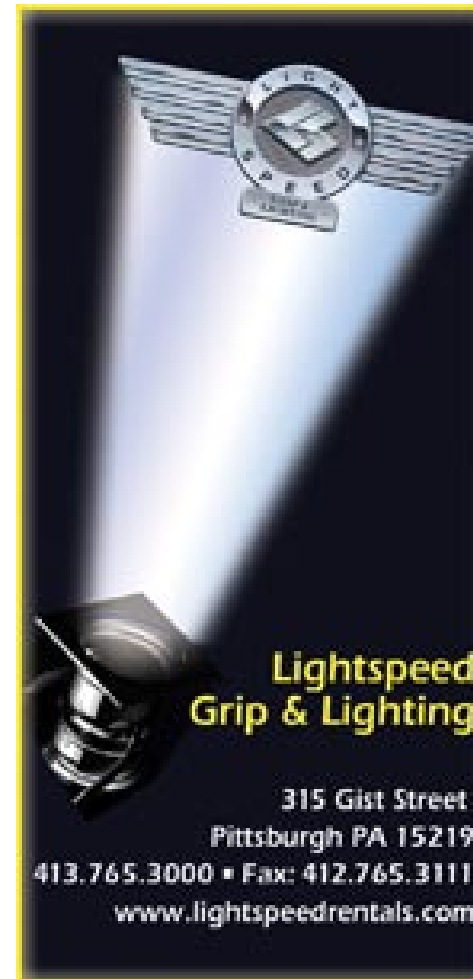
J.G. Ashby
Advertising, Inc.
814.455.2757

*Whatever the challenge
... whatever it takes.*

Advertising

Marketing

Public Relations



**Lightspeed
Grip & Lighting**

315 Gist Street
Pittsburgh PA 15219
412.765.3000 • Fax: 412.765.3111
www.lightspeedrentals.com

California

submitted by Peg Way

“Do you know what
happened September 9,
1850, 158 years ago?”

