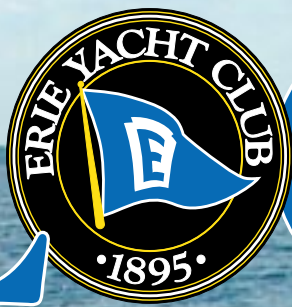


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Hey Look... Jeff's in Jacksonville

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From the Bridge

Vice Commodore Dave Amatangelo



The Thursday Nite Happy Hours on the deck will have a new look due to the new deck furniture. The only problem with the new deck furniture is it's too comfortable, and getting people out of the chairs will be a problem; good problem to have. There are also changes and additions that you'll be seeing out at the Light House. These changes will make activities at that location even more enjoyable for our members. By the time you read this the eastern portion of the Basin Project consisting of J, K and L docks along with the guest pier will be completed. It looks great from the Club House, but if you want a really good perspective of how good the new docks look, go up to the base of Lincoln Avenue and look down, it's really impressive.

During the late winter and early spring there were a great number of members that donated their time and efforts to the Basin Project, too many names to list here. There is one individual that I know will get upset with me for mentioning his name, but this individual, on this project has freely given so much of his time, his knowledge and his genuine love for the Erie Yacht Club. When you see P/C John Murosky, just pat him on the back and say thanks, he'll probably just smile and nod, he doesn't like to be singled out for the work being done, and he's a little to humble for that.

Have a safe and enjoyable summer! We'll see ya on the deck.



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Club House Fax 453-6182
Canoe House 453-6368
E-mail: eyc1895@erieyachtclub.org

EYC Catering: Elizabeth Dougan 453-4931 or catering@erieyachtclub.org
Mailing address: P.O. Box 648 • Erie, PA 16512

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On the Cover...

Longtime EYC Member Jeff Knoll aboard his Jacksonville sailboat with his EYC crew in the famous Mugg Race, the World's Longest River Race.



Officers

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

Directors

P/C John Murosky..... 456-7797
jmuroskyeyc@aol.com
Bradley Enterline..... 453-5004
bkelaw@earthlink.net
Sam "Rusty" Miller 725-5331
captrm.eyc@neohio.twbc.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

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.co.m
Dave Heitzenrater *..... 449-5126
dddd@neo.rr.com
Aimee Nicolia *..... 455-0833
anicolia@neo.rr.com
Bradley Enterline *..... 453-5004
bkelaw@earthlink.net
Toni Sample * 864/227-8833
todalu@embarqmail.com
Dennis Markley *..... 835-1101
den.mark2@verizon.net

Debra & Steve Giewont - Authors

Blake Ragghianti - Author

P/C Bob & Mary Morrison, PDYC - Authors

Peg Way - submitted Photos for Essay

Susan Busse - Author

Robert Way, Jr. - Author

* Committee Members

Hey Look ... Jeff's in Jacksonville!

by Debra and Steve Giewont

Many of you may remember fellow EYC member, Jeff Knoll, as the Invisible Fence man. Now he is known in Jacksonville, Florida as the boat man as the manager of St. Barts Yachts.

Our long time friend, Jeff a/k/a "Knolly", sold his Invisible Fence business in 2000 and decided to pursue a career which involved his love of sailing. He signed on with Dave Block to move boats for St. Barts Yachts Deliveries. St. Barts is a dealership for the Beneteau Sailboats in the southeast. The principle manufacturing plants are in France, with a US plant in Marion, South Carolina. Dave and Jeff and who ever else was assigned as a second mate would move the boats between boat shows on the East coast and from Charleston, South Carolina to the Caribbean for the Moorings charter company.

Jeff hasn't changed a bit, he still loves the water and sailing ... well except for a little bit of gray here and there.



Jeff delivered many boats to a number of the Caribbean Islands as far away as Grenada, and even to South America with a private delivery to Cartagena, Columbia. His tales are many, but my favorite ones would usually come from him via a telephone call at about 1:00 in the morning in the months of January, February or March saying, "Hey how you two doing. I'm doing great here in Tortola, St. Martin, Grenada," etc. as you hear the steal drums in the background. If you worked at it, you could feel the trade winds through the phone lines, until you heard the winds howling outside causing a minus 10 chill factor.

After enduring a hurricane off the US coast in a 33 foot Beneteau while making a delivery from Annapolis, Maryland to Moorings in Tortola, BVI, Jeff decided to return to terra firma and was offered a position as a salesman for the dealership in Charleston, South Carolina. Living in Charleston was quite a luxury after living in many boats for several months at a time.

When Jeff was in Erie and owned the Invisible Fence Dealership, he received many awards for outstanding sales numbers. Jeff's regional manager for Invisible Fence always said, "Jeff could sell you the Brooklyn Bridge." His selling ability transferred quickly to boat sales and before long St. Barts advised Jeff that they were transferring him to St Barts Yachts in Jacksonville, Florida as its current numbers were not what they expected. Now they are.

At the 2007 annual dealership meeting Jeff

received recognition from Beneteau for his dedication and service. But that's not all. He and his wife, Rosemarie, received an invitation (all expenses paid, of course) to attend the Paris Boat Show in Paris, France in November of 2007.

The short story that is part of this article appeared recently in the Jacksonville Magazine. Jeff was featured as one of the citizens of Jacksonville who make

The magazine and Jeff's full page article ... now he's famous in Jacksonville too!



their living on the water.

Jeff maintains his Erie Yacht Club membership and told me not too long ago that he really misses his family, friends and Erie. We miss him too. Maybe he will return at least for the summer months making his home again on a boat in the basin at EYC.

In the meantime, he is Erie's Florida connection. We have visited Jeff and

Rosemarie numerous times in Jacksonville and are always treated to a great day of sailing on the St. John's river. Not only us, but other friends who are travelling with us. We usually sail on a beautiful boat that is currently in stock at St. Barts. However, during one of our first visits after Jeff's relocation to Jacksonville he did not have a boat to take us sailing. Not a problem, it was a Sunday morning; he had heard of a small Marshall Cat boat that was for sale by private owner. We went and looked at it and Jeff

bought it. What a really fun day and well into the evening of sailing we had. Some of us got a little hungry as we did not anticipate sailing way into the evening, but so goes life on the water. Jeff did not keep the little Cat boat long. He cleaned her up and she was sold before our next visit. I guess that's the advantages of being a boat broker. You never really have to be without a boat.

For the last seven years Jeff has entered the 38 mile "MUGG Race." This race is held the first weekend in May and hosted by the Jacksonville Rudder Club. The race is held on the St. John's river and is billed as "The World's Steve counting some of the 40 boats they passed as they approached the Shand Bridge on the St. Johns River south of Jacksonville."



Longest River Race." The race from Palatka to Jacksonville began 55 years ago when a couple of guys decided to race down the river for a mug of beer.

This year there were 165 boats entered. The boats range in size from a canoe with a sail to 30 foot PHRF boats. The race has a 45 foot bridge to sail under so the boats are limited to a 44 foot mast height. Now there a north course called the "Tall Ships Race" for the boats with higher masts. Every year Jeff's crew has been some or all of Erie's Yacht Club members, Doug Beers, Skip Knoll, Andy Hanks, Steve Giewont and Phil Wolford. It's quite a crew, and you can safely assume they have way too much fun.

This crew lets the Floridians know that Northerners make good sailors too. The first two years they raced Jeff's Santa Cruz 27 and took 4th place. That is quite an accomplishment giving that when the Erie crew arrived to race the second year, the boat was completely striped of its hardware and was still in the paint

continued on page 14.

