

VOLUME IX / ISSUE 4

JULY/AUGUST 2011

# The LOG



## First Annual Mariner's Ball





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## From the Bridge

by R/C Matt Niemic

"There is nothing-absolutely nothing-half so much worth doing as simply messing about in boats," Kenneth Grahame, Wind in the Willows.

What a true statement! Whether you're sailing across the lake or motoring across the bay for an evening raft up with friends, maybe varnishing some woodwork or fixing the engine, boating is a great activity. In fact, it is the very reason our great club was founded so many years ago.

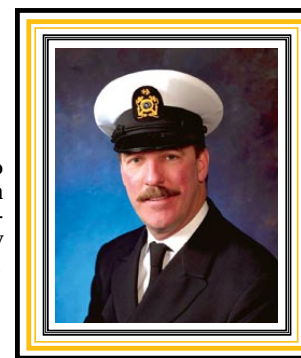
Every time you pick up an issue of this Log there are articles on how boating helped shape the lives of our members and their families, mine included. I see this tradition continuing every day with the young sailors of the Reyburn Sailing School and the many parents and grandparents teaching young boaters how to steer a proper course, set an anchor, or adjust the trim of a sail. I would like to encour-

age everyone to continue with this great tradition, especially our new and younger members, as you are the future of The Erie Yacht Club.

There are many ways in which members, young and old, can get involved at the Erie Yacht Club. These include joining one of the many committees or enjoying some of the events such as Thursday Night Happy Hours, Wednesday Night Racing, Wintertime Trivia, and a huge variety of other annual events.

Your bridge, board, and management staff continue to work hard to ensure that your club remains the best boating facility on the Great Lakes.

See you on the water!



### Directory

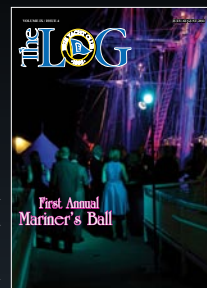
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Created, Designed and Published by J.G. Ashby Advertising, Inc., Erie, PA.

## On the Cover...

The First Annual Mariner's Ball was a smashing success. It was held at the Erie Maritime Museum beside the Brig Niagara on a beautiful May Evening to the delight of all in attendance.



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# First Annual Mariner's Ball

by Aimee Nicolia with John Baker, Niagara's Official Photographer



"Flagship! I swear I said Flagship!"

It was an ideal evening for socializing outside the Maritime Museum... and even mingling with the "British soldiers".

Guests enjoyed seafood hors d'oeuvres and cocktails while enjoying the big band sounds of the Alan Zurcher Swing Band.

In center is P/C Dave Amatengelo, who was the high bidder for a 4th of July sail on the Niagara with 60 of his closest friends.

The sound of muskets and smell of gunpowder brought the War of 1812 history to life at the Mariner's Ball.

It was a night of maritime fun and adventure! Luckily there were no buccaneers to sail away with the swag; rather, it was the many faithful supporters of the Flagship Niagara who came out to take part in the first annual Mariner's Ball held on Saturday, May 21st.

The formal affair was held at the Maritime Museum on Erie's downtown waterfront. Organizers of the event included EYC members Cal Pifer, Karen Imig, Matt Lechner, and Doug Boldt.

A color ceremony at sunset kicked off the gala with a musket volley by War of 1812 reenactors. In keeping with the maritime theme, guests enjoyed seafood hors d'oeuvres, including a raw bar. Mount Gay Rum sponsored the signature cocktail, Dark & Storms (Rum and Ginger Beer)...now a new addition to the EYC bar by popular request.

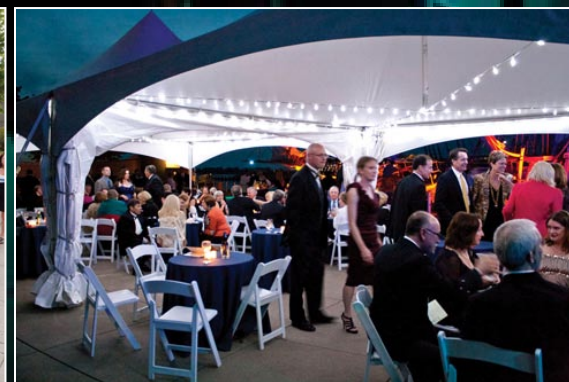
Three live bands entertained the crowd with nautical music. They included the Elizabeth Preston Duet, the Alan Zurcher Swing Band, and the Celtic Hooligans, a 3-piece band that played traditional sea shanties on the main deck of the Niagara while guests were invited to come aboard the ship.