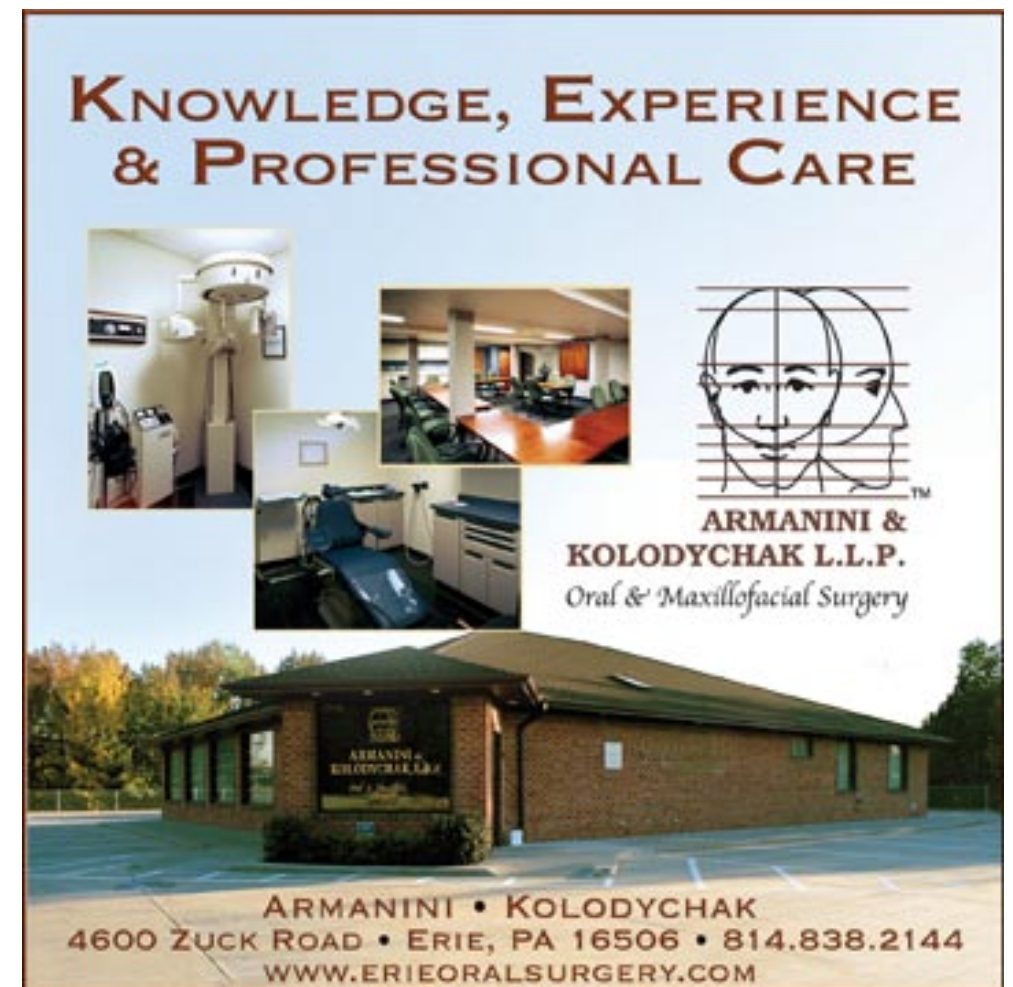
***California
became a
state!***

The State had no electricity.
The State had no money.
Almost everyone spoke Spanish.
And, there were gunfights
in the streets.

So basically, it was just like it is
today, except the women had real
breasts, and the men didn't hold
hands and kiss in public.



**KNOWLEDGE, EXPERIENCE
& PROFESSIONAL CARE**



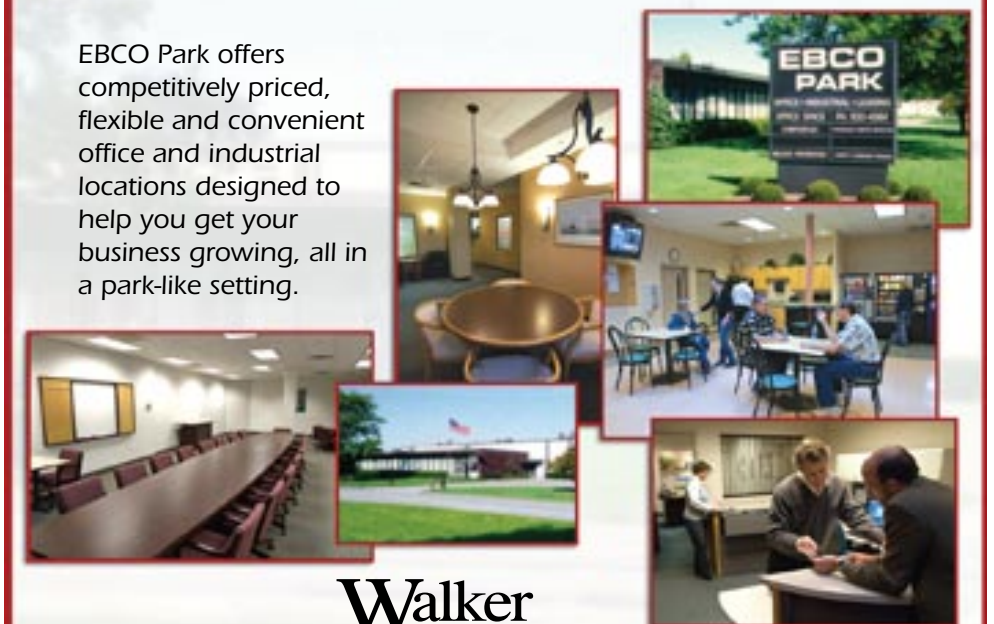
**ARMANINI &
KOLODYCHAK L.L.P.**
Oral & Maxillofacial Surgery

ARMANINI • KOLODYCHAK
4600 ZUCK ROAD • ERIE, PA 16506 • 814.838.2144
WWW.ERIEORALSURGERY.COM

It's Just Smart Business.

CONVENIENCE • FLEXIBILITY • LOCATIONS

EBCO Park offers
competitively priced,
flexible and convenient
office and industrial
locations designed to
help you get your
business growing, all in a
park-like setting.



**Walker
Properties**

EBCO Park • 2800 West 21st Street • Erie, PA 16506 • 814.833.4364
www.walkerproperties.us

GET ONLINE WITH LUXURY



All New 2008 CTS

WWW.ROTHCADILLAC.COM



5711 Peach St. • Erie PA
mwells@rothcad.com

The Commodore's Ball

continued from page 7.

After that, the Commodore's Appreciation Party and the Commodore's Ball continued to be separate events, with the exception of the year that P/C John Ashby was at the helm.

"There was just so much happening that year, with the hundredth anniversary of the club and all that involved, plus the book being published," says John. "There were so many people that did so much for the club, and so many people to thank, that we did it all in one event that year."