"THE NORMANDIE"

France Afloat · LUXURY · SPEED · SAFETY · CUISINE

by P/C John Ashby



The *SS Normandie* was arguably the finest, most exquisite ship ever build, but her service life was short.

Normandie was one of many vessels whose birthing plans began in the 1920's as all the large shipping companies were trying to re-



These are four of the world's most luxurious Ocean Liners in the world berthed in New York City in the late 1930's.

place their aging fleets. The older ships were basically designed to accommodate as many immigrants as possible who were immigrating to America the "land of opportunity". When the US "shut its 'open door' immigration policy" in the 1920's, which since has illegally slipped open again, the new need was for ships that lured middle-class Americans to Europe due to the huge new business created by the US prohibition laws as millions of American's traveled to Europe for alcohol-fueled fun. This was

big business and France, like the rest of Europe, wanted a piece of this business. Hence, the *SS Normandie* was launched in 1932 from Saint-Nazaire, France.

Normandie, the French spelling of the English word Normandy, met all her superlatives as the largest, fastest and most spectacular ship of her time. Her "Ocean Liner Art Deco" flair was not to be matched or even close to

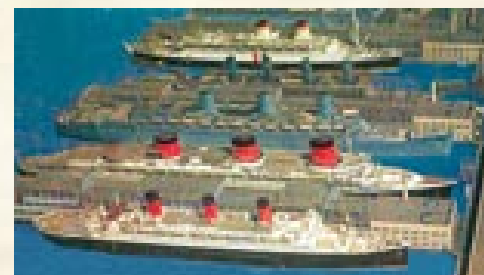
This is the Normandie's First Class Dining Room which was the largest room afloat in the world.



being equalled by her many competitors. She had a 300 foot long by 46 foot wide dazzling first class dinning room with a 28 foot high ceiling that accommodated 700 seated diners at 150 tables and was the largest room afloat at that time. And the ship was definitely a first run floating promotional pillar of the most sophisticated French cuisine in the world. One of the most popular of her attributes was the cafe which led to the Grand Salon which transformed into a night club as soon as they cleared the American ports.

She had two swimming pools, both indoor and outdoor, a beautiful chapel, a 400 seat theater for both stage shows and movies and the most luxurious staterooms that had ever been created. All this in the world's largest

The Ocean Liners are from top to bottom: *Conte DiSavia*, *Aquitania*, *Queen Mary*, *Normandie* and the *Ile-De-France* in NYC late 1939.



Normandie's fancy indoor heated swimming pool was 82 feet long and 19 feet wide.

ship at 1,028 feet in length and 83,423 tons that was capable of reaching a record breaking top speed of 31.6 knots. She was the first ship to feature a bulbous bow and a turtleback extending over the foredeck which meant

that *Normandie* could take the roughest seas and maintain her 30 knot cruising speed. She also had revolutionary "electric drives" that reduced vibration to a minimum. As a safety measure her radios could stay in continuous contact with both France and America during her voyages.

The outbreak of World War II and the fall of France found the *Normandie* stranded at her berth in New York. When America entered the War, the Coast Guard seized *Normandie* in May of 1941 and the US Navy took control of the vessel and renamed her the "*USS Lafayette*" in recognition of the French General who fought alongside George Washington in our Revolutionary War in 1776. She was un-

The ship caught fire and rolled over on her side taking a "fire boat" down with her.



Normandie laying on her side in her berth where she was eventually refloated after sinking a second time during the operation.

dergoing a total refit to be used as a troop carrier when a worker's torch ignited a fire that ended up sinking the ship at her berth in New York. Eventually refloated, the one time Queen of the Seas, was never to become a troop carrier and ultimately was salvaged for \$150,000 at Port Newark, New Jersey in 1947.

Some of her steel probably ended up as part of the framework of Marty Pomorski's (our EYC Dock Master in the early fifties) 1951 Ford Sedan in which I first learned to drive. I wonder where else the *Normandie's* steel is being used today! Think about it.



MEGA

Yachts

by Blake Ragghianti

This background picture is none other than the magnificent *Maltese Falcon* the world's largest sailboat at 290 feet.



Above is the massive luxurious motor yacht *Athena* after her 2001 refit.

Most economists are pointing toward a recession but there is at least one industry that certainly is not being affected – the Mega Yacht Industry. This industry isn't just thriving, it's booming. While the marine market has reportedly seen a severe decline in small boat sales over the past several years, multi-million dollar custom designed Mega Yachts are being built at exponential rates. With over fourteen miles of new builds averaging at 114 feet in 2007 alone, some say that next to the mid 90's boom in computers and technology

the Mega Yacht industry is the fastest growing industry the world has ever seen. It is important to remember that in 1990 only a handful of these private yachts plied the seas. Less than 20 years later there are well over 10,000 luxury yachts breaking 80 feet, the smallest of the top 200 of which measures just under 199 feet LOA.

If you think the Mega Yacht Industry might offer an excellent opportunity for employment in a truly unique field you're not alone. Despite the hard work, months away from family and friends, and long hours 'par for the course' thousands of college undergraduates

and graduates are flocking to the scene looking for work and a new lifestyle. It's not hard to understand why either.

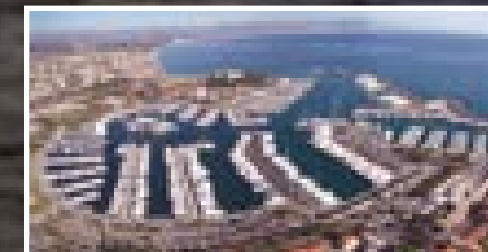
Mega Yachts frequent some of the world's finest ports such as Antibes, Niece, Palma, Viareggio, Genoa, and Valencia in the Mediterranean, and St. Marten, BVI's, St. Thomas/St. John USVI's, and Antigua in the Caribbean, just for starters. Each of these regions have their own subcultures within the yachting subculture itself as well as their own well known stereo types - the Med being all about fashion, style, glamour and notoriety and the Caribbean being more laid back, quiet and private. It is, however, becoming increasingly frequent that you'll find some of these yachts amongst the remote and other worldly fjords of Norway, blue glaciers of Greenland or still more isolat-

ed yet starkly beautiful coasts of Labrador and Newfoundland, especially since most of their wealthy guests are seeking that which only the Mega Yacht industry can offer – impeccable service, extravagant dining, luxuriant comfort, and most of all, a mobile and phantom like refuge far from the reach of the Paparazzi's prying eyes. Working on any one of these yachts it is highly likely you would be servicing, winning and dining some of the world's wealthiest, most famous and most influential people from world leaders, politicians, and industry tycoons to actors, musicians, and athletes.

Many of the yachts themselves hold a legendary status almost equal to that of their guests. These yachts are 'household' names throughout the industry such as American hectomillionaire Tom Perkin's *Maltese Falcon*, the world's largest sailing yacht measuring in at just under 290 feet and employing a

permanent professional crew of 18. Other legends of the sea include Royal Huisman yard's monolithic yet graceful *Athena*, Joe Vitorria's timeless *Mirabella V*, Lurssen yard's ground-

Below is world famous Antibes, France which is Europe's Mega Yacht Mecca.



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La Seine, La Seine

River Cruising in France

by P/C Bob & Mary Morrison, PDYC

“Ah, to be in Paris, now that fall is here!!” The song goes something like that - and it is absolutely right because we were there, it was fall and Paris was truly gorgeous!