Fortunately, the evening's weather was ideal, providing the perfect ambience for socializing under the stars alongside the Tall Ship.

"Stepping outside the Maritime Museum and seeing the Niagara lit up against the night sky... it was truly majestic," said Renee Finnecy, who along with her husband Bill Finnecy of Malin, Bergquist attended the event with Barb and Patrick O'Hern of Donjon Ship Building and Repair, and Kathryn and Mark Raimy of Welder's Supply. All three companies were sponsors of the event.

A live auction was the main event of the night with an assortment of nautical items, many of which went to EYC members. Among the auction items was a dinner at the New York Yacht Club with U.S. sailing legend Gary Jobson, which went to Conrad and Janet Stachelek. A July 4th day sail for 60 guests aboard the Niagara went to Dave and Debbie Amatengelo. There were also two catered dinners for 12 aboard the Niagara, one of which went to Don Richwine, and the other to Brian Scott.

A VIP guest, Commodore Harry Anderson of the New York Yacht Club, was also in attendance for the occasion. The following night, a dinner was hosted for Mr. Anderson at the Erie Yacht Club, where he was presented with an honorary membership to the club. Mr. Anderson presented the EYC with a burgee from the New York Yacht Club.





*We're not trying to create boat builders or sailors here; we are really building kids with boats" – Rich Eisenberg, Co-founder and Executive Director, Bayfront Center for Maritime Studies.*

Stroll along Erie's magnificent bayfront behind the main public library. You may happen to see sawdust flying in the air while a wooden boat is under construction. Here, not only is a boat being built, but a student's potential future is being saved.

Erie has many outstanding organizations and programs that contribute to both the uniqueness and vitality of the city. The Bayfront Center for Maritime Studies (BCMS) is one such organization. Over 12,000

lives have been transformed through sailing programs since it opened its doors in 1998. Located in a multipurpose building between Erie's Blasco Library complex and the Erie Cruise Ship Terminal, BCMS is a place where educational innovation connects with maritime culture. Here, on Erie's bayfront, lives are changed on a daily basis. "Even people that come from troubled houses - whatever their problem is - sailing is the greatest gift for everyone," says former BCMS student turned instructor, Nick Rinn.

To fully understand the mission and fascination of BCMS, I first needed to understand its visionary founder, Rich

Rich Eisenberg, Co-founder and Executive Director of the Bayfront Center for Maritime Studies.



Eisenberg. With the late afternoon sunlight beaming into the BCMS office, the well tanned Eisenberg slowly began to talk about his background. "Sailing has been a huge part of my life" he says. "I grew up in Erie and learned how to sail on Presque Isle Bay through the Erie Yacht Club's Reyburn Sailing School." His formative experience occurred studying under Erie's well known boat builder, Harold Paasch, at Paasch Marine. Utilizing the skills taught to him as an apprentice, Eisenberg became a commercial carpenter and skilled sailor. It was in an Erie Youth Hockey locker room in 1995 where Eisenberg met fellow sailing enthusiast Jim Stewart. Together they created a plan to develop a community sailing and boatbuilding program in Erie that would once again bring wooden boat building back to the bayfront. In doing so, the skills, life lessons, and mentoring of Erie's famous boat builders, Harold Paasch, James Nolan, and Herman Lund could be passed on to future generations of Erie residents. The aforementioned boat builders all had shops on Erie's waterfront until the 1980s. They constructed everything from commercial fish tugs, to Nolan even building the presidential yacht for the Philippines.

According to Eisenberg, "the timing was perfect as the Flagship Niagara had just moved

Students are seen here practicing the art of furling sails.



into her new berth at the Erie Maritime Museum, leaving Niagara's old maintenance shed and trailer available for BCMS to move in and set up shop". Eisenberg also stated that the newly formed non-profit organization received strong support from the Erie-Western Pennsylvania Port Authority, with the Port Authority's Executive Director Ray Schreckengost becoming the organization's first board chair.