Even the EYC staff wanted to dance the night away to the sounds of "Manhattan" - the entertainment for this year's Commodore's Ball.

With so many members attending the Commodore's Ball each year, another important change in format came in the early 90's replacing the sit down dinner with hors d'oeuvre stations. One of the first years to have this new format was in 1992 when P/C Bob Allshouse and his wife Marcia hosted the ball with an "Around the World" theme. Each station featured different foods from around the world, including Mexican, Chinese, Italian, and American cuisine. To capture the theme, the food servers wore elaborate costumes representing the different countries.

"There was a girl in a gorgeous kimono serving tempura," recalls Marcia. "And the server at the Mexican food station wore a sombrero and serape. It was really well done."

But Marcia's favorite memory of that evening was the greeting. "It's just such a nice way to individually meet all of the people," says Marcia. "Everyone is dressed formally and it's a wonderful tradition for such a gala occasion."

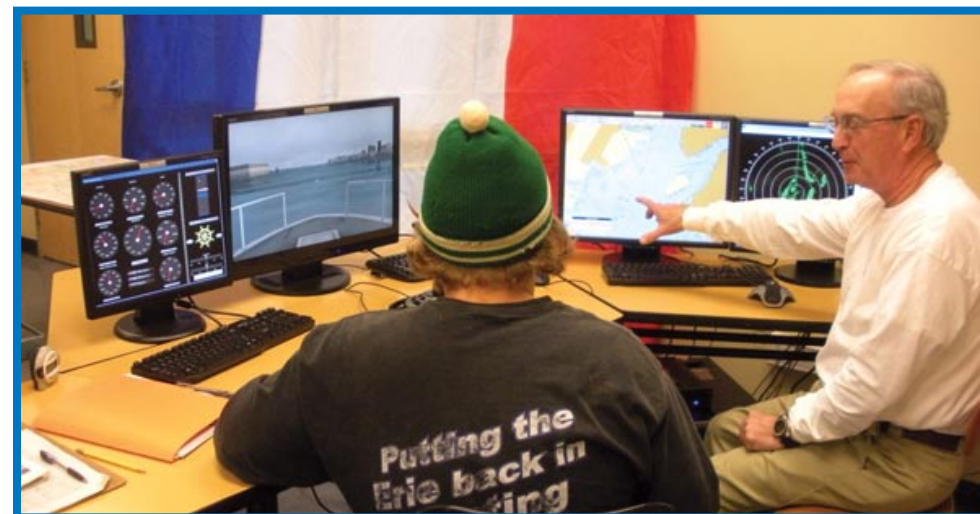
So what's on tap for next year's Commodore's Ball?

Well, no one will say for sure what the theme for next year's Commodore's Ball will be, but with a Commodore named Amatangelo, I for one am hoping for some really good Italian food!



BCMS gets New "Maritime Bridge Simulator"

by Gene Polaski & Captain Rich Eisenberg



EYC member Gene Polaski and Pat Eisenberg discuss the operational usage and techniques available on the new "Maritime Bridge Simulator" computerized educational system.

Recently, the Bayfront Center for Maritime Studies (BCMS) installed a new Buffalo Computer Graphics 3-D "Maritime Bridge Simulator" making possible additional maritime training programs at the center.

This SBS simulator will allow for virtual on the water training year round. The system comes equipped with ECDIS (Electronic Chart Display and Information System) which is a state of the art navigation and chart plotting system and RADAR simulation complete with ARPA (Automatic Radar Plotting Aid) functions. It also has a visual graphics engine which simulates 360 degree views from the bridge of a student driven ship. The instructor has complete control over ship traffic, wind, sea state, current, time of day, and weather conditions allowing an infinite number of training scenarios to be created and implemented.

The assembly consists of an instructor's computer where the instructor controls the entire scenario including the type of ship (e.g. container, naval vessels, sailing vessels, power boats, fishing trawlers, etc), the location of the training exercise, the time of day, the weather conditions, and the sea conditions including the properties of the waves and current. The instructor can choose New York City Harbor, San Francisco Harbor, or our local Lake Erie waters as a location for the training. The instructor sets up the initial training situation for the student's vessel, including the time of day and the weather conditions. This information is displayed on four other computer screens where the student sits, the ship's bridge.