Bob and I were on a river cruise in France spending five days on the River Seine. Now, there's a song for ya ... remember “*the Seine, the Seine when will I again, see her there, meet her there ... on the moon lit banks of the Seine*”... by the Kingston Trio. Remember? And, oh how we loved Paris in the fall.

Since we could see the Eiffel Tower from our ship, the *River Baroness*, and since we had some time, waiting for our cabin to be ready, we decided to walk to the Tower. It was a wonderful Sunday fall afternoon as we strolled along the Seine passing old barges which had been converted to year round houseboats much like what you see in Amsterdam. There were lots of families either roller blading, biking, or just walking along with us. The walk took about 45 minutes. Since it was a Sunday, there were huge crowds waiting to go up the Tower, and a “nasty” sign that said “Top level temporarily closed”, but we took pictures and

stared at the immense structure which was much bigger than we had anticipated. After a delightful stroll back to the ship, we unpacked in our tiny (128 sq. ft.) cabin, and prepared for the first of many delicious gourmet meals.

Monday morning we were treated to a glass covered canal boat ride (bateau mouches) along the River Seine trying to snap photos off the back platform as we cruised past Notre Dame, Princess Diana's memorial, and an endless number of magnificent bridges. Then we were off on a bus tour of Paris, with all the famous sites. Later, we enjoyed the Captain's Welcoming Dinner party.

Tuesday we did a walking tour of Auvers sur Oise, where famed artist Van Gogh lived, painted, and ended his life. Then we were off on an optional tour of the gorgeous Palace & Gardens of Versailles. In Rouen, we explored the beautiful Romanesque Cathedral, where reportedly the heart of Richard the Lionheart is buried and the spot where Joan Of Arc was burned at the stake. There's only a sign there now, but then I suppose everything else was burned as well! Here is a little side story that

might interest you. International fame finds its own time in this world to touch many of our now world famous artists. Vincent Van Gogh was not an exception to this fate since he personally sold only one of his paintings during his lifetime. So one day Vincent tried to repay one of his friends for buying him drinks all the time at the local pub. Van Gogh offered him a whole wheel barrow full of his paintings as repayment for the friend's generosity. The friend turned him down flat since he knew Van Gogh's works were completely worthless. When the friend returned home from the pub that evening and related the story to his wife her only comment was “why didn't you take the wheel barrow”!

The highlight of the trip for us was the day long visit to the Beaches of Normandy. There were only six Canadians aboard our ship, but the Tour Director agreed to drop us off for 1 1/2 hrs. at Juno, the beach where Canadian's landed. We walked the beach, discover old bunkers, and visited the new Canadian Museum. The cruise director even paid for the taxi so we could catch up to the busses in

time for a great French lunch. We loved the chicken, mushrooms, onions, apples and potatoes all baked in a Normandy sauce. I googled the recipe, prepared it at home, but, I have to admit, I haven't quite perfected it yet.

We dined at the famous Mulberry Harbour, then quickly stopped for a “photo-opp” at Gold beach, before visiting the American Cemetery at Normandy. Every cabin on the ship had been given a slip of paper with the name, rank and home state of a serviceman buried at the Normandy. It made it so much more personal, as we followed a map of the cemetery, to find “Our” soldier's grave site. We were also given a flower to place on the grave and we added a little Canadian flag that we'd brought from home to let him know that others cared too.

The beautifully maintained American cemetery is located on land that the French government gifted to the United States. The staff were trimming, tidying and even washing the tops of each cross which was actually a very emotional scene.

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Bob is in the forefront with the Eiffel Tower above him.



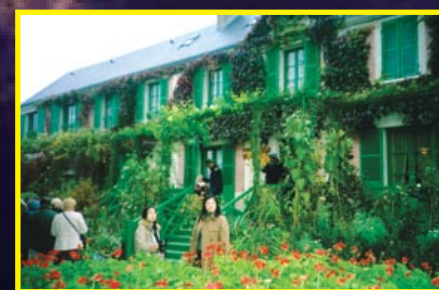
What a breathtaking overall view of the grounds gardens at Versailles Castle. This complex served as the home of French Kings Louis the 14th, 15th and 16th.



Famous French sculptor Bartholdi's “model” monument for the Statue of Liberty located along the Seine in Paris.



Mary is placing flowers at a headstone in the American Cemetery in Normandy. This is deemed American soil in France.



World famous artist Monet's home tour in Giverny, France and a truly beautiful garden exterior.



The *River Baroness* was our 360 foot, 140 passenger river cruise ship. Note the remarkable skyline of Paris and the Eiffel Tower from the River Seine.



An abstract sculpture statue of Van Gogh located in the village of Auvers Sur Oise, France where he spent his final years.

NEW MEMBER RECEPTION

by Dave Heitzenrater

An exceptionally enjoyable reception welcoming the group of new members to the Erie Yacht Club was held the evening of Wednesday April 30th. The festivity was well attended by numerous new members and spouses who were recently admitted to our club.

Many smiles were observed during this pleasurable gathering that was the culmination of the application process for the class of 2008. The application procedure

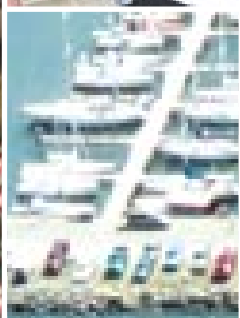
included an information packed forty-five minute interview and orientation meeting with each applicant and spouse. These consultations with small groups of applicants were conducted by the membership committee prior to the admission ballot of the Bridge and Board at their regular monthly meeting.

Due to the rapid success of the new associate member program, the club's

self imposed quota was quickly reached, therefore there now exists a double digit waiting list for admission as an associate member. Although additional applications continue to be received, the list of prospective new members who have missed the cut was immediately posted on the

club's bulletin board. Regular memberships remain available.

Please welcome these new enthusiastic regular, junior, junior family and associate members to our EYC family



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Hey Look... Jeff's in Jacksonville!

continued from page 5.

tent. The crew spent all day Friday, as they moved the boat up the river for the start of the race, installing the hardware. Jeff had painted the boat over the winter, but apparently ran out of time to get the hardware reinstalled. At least that was his story. Like most sailors, they remembered to get the rum on board, but the bucket of helpful tools was left at the dock. Good thing sailors are able to improvise when necessary. The third year they raced a Beneteau First 36.7 on the North Course for one of Jeff's clients and took a 4th place. The fourth



Jeff and his EYC crew power down wind with the spinnaker full of wind in hot pursuit of another victory in the MUGG river race.

year no one finished due to lack of wind. Yep it happens elsewhere as well. The fifth year, (the year they forgot the rum) they raced a Beneteau 411 that was a trade in that Jeff had in the marina. They took first place in the cruising class on the North Course. The last two years they raced Jeff's Tripp 26 and took a 3rd last year. This year, in spite of running aground, losing the spinnaker and making Phil go up the mast to retrieve it, and catching a crab pot near the finish line, they took a first. Yep, it's just like racing in Presque Isle Bay, there can be lots of drama on the race course.

The last two years Dick and Debbie Robertson have spent the winter months cruising the islands of the Bahamas. They have their boat, *Airelevant*, trucked to Jacksonville and Jeff has been helpful in getting the Robertsons in contact with a yard to re-commission the boat, and get it into the water in Jacksonville. Dick and Debbie then visit with Jeff and Rosemarie before casting off for the southerly sail to Miami and the cross to the Bahamas. Many fellow sailors from Erie have been guests of Dick and Debbie and are willing to share their stories of the many good times spent aboard *Airelevant* cruising the islands of the Bahamas.