The first program partnership that BCMS created was a partnership with Erie's oldest social service, the Sarah A. Reed Children's Center. Today, the partnership with Sarah Reed has expanded into something much larger. According to Sarah Reed Children's Center President, James Mando, "We began a new partnership with the BCMS and the Erie School District two years ago to improve the academic and behavioral performance of students who struggle in the traditional school environment." Beginning in August 2009, BCMS, in conjunction with Sarah Reed has served as the Erie School District's Alternative Education Center for students in grades 8-12. Sarah Reed

Students at the Bayfront Center also have the opportunity to become involved with the art of boat building as seen below.



employs 17 full-time staff on-site at BCMS who have educated 182 students in the past year. "I spent school with normal classes; english, social studies, science, and math and a boat building class," says Nick Rinn. "It had a big impact on my life and sent me in the right direction."

In addition to serving the Erie School District as a certified Alternative Education Center, the breadth of BCMS's extensive range of youth and community programs includes wooden boat building, boat restoration, adaptive sailing, Bayfront Migrant Summer ESL Program, and a pre-engineering shipwreck exploration program. BCMS is also a U.S. Sailing certified sailing school.

Eisenberg is particularly proud of the student-built replica of the "Erie Boat" which helped to make Erie the Freshwater Fishing Capital of the World from 1890 to 1910. "It took over 1,000 students to complete the project," says Eisenberg. He is quick to point out, however, that the goal of the boat building is much loftier than the final wooden product. "We're not trying to create boat builders or sailors here; we are really building kids with boats."



# BCMS

Bayfront Center for Maritime Studies

by Caleb Pifer



This July, Presque Isle Bay boaters will continue a tradition of giving special kids boat rides. These are kids with difficult lives and maybe life-threatening conditions who otherwise might never get to enjoy a day on the water. Thanks to the original organizer, Paul Huntley and many years of chairmanship by Jim Finn, we will be holding the 21st Annual Frolic on the Bay July 11th at the Erie Yacht Club.

Many of these children travel some distance to enjoy the day with us. They never go hungry either because they are given a bag lunch of a sandwich, fruit, chips, and soda. This same lunch is given to every sibling, parent, friend and care-giver that goes on the boat. Each year all these folks are also given a commemorative hat as a memento of the day.

The 2009 Frolic was especially gratifying for me as it was my first year as event chairman. I made many new friends and was lucky to have many new boaters sign-up as first-time-Frolic-skippers. The 2010 Frolic was also special as several new-to-Frolic skippers volunteered their boats.

New also in 2010 was changing the Frolic from a "morning event" to an afternoon schedule to give folks more flexibility in scheduling their time. It seemed the afternoon timing worked out nicely, so we intend to stick-with-it in 2011.

Frolic on the Bay would not be possible without the support of our sponsors. Please say "thank you" when you see these folks and support their businesses: Pete Sirianni at Beer and Pop Warehouse, Ron Santos at Creative Imprint Systems, P.C. Pat Geary at

# 2011

## Frolic on the Bay

by Dan Dundon

Erie Beer Company, Ray Kreger at H&K Donut Shop, Sharon Sisco at Mercyhurst College, Mike Weber at Smith Provisions, Mike Seager with the STERIS Good Neighbor Fund, Valerie Dixon at Stroehmann Bakery, Commodore Gerry Urbaniak at Urbaniak Brothers Quality Meats and Norm Schlosser with his Water Taxis.

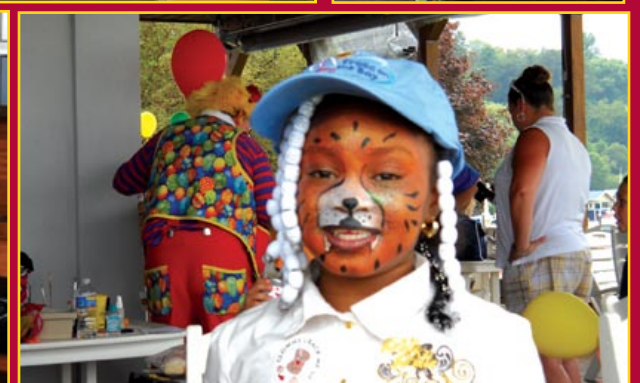
In addition to these sponsors, I thank the Erie Yacht Club and Bridge Officers, as well as General Manager Mike Lynch, Dockmaster Bill Vogel and all the EYC staff who work so hard and diligently behind-the-scenes.

We would certainly be grateful for any monetary donations! You can mail to the EYC Foundation PO Box 648 Erie PA 16512 and designate "Frolic on the Bay".

Frolic on the Bay would also not be possible without the tireless dedication of

many excellent volunteers who appear and serve year-after-year. My hat is certainly off to these wonderful folks who continue to make the event chairman look good. There are so many of these volunteers, I hesitate to mention names for fear of leaving someone out.