One screen will show the ship's instrument readings such as speed, water depth, compass, and controls for turning the ship and

controlling the speed. The student controls the vessel with a virtual throttle and helm. The different ship classes all have programmable parameters allowing the instructor to change the turning radius, acceleration rate, effect of the wind and waves, maximum speed, vessel draft, single or dual propellers, and many other technical aspects of the ship.

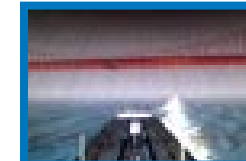
The second screen is a view from the bridge of the ship. The student can also look in any direction around the ship using a "joy stick". Of course if it is nighttime or there is fog or heavy rain, they won't see much! This view is projected on a wall screen for other students to observe and to make the simulation more realistic.

The third screen shows the ECDIS plotting system where you can see the boat as it moves along its course on the chart. The chart is a digital replication of a nautical chart, which shows all of the buoys, lighthouses, shipping channels etc. The instructor may decide to add other ships in the area either stationary or moving for the student to deal with according to the rules of the road. In addition, this voyage management system, developed by Grumman/Sperry Marine can be used to develop a voyage plan prior to entering a harbor, which replicates real life shipping. Waypoints, turning points, etc. can be pre-plotted prior to beginning the program. This computerized system reduces the time consuming task of voyage planning on paper allowing the bridge officer to concentrate on making the right navigation decisions.

The fourth screen is the simulated radar screen, which gives the ability to plot bearings and do all other typical commercial RADAR



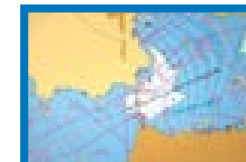
All your ship's operational information is projected on another screen for maneuvering etc.



A 360° view of the ship's surroundings has a computer screen or can be projected on wall.



This advanced system includes a radar screen simulating the ship's position on another screen.



One of the screens displays the applicable chart relative to your course augmenting the ship's normal charts.

functions.

BCMS is currently designing and creating curriculum and scenarios that will be useful for virtual training in rules of the road (day and night), ship handling, and navigation. Erie Sea Scouts, local boating organizations and maritime professionals will be able to take advantage of this versatile training equipment, as well as any interested members of the boating public.

The Appalachian Region Commission provided the funding to purchase this system. The Appalachian Regional Commission is a federal-state partnership that works with the people of Appalachia to create opportunities for self-sustaining economic development and improved quality of life. You can visit their website at www.arc.gov

The Bayfront Center for Maritime Studies, located just behind the Erie County Blasco Public Library, has provided hands-on maritime programming for area residents, mostly youth for over 10 years. You can visit the BCMS website at www.bayfrontcenter.org. The local maritime environment enables youth to broaden horizons and build life skills increasing their confidence. A variety of hands-on programs have been developed and implemented including basic seamanship, navigation, sailing, boat building, and environmental science.



You'll Love It...

Fear-Free Sleep Dentistry

With general anesthesia, we can restore your smile, confidence, and dental health safely and painlessly.

Kevin Mahoney, DMD/FADSA is one of the few board-certified Dentist and Anesthesiologists in the United States.

Dr. Kevin Mahoney
Family Dentist/Anesthesiologist

3915 Caughey Rd. (near McDowell High) 833.3505 • sleepdentistryerie.com

Inside & Out

Innovation • Service • Quality

"Since 1973"

Beals-McMahon Painting



New Erie Bank office located at West 26th Street and Asbury Road.

P.O. Box 1848 ■ Erie, PA 16507 ■ 814.454.3676 ■ FAX 814.454.2100

"Ladies Love a Sharp Dressed Man!"

"you'll always look your best with clothes from Paris."



Since 1926

Paris Cleaners

7 locations including 3 Giant Eagle locations open 7am to 10pm 7 days a week.
3700 West 12th St. • 4114 Peach St. • 5604 Peach St. • 4025 Pine Ave.
Plus 3 Giant Eagle locations: Yorktown, Girard & Harborcreek

Perfect...

For Complete Premium Collision Repairs on all Foreign & Domestic.

SMITH COLLISION, INC.



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

Serving the Erie Area Since 1945.

CM

Church & Murdock Electric Inc.

COMMERCIAL • INDUSTRIAL • INSTITUTIONAL CONSTRUCTION AND DESIGN

814/825-3456 • Fax: 814/825-4043



HOW TO CALL THE POLICE WHEN YOU'RE OLD



submitted by Peg Way

George Phillips of Meridian, Mississippi was going up to bed when his wife told him that he'd left the light on in the garden shed, which she could see from the bedroom window.