If you are going to Jacksonville, give Jeff a call at St. Barts Yachts, 904-387-5047 or send him a note at jeff.knoll@st-barts.com. He always enjoys hearing from his Erie friends.



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Always wanting to learn more about sailing himself, at the age of 14, Peter went away to a sailing summer camp at Culver Military Academy in Culver, Indiana. "We sailed on boats they called Mini-Maxis, which were 24-foot keelboats. And we also sailed on 420's. There were some really top-notch instructors there and I really learned a lot about sailing."

For high school, Peter went away to boarding school at Western Reserve Academy in Hudson, Ohio. While he was there, he talked the headmaster into arranging for a boat to be donated to the school so that they could start up a sailing club. The headmaster was able to acquire a Douglas & McLeod so that the students could go sailing on the weekends in the mouth of the Grand River.

After high school, Peter went on to Hiram College in Hiram, Ohio, and took part in sailing there as a club sport. Like the Reyburn Race Team, they sailed on FJ's and 420's. The team competed in the MCSA (Midwest Collegiate Sailing Association).

It wasn't long before Peter became the president of the sailing club at Hiram College, because it was apparent that he had the most sailing experience. And while he was there he found himself teaching many of the other members how to sail and race as well.

Around this same time, Collegiate Academy in Erie was opening its doors. The school had no sports that first year, and though Peter was

still going to college in Ohio, he was determined to give Collegiate a sport by starting up a sailing club for the school.

"I drove home on weekends in the spring and taught a Friday class indoors. We had five kids in the program when it started."

Then when summer came around, the Collegiate team sailed on what was at that time the Lund family boat *TAZ*, a J35, which is now *Magic*.

As Collegiate's sailing program grew, Peter and the team were able to raise some money for the club to purchase its own boat.

"We bought *Blackwatch*, a J24, that we renamed *Student Driver*. I led the program for 5 years and by that time, the club had 30 students from Collegiate and 15 students from Strong Vincent. Four of the kids had learned enough to become instructors in the program."

Peter then spent a summer teaching sailing at the Bayfront Center for Marine Studies, where he taught kids ages 8 to 13 years old from the Barber Center on FJ's that had once belonged to the EYC.

Then Peter went on to get his Masters Degree in the Great Books from St. John's College in Annapolis, Maryland. He's currently working on completing a degree in Education.

In addition to directing the Reyburn Sailing School, Peter works for Stairways Behavioral Health, assisting kids who have behavioral problems, thereby allowing them to remain in the classroom.

It's quite clear that teaching and sailing are both in Peter's blood. And if there is one thing he wants people to know about him as the new director of the Reyburn Sailing School, it's just that.

"I am always interested in teaching," says Peter. "I love to teach. And anyone who takes the sailing classes, whether they are a kid or an adult, will have a chance to really learn a lot, as well as have a lot of fun!"



If you have never met Peter, you probably know either or both his grandfather or father, Dave Lund and Peter Lund, Sr., both long time EYC members and avid sailors.

It would be hard to say which Peter Lund, Jr. is more passionate about – sailing or teaching – after all, both have been so much a part of his life. And now, with his most recent role, that of the new director of the Reyburn Sailing School, he again gets a chance for both of his passions to come together.

As is the case with many of the sailing instruc-

tors in the Reyburn Sailing School, Peter practically grew up sailing at the Erie Yacht Club. He is third generation at the club – grandparents

David and Sally Lund are long time members, as are his parents Peter, Sr. and Amy Lund, owners of *TAZ*. So it was only natural that Pe-



Peter Lund, Jr. (top row) the new director of the Reyburn Sailing School is shown with instructors (row 2) Amanda Mascharka, Phil Mashyna, Pat Bloomstine, (row 3) Sam Wagner, Mike Bloomstine, Peter Rickloff, Danny Bloomstine, (row 4) Cutter Niemic, and Emily Reich.

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The Other "B" Sport We Do!

by Susan Busse, President
EYC Bowling League



The "Bowling Busses"! We Boat and we Bowl. Join us in the EYC Bowling League ... it's a Blast. Look what it's done for Ron.

Boating is what we are known for but we do bowling too. Rolling the ball down the alley takes a tactical plan just like putting the boat in a slip.

Some aims are better than others but none as bad as "Obama's 39"! The Erie Yacht Club bowling league is a long time tradition in the cooler months.

We rotate teams yearly to pair the better and the lesser bowlers, keeping games challenging; so Barack could bowl with the best and improve his game.

It is an opportunity for exercise and fun and new friends. I remember sneaking cigarettes in the bar at Frontier with Fred Curtze (His wife thought he quit), Dr. Reichel wondering why I was a lefty but bowled with a right handed ball (who knew), Chris Zurn complimenting his wife each time she bowled, "nice Ball Marian". There is of course much boating advise but also medical, media, building, cooking, gardening, stock tips etc.

It is every other Friday at Rolling Meadows, there is a huge sub list, great fleece jackets and yacht club engraved parting gifts and awards. We bowl at 6:30 so plenty of time for food and frivolity at the club after. Over half the officers and directors are current participants. Come meet your fellow members and future friends! The EYC Bowling League ... it is a Blast!

For information and to sign up contact: Marianne Curtze at 456-6169.



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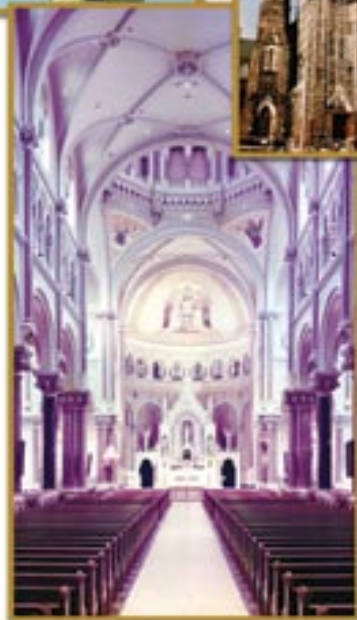


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Early in the 17th century, Sweden was busy building herself an empire throughout the Baltic Sea in northern Europe. To succeed in this endeavor it was essential to have a strong navy. During the 1620s Sweden was at war with Poland. In 1625 the Swedish king Gustavus Adolphus ordered new warships. Among them the Warship like no other, *Vasa*.

The *Vasa* was built by Henrik Hybertsson in a Stockholm shipyard. As an experienced Dutch shipbuilder, Hybertsson's experience was much needed as the *Vasa* was to be the mightiest warship of the world, armed with 64 guns on two gun decks.

In 1628 the ship was ready. Sunday August 10 was the day of the *Vasa's* maiden voyage. The beaches around Stockholm were filled with spectators, among them foreign diplomats. The maiden voyage was to be an act of propaganda for the ambitious Swedish king Gustavus Adolphus.

The *Vasa* set sail and fired a salute. But only after a few minutes sailing she began to heel over. She righted herself slightly and then heeled over again. Water started to gush in through the open gunports. And, to everyone's horror and disbelief, the glorious ship went to the bottom. When *Vasa* was salvaged in 1961, archaeologists found the remains of 25 skeletons out of the 30 to 40 that died originally.

After the disaster the captain of the *Vasa* - Söfring Hansson - was arrested. The Swedish king Gustavus Adolphus was not in Sweden at the time. He was waging war in Poland. It took two weeks for him to learn what had happened. When he did, he wrote angrily that the disaster had happened because of "imprudence and negligence" and that the guilty parties had to be punished. Söfring Hansson and many others were called to inquiries at the Royal Castle of Stockholm.

At the inquest people were troubled by the fact that the shipbuilder Henrik Hybertsson had died the year before the *Vasa* was com-

pleted. Instead his brother and partner, Arendt de Groot, was held responsible for the completion of the ship. But in the end no one was condemned for causing the disaster. The people in charge of the inquiries concluded that the ship was well built but badly proportioned.

Why did *Vasa* sink?

In the 17th century there were no scientific methods of calculating a ship's stability. It was not uncommon that warships heeled over and sank. Their cargo as well as their guns, for obvious reasons, were placed relatively high up in the ship, whereas merchant vessels stored their cargo in the hold which is in the bottom of the ship.

Instead of using calculations, the 17th century shipbuilders used so called "reckonings" which recorded certain ship measurements. However, the "reckonings" used in building the *Vasa* were intended for smaller ships with only one gundeck. The *Vasa* with her two gundecks were heavily weighted with artillery with the normal practice being to place lighter guns on the upper gundeck. This standard rule obviously did not apply with the *Vasa*.

However, the main reason for the *Vasa* capsizing was that the stone ballast was not enough as a counter to the weight to the guns, the upper hull, masts and sails of the ship. In

the inquiries after the *Vasa* disaster it was revealed that a stability test had been performed prior to the maiden voyage. Thirty men had run back and forth across the *Vasa's* deck when she was moored at the quay. The men had to stop after three runs, well before the test could be completed, otherwise the ship would have capsized. Present was Admiral Klas Fleming, one of the most influential men in the Navy. His only comment to the failed stability test was "If only His Majesty were at home!" After that it was he, Fleming, who approved the *Vasa* to make her maiden voyage.

Discovery and Salvage.

On April 24 1961, the remarkable warship *Vasa* was raised breaking the surface of Stockholm's harbour water after 333 years on the bottom.

The "*Vasa* adventure" had been going on for

Continued on page 30

V Swedish Warship Vasa

by P/C John Ashby



Here We Go Again for the 24th year...

Regatta Time 2008!



Get ready to concentrate all your efforts on the fun, the adventure, the competition and the good times had by all for the time is coming for the biggest, funnest, competitive boating event that Presque Isle Bay endures every year. So tune up your fun meters. Gather up your swabbies, mates, buccaneers, corsiers, pirateers or your regular crew and have a blast at the only Sailing Regatta that power boaters have learned to love too.

This year we are planning the *Red Cross Sailing Regatta*, sponsored by the Erie Yacht Club, to be held on Sunday, August 24, 2008. It will be the same great Regatta as in years past but will benefit a new cause. All of your support, hard work and financial contribu-

tions will benefit the Greater Erie County Chapter of the American Red Cross and their efforts to support the greater Erie community. The premise of the Regatta is, and always has been, to raise funds that would remain local; funds that will support our community and neighbors right here in Erie County. The American Red Cross and our new venue enable us to continue with that very important mission.

The GECC of the American Red Cross has served the Erie community for over 90 years and is solely funded by the generosity of our local donors. Many of the services provided by the Red Cross are federally mandated; services that must be provided in each

of our communities but are not federally funded; nor duplicated by any other social service agency. The Red Cross is also one of the top-rated charities in spending, with ninety-one cents of every dollar raised going to programs and services.

Locally the Red Cross responds to disasters and emergencies 24 hours a day, seven days a week. Immediate help is provided to bring victims back to self-sufficiency by aiding with temporary housing, food and clothing, emotional well-being and other immediate needs. This year alone they have responded to 67 local fires and have assisted 300 individuals. Other emergency services provided include: weather-related

shelters, response to gas leaks and long term power outages, emergency communications to our deployed military personnel and response to many other unexpected events.

In addition, the Red Cross is the number one provider of disaster prevention, preparedness and response education. Some of the health and safety classes offered through the Chapter include: CPR, First Aid, Learn to Swim and lifeguard training and safe babysitting.

So please join the Erie Yacht Club in support of the Red Cross Regatta on August 24! The fun packed bay race begins at 1:00 p.m., followed by the after-race party with

live entertainment with Key West Express, a barbecue corn roast, trophy presentation, rubber ducky race, and all the fun and camaraderie you've come to expect from this premier boating race for the past 23 years!

Log on to the Erie Yacht Club's Web site and click on "Red Cross Regatta" to enter your sailboat or power spectator boat. Sponsor a boat, donate prizes, supplies or financial contributions, or volunteer at the event by calling the Greater Erie County Chapter of the American Red Cross at (814) 833-0942 ext. 230 or 225. You may also learn more about the Red Cross Chapter or download the entry form at www.erieredcross.org.

Many thanks to the Erie Yacht Club, its

members and volunteers, all the participating boaters and the hundreds of donors to the regatta for their outstanding support that will ensure that this event will continue to be not only the largest local charity Regatta, but the most fun!

The local Red Cross organization is excited and eager to help the EYC's longtime tradition of community service to flourish. Your continued support of the Sailing Regatta for Red Cross will help to serve the citizens of the Erie community in having a better life.

Remember the local Red Cross "will be there when help can't wait!"



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Tom & Hanne's EYC Experience

by Brad Enterline



New members Hanne and Tom Simmons are boaters and Tom is both an avid golfer and coaches golf at Gannon University.

It was a Monday afternoon at 4:30 when I met Tom Simmons and his wife, Hanne at the Erie Yacht Club for this interview. They were enjoying a game of cards at one of the high top tables in the Grill Room. Hanne said it was OK to interrupt because Tom was losing! I learned that this is a routine for them every Monday. Tom said they like to come

down from roughly 4 to 6 each Monday, play cards, socialize with friends and have a drink (Tom held up two fingers when he said this!). I also learned that Tom and Hanne spend much more than just Monday afternoons at the Club. Tom is 62 years old and retired from sales. However, he is not ready for the rocking chair yet. What you

may not know is that he is an avid golfer and last summer, he played 151 rounds! As a golfer, Tom Simmons has been a member of Lakeshore County Club for 36 years. He will begin serving a two-year term on the board at Lakeshore. Further, he is the Gannon University golf coach, teaching others what he loves so much. What I found interesting was the fact that, although he was raised in Erie, Pennsylvania until approximately five years ago, he had never been to the Erie Yacht Club. So why did Tom Simmons join four years ago as a regular member?

Clearly, Tom enjoys the casual atmosphere and view of the water. Tom and Hanne were also amazed at the friendly and unassuming members that frequent this club that we all love. Many current members and guests he recognized and knew, making the Erie Yacht Club a comfortable place to be, for dinner or to simply play a few rounds of cards. The Simmons have a 24' SeaRay known as "Really Clever". As Tom puts it, he is among that rare breed, "I am a golfer that owns a boat".