George opened the back door to go turn off the light but saw that there were people in the shed stealing things. He phoned the police, who asked 'Is someone in your house?' and he said 'no'. Then they said that all patrols were busy, and that he should simply lock his door and an officer would be along when available.

George said, 'Okay,' hung up, counted to 30, and phoned the police again. 'Hello, I just called you a few seconds ago because there were people stealing things from my shed. Well, you don't have to worry about them now because I just shot them.' Then he hung up.

Within five minutes three police cars, a SWAT Team, a paramedic and an ambulance showed up at the Phillips' residence and caught the burglars red-handed.

One of the Policemen said to George: 'I thought you said that you'd shot them!' George said, 'I thought you said there was nobody available!'




Reliable...

Quality Certified Preowned Vehicles & Service

Since 1975

Lakeshore AUTO SALES

827 West 26th Street • Erie, PA, 16508 • 455-3401




Saga of the SS NORTH AMERICAN

continued from page 27.

tain and docking crew, change into their street cloths as the first step to beef up the facade of a much larger passenger contingency. Once we landed I had the docking crew put out two boarding ramps, one the forward, the normal procedure, and one aft. Then I instructed our new "look like passengers" crew to disembark amongst the real passengers then circle around through the crowd and re-enter the ship on the aft ramp and to repeat their performances until I tell them to stop.

This illusion worked to some degree as we met the Secretary of Tourism and rode up the hill in that magnificent carriage to where the festivities were to take place.

We were only back in Erie 1 or 2 days when the Coast Guard boarded us at 10 pm at night and demanded a lifeboat drill. We had let go the lines off the dock, let the boat drift free to lower all the lifeboats. Well, you should have seen our bartenders and waitresses trying to lower life boats.

So I said to the Coast Guard Officer in charge, "What are you doing this for, we are not a live vessel, and I'm only required to have 1 full

crew on duty". He said, "Sir you have to have a full crew at all times". I said, "No the Buffalo Commander said I didn't have to because we were only running one 9 am to 5 pm run at sea and I could do that with one shift full crew". He said, "Well that's fine but then you have to shut your boilers down here at the dock". And I said, "Well I can't shut my boilers down, it takes a full 12 hours to build up the steam, we wouldn't be able to leave the next day". He said, "Well that means you are a live vessel regardless of the fact that you are plugged into shore power, and you need to have your minimum crew billing which was 135 crew stations for fire and lifeboat". Well that put a "little hole in the business plan" and that was the beginning of the end.

Our operation from that point on was to leave the dock at 9 am and return by 5 pm which was a little unattainable and necessitated a second full crew to accommodate maritime law which eventually would break our bank and curtail what otherwise "could of been" a successful operation.

I was forced to leave the company since I had a family to feed and the *North American* could no longer satisfy that necessity. Fortunately I found a terrific job in New York City as Vice President of the Mrs. America National Pageant.

Sometime later, Dick Nichols, the Treasurer of Canadian Holiday Lines, called me and asked me to return because they could not seem to sell the *North American* since the operation had shut down and felt I was the only one that could achieve that very necessary goal. He assured me I would be paid handsomely for my services. So I returned to Erie and took on the responsibility of selling the vessel.

That effort was of a magnitude that would require another whole LOG article. So you'll just have to wait for the book or movie to live that part of this saga!

The *North American's* fate was sealed when the Seafarers Union bought her as a training vessel after which she mysteriously sunk while under tow in the Atlantic on her way to New Jersey for a refit. The insurance company, Lloyd's of London, paid the handsome loss package to the Union and the very next day the Seafarers purchased the *North American's* sister ship the *South American* which required no refitting having just been completely revamped into pristine condition for her sale.

The exact location of the *North American* was never actually established at the time of her sinking. Ironically, in 2005 a team of divers inadvertently came upon her at the location



*This is the Quest Marine Services dive boat that accidentally found the *North American* in Atlantic Ocean on July 15, 2006.*

of her demise and so there may very well be another chapter forth coming in this beautiful ship's long and heralded history.



INFINITY RESOURCES, INC.

STAFFING SERVICES

Industrial • Clerical • Payroll • Temp to Perm • Permanent

119 West 9th Street • Erie, Pa 16501
(814) 453-6571
www.infinityresources.jobs

Offices in:
• Erie, PA
• North East, PA
• Girard, PA
• Harborcreek, PA
• Sharon, PA
• Conneaut, OH
• Ashtabula, OH
• Painesville, OH
• Geneva, OH
• Grove City, OH
• Dunkirk, NY





January Calendar of Club Events

- 1st Tom & Jerry Party
- 2nd Bingo
- 4th Champagne Sunday Brunch
11am - 2pm \$12.95
- 8th Celebrity Bartender Night
- 9th Bingo
- 11th Champagne Sunday Brunch
11am - 2pm \$12.95
- 15th Celebrity Bartender Night
- 16th Bingo
- 17th "My Way" Dinner Theater
- 18th Champagne Sunday Brunch
11am - 2pm \$12.95
- 22nd Celebrity Bartender Night
- 23rd Bingo
- 25th Champagne Sunday Brunch
11am - 2pm \$12.95
Texas Hold'em Tournament
- 29th Celebrity Bartender Night

120 Days 'til "Summer Beach Party"

by Big Dan "The Party Man" Dundan

Well, gang, it's difficult to think yet another summer has passed. Summer's "fly" and winters sure seem to drag, don't they? Several years ago, we figured a good way to accelerate the winter a little bit was to have a beach-party right during the winter's coldest days. So, why let the cold arctic winds make you dream of the warm summer days? Rather than hunkering-down during a long winter night, wouldn't it be swell to "live" summer, rather than "dream" summer? Well, "good news", gang! It's time to stop dreaming and get ready for a Summer Beach Party at the Erie Yacht Club! Dig-out your tropical shirts! It's time to find your favorite sun-dress, grass skirt or bathing suit! On February 21st it's time for the Erie Yacht Club 120 Days 'til Summer Party!!!

While you enjoy the signature music of Erie's own Key West Express you may find yourself seeing palm trees swaying in a warm breeze. As always, we can count on Key West Express to fill the air with the sounds of summer! There's nothing quite like an Erie Yacht Club limbo contest conducted by Key West Express! There will be big smiles all-around, for sure!

You will have no trouble picturing yourself at Put-in-Bay, the party capital of the Great Lakes, while you listen to the unique sounds of West Side Steve, the Skipper of the Lake Erie Booze Patrol. Direct from Put-in-Bay, West Side Steve will treat us to songs of Lake Erie and spin all kinds of nautical-magic for sure!

The Erie Yacht Club summer picnic buffet

starts with smoky, tangy, barbecued ribs, and homemade honey-fried chicken, both just exploding with freshness! How about a generous helping of scrumptious steamed mussels? The terrific summer buffet continues with grilled hot dogs, homemade baked beans, fresh raw veggies and corn on the cob. This great buffet wraps-up with sweet, ripe watermelon, and a cool, rich Jell-O salad surprise. Be sure to save a little room for desert, gang! Step up for a 'sliver' of Key Lime Pie or maybe some Mango Pie!

Everywhere, Erie Yacht Club will be lookin'-like-summer... dancing, laughing, the limbo, great summer outfits, cool refreshing tropical drinks, and ice-cold brew. You can have it all when you need it the most, gang: during the

cold, blustery days of winter! For sure, it just doesn't get any better than this!

Forget the cold February night, too! We will have the heat cranked-right-up to mid-summer-July temperatures, so be sure you dress accordingly!

Come to Erie Yacht Club on February 21st! Get yourself into summer-party-mode with West Side Steve, the Skipper of the Lake Erie Booze Patrol. Dance the night away to the tropical music of Erie's own Key West Express.

Don't miss the Erie Yacht Club's '120 Days 'til Summer Party'! Great food, great drinks, great music and great friends.



February Calendar of Club Events

- 1st Champagne Sunday Brunch
11am - 2pm \$12.95
Super Bowl Night
- 5th Celebrity Bartender Night
- 6th Bingo
- 8th Champagne Sunday Brunch
11am - 2pm \$12.95
- 12th Celebrity Bartender Night
- 13th Bingo
- 14th Valentines Night Dinner Buffet
- 15th Champagne Sunday Brunch
11am - 2pm \$12.95
- 19th Jr. Sailing Raffle Happy Hour with
Matt Kramer G3
- 20th Bingo
- 21st 120 Days 'til Summer Party
with Key West Express
- 22nd Champagne Sunday Brunch
11am - 2pm \$12.95
- 26th Celebrity Bartender Night
- 27th Bingo



with
Advertising!