So next time you are down at the club and you see Tom and Hanne, you may want to stop by and say hello. Who knows, maybe you will even get a golf lesson out of it



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My first experience with the InterClub Cruise came in 1972 when perched on a corner stool at the counter in a West 8th Street Erie hang out called The Dog House. Ron, a college friend wandered in "Hey Dave, what are you doing this weekend?" The next thing I knew it was three days later, I was in the middle of the Lake Erie under a beautiful blue sky and I had this rope in my hands the others called a sheet and it was attached to a huge green and

My First InterClub 1972

by Dave Heitzenrater



Jack Finn calmly driving with cigar aboard *Killery* with unidentified boat aft sporting uncooperative spinnaker.

white sail in front of the boat. This was not only my first InterClub Cruise, it was my first experience racing a sailboat. I loved it!

Several years later, again racing on the InterClub Cruise, I found myself on this same 35' boat and again with this same green and white spinnaker flying high but it was a slightly different situation. It was a solid gray day with a slight mist in the air and the wind really howling. We had hit a wave at a bad angle and did a wipe-out crash broach (technical term), a shackle had opened, a line released and there was the pride of the boat, that big spinnaker flying straight out from the very top of the mast. It looked just like a woman's hankie as she waved good-bye from a windy upper deck of a cruise ship but this was much much larger and extremely noisier. Soooooo guess who got to ride the boson's chair up the mast like an out of control amusement park ride to the very top to rescue the pride and joy. Yep, still being the rookie on the boat, I was some-



1977, James McBrier's *Rabbit* in a moment of terror.

how volunteered. It was a slow and painful ride up that cold wet aluminum mast and I was just a bit nervous, OK really scared, as the stick moved back and forth like a metronome every time the boat crashed into the next wave. The size of the stroke increased every inch higher they dragged me, err, I mean gently raised me in that flimsy boson's chair. It took forever to finally reach the mast head that was by now swinging several feet in each direction with every pitch of the boat.

After much time and struggle, we somehow managed to retrieve the sail without further incident. The Captain was very happy to get the spinnaker down in one piece and I was just happy to get down to the slightly more stable fiberglass deck! The entire experience served more than just "fond" memories since those inner thigh bruises remained well after the last race of the series.

So that's my story and as they say, I'm sticking to it but now after many more voyages, there are countless more stories of fun and joy along with those more heroic moments. I owe it all to my very first cruise with Captain Jack Finn of the *Yacht Killery*. Thanks Jack, we'll all be looking for that big green and white spinnaker!

Peter Gorny aboard *Blackwatch* with unwanted companion.



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Swedish Warship Vasa

Continued from page 21

five years of hard work by the shipwreck specialist Anders Franzen who finally found the *Vasa* in 1956. Franzen quickly found support for the idea of salvaging the ship.

Franzen located the *Vasa* only ninety feet beneath the surface. The Swedish Navy's divers dove down to the ship and managed to flush six tunnels in the mud beneath her, using specially made forced air nozzles. Then steel cables were drawn through the tunnels with two lifting pontoons on the surface used to lift the ship by the cables. In August, 1959 the time came for the first lift.

There was great uncertainty for it was not known if the old wooden ship would remain in one piece during the process of lifting her. In 16 separate stages, the *Vasa* was lifted to shallower water where she was made water tight and strengthened before the final lift was made to the surface!

On the day the *Vasa* broke the surface all Sweden stood still and held it's breath. Press, radio and TV from all over the world were on hand covering this momentous occasion. Live Swedish television broadcast the event which was something very unusual at that time. In fact there was hardly a TV set to be bought in Sweden for this story created such interest that all the TV sets in the country were sold out! Children skipped school, most industries shut down and it was even calm at the maternity hospitals, a nurse informed the press.

So at 9:03 on April 24, 1961 the proud Royal Warship *Vasa* broke the surface. The first to go on board was Anders Franzen and the dive leader Per Edvin Falting. During that summer the ship was excavated by archaeologists. The entire experience was like an untouched part of the 17th century had warped itself into the 20th century!

In 1962, the temporary *Vasa* Museum the Wasavarvet was opened. The ship and all the findings were preserved which was an effort of gigantic proportions. The *Vasa* is the biggest single object that has ever been preserved. A chemical substance called polyethyleneglycol (PEG) was utilized in this process. The "PEG" replaces the water in wooden objects thereby preventing them from shrinking when dried out. In 1990, the new *Vasa* Museum was inaugurated.

Vasa is an Art Treasure

The *Vasa* is not merely a ship for she is without a doubt, an art treasure. Around 700 sculptures and ornaments decorated the warship. Most of them relate, in a symbolic way, to how the Swedish king Gustavus Adolphus wished the world to see him and Sweden. Also as the *Vasa* was built during the war between Sweden and Poland there were also elements to degrade the enemy in these many sculptures. Today, we would call the sculptures "pure propaganda" of that time in history.

The first sculpture salvaged from the *Vasa* was a roaring lion's head from one of the gunports. There are many lion figures among the sculptures. The most impressive one is located furthest out on the beak-head which is a small platform at the fore part of the upper deck of the vessel which contains the water closets of the crew. It is nine feet long and has been interpreted as a symbol of the King himself since Gustavus Adolphus was known as "the Lion of the North" in contemporary Europe.

The woodcarvers who made the sculptures were not Swedish. Instead, they came from Holland and Germany. They were carved in oak, pine and lime, in the style of the late Renaissance and early Baroque.

Museum

The *Vasa* Museum is Scandinavia's most visited museum, located in Stockholm, capital of Sweden. The Museum was inaugurated in 1990. In the large ship hall stands the warship *Vasa* which is the only remaining, intact 17th century ship in the world. The lower rig has been rebuilt, complete with masts, stays, ratlines and shrouds. She looks just like the *Vasa* would have looked when setup for winter in the harbor. Surrounding the ship are several permanent exhibitions, cinemas, a shop and a restaurant.

The Ship of War *Vasa*, the mightiest of her time, never fired a shot in hostilities but has mesmerized millions of visitors from all corners of the world with her magnificence.



Last Dock Celebration

by P/C John Ashby



Four members of the Basin Renovation Committee celebrate the completion of the last dock being assembled for the season. Pictured above (l to r) are members Dave Heitzenrater, Ed Schuler, Commodore Dave Arthurs and Project Coordinator P/C John Murosky as they share a bottle of the "bubbly" and deliver big smiles before even having as much as a sip.

Congratulation to every member of this Committee for we applaud all your hard work and dedication to doing the immense job which you have accomplished. Again, this is a tribute to the simple fact of what can be accomplished through member volunteerism. Thank You, one and all.



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La Seine, La Seine

continued from page 11.

The last stop was the “Bloody Omaha” beach with its amazing moonscape of craters from the bombardment. I didn’t know that the hundreds of Germans were housed underground in cement tunnels and barracks which were destroyed where only eerie cement blocks remain today.

Since we are older and needed our rest, we declined the next morning’s day long trip to the picturesque smuggler’s harbour at Honfleur, opting instead to wander the village of Rouen and use our \$15 Euros “stipend each” to eat in a small cafe. Then we had time for a wonderful long afternoon nap! Isn’t that what holidays are for ... relaxing, recouping and getting some rest?

The ship worked its way back along the Seine, stopping to explore the Castle of Richard the



Bob pops his head out of one of the World War II German bunkers on Normandy Beach.

Lionhearted, high on a foggy cliff (not good for pictures) and what could have been a delightful tour of the fabulous gardens of Monet, if there hadn’t been a frost a few days earlier that killed all the flowers. His house was interesting, with photos showing him standing in his livingroom, exactly where we were standing. It was a lovely, very cute quaint cottage home.