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

Call: John Ashby
455-2757

Visit our
Web Site
for all the
latest in
Club Activities

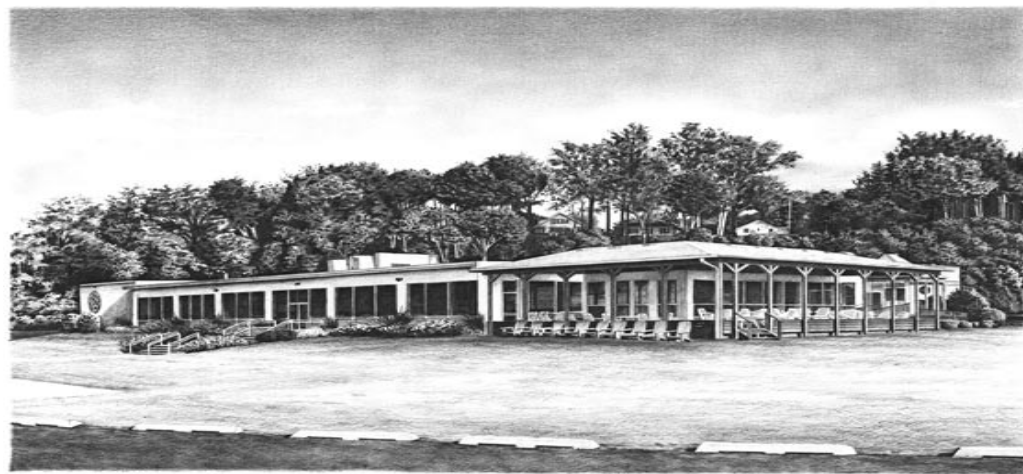
www.erieyachtclub.org

EYC Illustration Benefits Charity

by John Orlando

Jeffrey A. Yonkers is a public school art teacher and freelance artist who has been in Erie, Pennsylvania since 1996. Over the past twelve years, Jeff has been creating stunning illustrations in pen and ink as well as pencil, for a list of clients nationwide.

Donating his work to agencies for fundraising efforts and to support the Erie community has always been a part of Jeff's freelancing efforts. Organizations such as the Juvenile Diabetes Research Foundation and the American Heart



This EYC clubhouse illustration is on sale at the Club benefitting the local chapter of the American Red Cross. This is another example of the EYC's long dedication to "helping local charities".

Association have auctioned off his services to create personalized commissioned work at fundraisers and gala's with great success.

This past August, Jeff began working closely with me when a friendly conversations developed into an opportunity to capture the magic of sailing in Lake Erie along with supporting the Erie Chapter of the American Red Cross. Jeff completed a drawing of the Erie Yacht Club before the 2008 Regatta took place. The American Red Cross proudly awarded the framed original drawing to the Erie Yacht Club in appreciation for hosting the American Red Cross regatta. In addition proceeds from the limited edition signed prints were donated to the American Red Cross. A signed, numbered and framed print of the club was also donated as a door prize for the regatta's "Rubber Duckie Race".

Jeff stated, "John and I decided that it would be ideal if I could set up my studio table down at the Regatta and draw live on the grounds during the event in an effort to raise awareness. Coincidentally, I had just begun working on a commissioned pencil drawing for John and Michelle Orlando, in honor of Michelle's late father L. Tim Brugger. A racing shot of Six B's, the family's 25' Catalina, with John and Michelle at the helm served the occasion well. I had never worked in front of an audience before. It was encouraging for me as I got to share my actual process with others instead of

just the finished product. It was a win/win for everyone involved."

If you are interested in obtaining a Jeff Yonkers limited edition signed print of the Erie Yacht Club, they remain on sale at the Erie Yacht Club and all monies will continue to support the Erie Chapter of the American Red Cross. For more information about Jeffrey Yonkers and his customized illustration please contact the artist directly at yonkers-designs@msn.com.



The drawing of my boat "Six B's" was drawn during the regatta.



Andy and Ellen Kalivoda commissioned this drawing at the event.

Dear Mrs. Fenton,

Mr. and Mrs. Fenton are retired, and Mrs. Fenton insists that her husband go with her to Walsmart, but he gets bored with all the shopping trips. He prefers to get in and get out, but Mrs. Fenton loves to browse. Here's the letter that was sent to Mrs. Fenton.

submitted by P/C Dick Waller

Dear Mrs. Fenton:

Over the past six months, your husband has been causing quite a commotion in our store. We cannot tolerate this behavior and may ban both of you from our store.