Suddenly and quite sadly, it was already time for the Captain’s Farewell Dinner. This farewell to us all included, among other things, the



Our last night on board at the Captain’s Farewell Dinner.

traditional and scrumptious “Baked Alaska” and the customary crew farewell presentation which left only enough time to pack our things for departure. Everything went like clockwork on departure with everyone being extremely well organized.

Nine hours later we were on our way home, leaving the Toronto Airport in a black stretch limo that our sons had gifted to us for as our combined Birthdays and Anniversary presents. Life is good!

Now “jet lag” has finally receded, the laundry is finally done, our photos are finally in the album. NOW What?

“Ain’t retirement wonderful.”



MEGA Yachts

Continued from page 9.

breaking Eros, and the late Aristotle Onassis’ *Christina O* which is widely revered as one of the most luxurious yachts on the seas at 325 feet long and sporting a glamorous, double digit million dollar refit in 2001.

But all of this luxury comes at a price. One week aboard one of these gems of the sea, on the low end, will cost between ten and twenty thousand U.S. dollars. On the other end, if you have tastes for more space, service and water toys, you might be asked to pay no less than \$100,000 per week.

Too rich for your blood? Me too, but employment aboard sounds almost just as exciting. The average deckhand will make between 2,500 and 3,000 Euros monthly (well above the average college graduate starting salary, especially considering that while working aboard nearly all costs of living are covered by the owner.) A Head Stewardess or Chef can make anywhere from 4,000 to 7,000 per month, and Captains, Mates and Head Engineers can make anywhere from 6,000 per month to 10 or 30,000 per month, not including tips. Despite these astronomical incomes there is a quickly growing shortage of qualified personnel to fill the positions available.

This is an Italian Mega Yacht sloop rigged sailboat on an outing in San Diego Bay.



Accommodations on the mega motor yacht *Athena* are, to say the least, “first class”.

“The increased enforcement of manning level regulations plus the exploding number of new builds adds up to an even greater job pool for accredited or certified candidates.” says Mark Fry, president of International Yachtmaster Training, one of the top crew training schools in the U.S. “We simply cannot fill positions fast enough.”

The fact is, if you are interested in a job that involves hard work, hard play, high income and high perks, the Mega Yacht industry is for you.

But don’t think this means that just anybody can gain employment in this industry. Owners and guests of these vessels are increasingly particular regarding who they entrust their lives (and \$100,000 vacations) with.

The 12 million dollar 257’10” mega yacht *Princess Mariana*, built in 2003, is a veritable floating mansion.



“There is an extremely high turn around rate aboard these vessels, especially in deckhands,” says seasoned mate Harry Welling “because crew are expected not only to be impeccable at their jobs but to be endlessly energetic and positive, educated and at least somewhat familiar with greater world issues; political, economic, etc. The stakes are high and so is the competition. But the fact remains; there is still a huge lack in qualified personnel available to the industry.

Schools like International Yachtmaster Training and the American Yacht Institute both offer a full range of certification courses ranging from Effective Polishing Techniques to MCA Master of Yachts 3000gt Unlimited.

To learn more about the industry, the places, and the lifestyle, both schools supply detailed information and lists of contacts on their respective websites: www.yachtmaster.com or www.americanyachtinstitute.com.

Another mega sailing yacht is out for a sail in luxury on the Mediterranean Sea.





July Calendar of Club Events

- 3rd Sunset Happy Hour with Rob Vance & Suzi
- 4th Firecracker 4th at the Lighthouse entertainment by the Raven Band
- 6th Champagne Sunday Brunch 11am - 2pm \$12.95 Family Picnic
- 7th Frolic on the Bay
- 10th Sunset Happy Hour with Lake Erie Classic Car Club • \$1 BBQ Ribs and music by the Acoustic Gypsies
- 11th Lighthouse Happy Hour 5pm - 8pm with Mark & Emily
- 13th Sunfish Nationals Champagne Sunday Brunch 11am - 2pm \$12.95
- 17th Sunset Happy Hour 6pm - 9pm Hawaiian Shirt Night with music by Key West Express Mini
- 18th Lighthouse Happy Hour 5pm - 8pm with Rodger Montgomery
- 20th Champagne Sunday Brunch 11am - 2pm \$12.95
- 24th Sunset Happy Hour 6pm - 9pm Burger & Brew Night \$1.00 with G3
- 25th Dock Party, G, H, I, J and K
- 27th Champagne Sunday Brunch 11am - 2pm \$12.95
- 31st Sunset Happy Hour 6pm - 9pm Shrimp Night \$2.00 with Dick & Jane Show

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Has anyone been playing cards at the Club lately? You may find some 'end-of-the-bar' sitters with a game of Gin going. But, whatever happened to the Pinochle Club (PC - Not to be confused with 'Past Commodore').

If your memory doesn't include the Pinochle Club - well, why would that be a surprise? It started at the Erie Yacht Club in 1938. There were nine original members, maybe one of them was your Father or Grandfather. The names: Gus Sopp, Andy Shafer, Al Panitzhe, Eben Gunnison, Charley Nier, Danny Ryan, Charley Olsen, Homer Coleman and Byron Cooley.

The last official game of the Club was played more than ten years ago. Maybe it's time to resurrect those old dusty cards and deal them out one more time.

The Pinochle Club was not an "official activity" of EYC, however, the games always took place at the Club, so for all intents and purposes it was "Club sanctioned".

In 1971 (the 33rd Season of the PC) Byron Cooley wrote a brief history of the PC. It was originally modeled after a Club in South Erie that met every Sunday afternoon in a shack that was owned by a widow. The weekly dues in 1938 was 25 cents which was used for a "year end banquet" of beer and fried chicken prepared by the widow. In 1971 the count of Past Commodores (the other PC) who had sat in on the games totaled 9 - that number grew considerably through the 80's and 90's.

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In 1965 Loyd English was Crowned Champion standing with Commodore Doug James' wife Jean and Homer and Sally Coleman as the King of Diamonds and Queen of Spades.

Remembering the EYC Pinochle Club

by Toni and Dave Sample

The PC at the EYC had certain arrangements (or rules) that were adopted by mutual consent such as:

1. Gambling is not encouraged except for betting a "beer" on a game.
2. Teaming of "pinochle sharks" was undesirable so partners were changed after each game
3. Paying of the weekly dues was only required if you planned to attend the year-end banquet.
4. Defeated teams dropped out for the next game so those who were waiting could play.
5. No fixed hours - "come and leave when you want" but leave your signed scorecard at the bar.
6. EYC allows a non-member guest to play three times only ... then hopefully he'll join the club.

Found in the archives of Pinochle Club memorabilia of Dave Sample, of which Dave (that would be "me") was one of those "sharks" he found in Byron's own handwriting the following excerpt:



Sculpted by member Paul Brugger the Trophy is dedicated to member Byron Cooley for his 29 years of his leadership to the group.




"Reasons To Belong to the Pinochle Club:

- It costs very little for so much fun.
- It's informal and restricted to 'men only'.
- Winning a hand is like a 'hole-in-one'.
- Good competition sharpens wits.
- You don't have to drink to have fun at the bar.
- Coming to the PC gives your wife a break."