We have documented all incidents on our video surveillance equipment. The following are things that Mr. Bill Fenton has done while you were shopping at Walsmart:

1. June 15: Took 24 boxes of condoms and randomly put them in people's carts when they weren't looking.
2. July 2: Set all the alarm clocks in Housewares to go off at 5-minute intervals
3. July 7: Made a trail of tomato juice on the floor leading to the restrooms.
4. July 19: Walked up to an employee and told her in an official tone, 'Code 3' in housewares ... and watched what happened.
5. August 4: Went to the Service Desk and asked to put a bag of M&M's on layaway.
6. September 14: Moved a 'CAUTION WET FLOOR' sign to a carpeted area.
7. September 15: Set up a tent in the camping department and told other shoppers he'd invite them in if they'll bring pillows from the bedding department.
8. September 23: When a clerk asks if she could help him, he begins to cry and asked, 'Why can't you people just leave me alone?'
9. October 4: Looked right into the security camera; used it as a mirror, and picked his nose.
10. November 10: While handling guns in the hunting department, asked the clerk if he knows where the antidepressants are.
11. December 3: Darted around the store suspiciously loudly humming the "Mission Impossible" theme.
12. December 6: In the auto department, practiced his "Madonna look" using different size funnels.



13. December 18: Hid in a clothing rack and when people browse through, yelled "PICK ME!" "PICK ME!"

14. December 21: When an announcement came over the loud speaker, he assumes the fetal position and screams "NO! NO! It's those voices again!!!!"

And last, but certainly not least.

15. December 23: He went into a fitting room, shut the door, waited awhile, then yelled very loudly, "There is no toilet paper in here!"

Regards, Troubel Shuter
Walsmart Security



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

Support the Club...
Support "The LOG"

**CORSI
REMODELING**

Complete Remodeling

- Bathrooms
- Kitchens
- Ceramic Tile
- Electric & Plumbing
- Basements
- Carpentry

Mark Corsi • 490-7118

Steel Supply & Fabrication
You Need It... We Got It!

- Carbon
- Stainless
- Aluminum
- Copper
- Brass

GENE DAVIS
Sales & Services
Fabrication... Selection... Delivery

1119 Payne Avenue • Erie, PA • 814.454.0131

Eat right!

(Read Down)



1. Make sure you get your daily dose of fruits and veggies.



2. Take your vitamins and bump up your vitamin C.



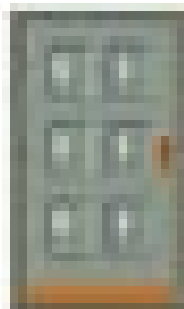
3. Get plenty of exercise because exercise helps build your immune system.



4. Walk for at least an hour a day, go for a swim, take the stairs instead of the elevator, etc.

5. Wash your hands often. If you can't wash them, keep a bottle of anti-bacterial stuff around.

6. Get lots of fresh air. Open doors & windows whenever possible.



7. Try to eliminate as much stress from your life as you can.

Get plenty of rest ...

(Go to Top Right)

Or

8. Take the doctor's approach. Think about it... When you go for a shot, what do they do first? They Clean your arm with alcohol ... Why? Because Alcohol KILLS GERMS.



So ...

9. I walk to the liquor store (exercise)



10. I put lime in my Corona ... (fruit) Celery in my Bloody Mary ... (veggies) Drink outdoors on the bar patio ... (fresh air) Tell jokes, laugh ... (eliminate stress) Then pass out ... (rest)



Please ... do not forget Your Flu Shot!



submitted by Kay Thayer

11. "If you keep your alcohol levels up, flu germs can't get you!"



12. My mother always said, "A shot in the glass is better than one in the ass!"



"Live Well, Laugh Often and Love Much!"



2009 4WD Honda Pilot

Check out Our Cruise Lines.



Bianchi Honda

Honda's Highest Award Winning Dealership in the Entire Country

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



LIGHT BEER NEVER TASTED
LIKE THIS. INTRODUCING NEW
MICHELOB ULTRA AMBER
WITH A FULL AMBER FLAVOR
THAT'S GREAT TASTING AND
EASY ON THE CARBS AND CALORIES.

THE NEW LOOK OF **LIGHT BEER**
IF YOU EXPECT MORE FROM LESS, THIS IS YOUR BEER.

Michelob
ULTRA
A M B E R
LIGHT BEER
ANHEUSER-BUSCH, INC.
ST. LOUIS, MISSOURI
12 FL. OZ.