It is believed that the last official Pinochle Club game was played at the EYC April of 1986. The leading five players in place order were Dave Sample with 44 wins and 20 losses and an average of .688 (all averages kept on EYC computer!). Lloyd English (38-31), W. Sheldon (35-36), G. Beuscher (23-26), J. Filip (41-56). Lots of other familiar names also showed up on that list of illustrious players -- Lorence, Preston, Pheffer, Hagle, Reymore, Hagle, Jr, Bartosik, Althoff, Klaher, Anderson, Chambers, Robertson, Heidt, Abbot, Smith, Bierley, Lohr and Heard. Sounds like a lot of very considerate men played in this Club that is a true piece of EYC history. Considerate? Yes, giving all those poor wives a 'break'.

1986 CHAMPION - DAVE SAMPLE Dave has a record of winning the championship many years and he still retains the official Pinochle Club trophy that was passed from year-to-year to the winner. The trophy - Byron Cooley's original framed watercolor of Mont marc in France.



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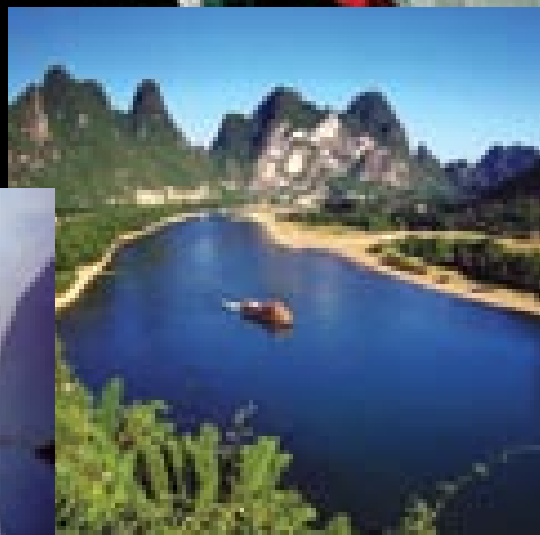
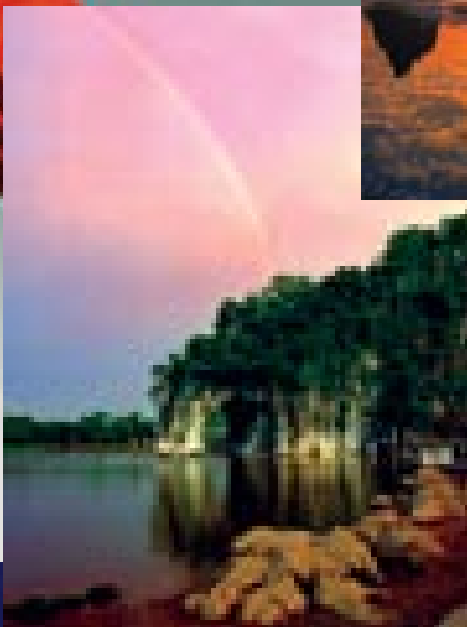
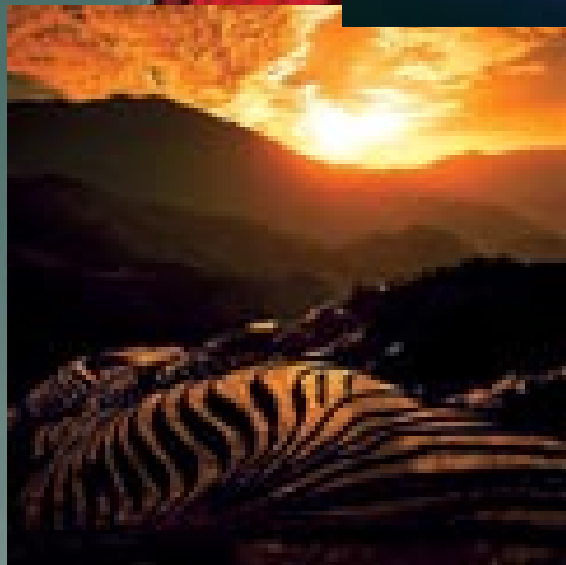
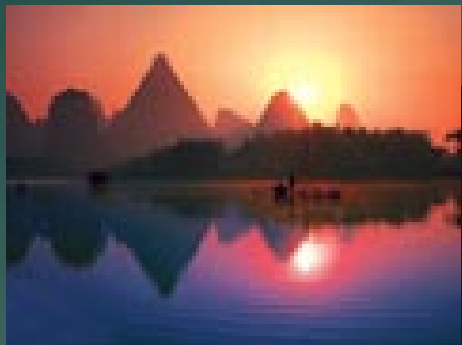


August Calendar of Club Events

- 1st Lighthouse Happy Hour 5pm - 8pm with Sam Hyman Band
- 2nd Red Neck Yacht Club Party with the Kellie Lynn Band
- 3rd Champagne Sunday Brunch 11am - 2pm \$12.95
- 7th Sunset Happy Hour 6pm - 9pm Presque Isle Corvette Car Club Night with a free snack & Live Entertainment by Sunny Jim White
- 8th Dock Party, L, M, N, and O
- 10th Champagne Sunday Brunch 11am - 2pm \$12.95
- 12th Junior Sailing Banquet
- 14th Hinman Regatta 14th - 17th Sunset Happy Hour 6pm - 9pm Mask Night, Dogs & Draft Nite \$1.00 with Acoustic Gypsies
- 15th Trans-Erie Race - Starts Here Lighthouse Happy Hour 5pm - 8pm with Uncharted Course
- 17th Champagne Sunday Brunch 11am - 2pm \$12.95
- 21st Sunset Happy Hour 6pm - 9pm with Mark & Emily
- 22nd Lighthouse Happy Hour 5pm - 8pm with Ron Yarosz & the Vehicle
- 24th American Red Cross Regatta Champagne Sunday Brunch 11am - 2pm \$12.95
- 28th Sunset Happy Hour 6pm - 9pm Brat & Brew Night II with Rob Vance & Suzi
- 29th Lighthouse Happy Hour 5pm - 8pm with Endless Summer
- 31st Champagne Sunday Brunch 11am - 2pm \$12.95 Perch & Clam Bake with JJ Swing • \$17.75

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Photos submitted by Peg Way



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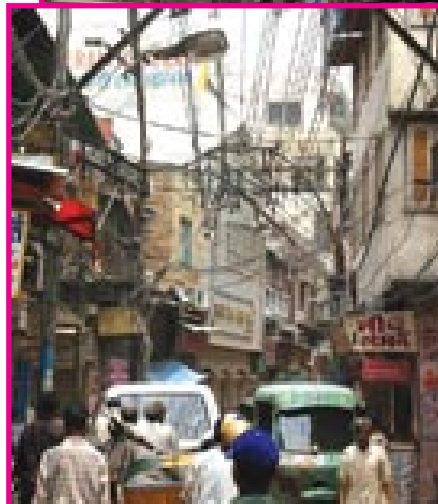
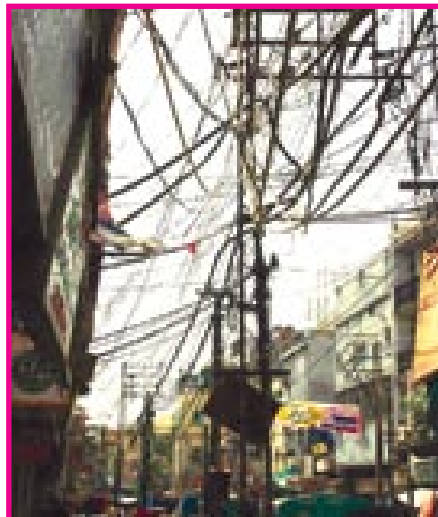
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