Why not come to the Frolic this year yourself and join all these other great volunteers? Bring your boat and be a Frolic-skipper! We expect many returning children as well as children from agencies new-to-Frolic. We can't have too many boaters! We can always use new land-based volunteers, as well, and would love to have you join us!





This article began as a condensed account of the Battle of Lake Erie, similar to the talks given onboard the Brig *Niagara* during educational day sails. As I started to write, however, it seemed that article will come later, instead we will start with trying to put this obscure war in context. This season marks the twenty first year that the US Brig *Niagara* has been sailing out of Erie, and in all that time I have always recognized it as a great privilege to serve as her captain. Next year begins the Bicentennial of the War of 1812, and the year after, 2013, will see the 200th anniversary of the Battle of Lake Erie. For the next few years we will be reminded frequently of the one time in our history Erie was on the front line of a war zone. The Battle of Lake Erie is one of the most important in US history, but is little appreciated as such. Two of the best known phrases in US naval history “Don’t Give Up The Ship” and “We have met the enemy and they are ours” are both associated with this battle. While the number of people who recognize those phrases as having something to do with naval history is pretty large, the number that know under what circumstances of courage and suffering the words were first uttered is regrettably far smaller.

The War of 1812 ranks as our least understood war, and for good reason. It had no single cause, or precipitating event. The results were ambiguous in some ways. It is full of subtle ironies, but as a rule Americans don’t do subtle. It is often confused with the Revolutionary War for Independence, 1775-1781,

vindictive re-conquest, but it was never considered seriously by the King’s Privy Council. They well remembered from the Revolutionary War how difficult it is to occupy territory at great distance from home bases, in a place where a significant number of the population would be secretly in league to assist the Rebellion.

What was at risk was the economic growth of the nation, and ironically the same applied to Great Britain. Great Britain was locked in a life or death struggle with France and her allies. Even if Napoleon’s threatened invasion of England could never be pulled off, if isolated from all Continental trade Britain would be pauperized. Somewhat the same applied to the US, which as a neutral sought to carry on trade with both sides. Both Britain and France tried to prevent trade with their enemy by seizing ships bound for the other’s ports, but the immensely greater strength and reach of Britain’s Royal Navy meant the U.S. suffered much greater losses from British rather than French interference.

Even more galling, British warships regularly stopped American merchant ships to search for British seamen, or those deemed so, who would then be “impressed” into the Royal Navy, sweeping up thousands of Americans in the process. Those who eschewed the risks of going to sea and chose to go west, would find even greater risk amidst the complex and bloody business of Indian removal, made far more so by British encouragement of native resistance through supplying them with



because we were once again fighting the British, and questions of sovereignty were at stake. The War of 1812-15 is oft described as our “Second War for Independence”, which is as an overstatement in that the existence of the United States was not at risk. The British had no plan to re-conquer their lost colonies. At both ends of the political spectrum there were some Whigs who hoped for a voluntary reconciliation, and Tories who dreamed of a

firearms. Since the US had embraced France, for centuries the traditional enemy of England, in order to gain independence, limiting the growth of this upstart nation of traitors through helping the natives retain their land seemed wise to British eyes. To American eyes, arming the “savages” was an outrage. These British measures were seen by Americans as contemptuous, domineering, and threatening.

The US at the time was a small, relatively



by Captain Walter Rybka

# Reflections on the War of 1812

from the internal debate between those who saw a large Navy and national Army as necessary to defend the sovereignty of the nation, and those who feared both the taxes needed to support armed forces, and the concentration of power in the hands of the Federal Government (in other words, people who feared Congress more than any external threat, some things never change). The resultant stalemate ensured weakness.

When the U.S. declared war on Great Britain on 18 June 1812, it had somewhat unwittingly declared war on a power whose armed forces outnumbered our own by roughly 24 to 1. The resultant war was full of ironies and contradictions. We saw ourselves as fighting for our rights and basic freedoms. So did the British. Britain was the freest country in Europe, with rights of Habeas Corpus, free speech, a dissident press, elected Parliament (after all, the Revolutionary War was about the colonists protesting the lack of representation in said Parliament). The British view could be summed up as “...the real threat to freedom is that ruthless grasping dictator Bonaparte. If you Americans thought at all of preserving

freedom instead of lining your pockets, you’d join with us in putting paid to the bastard.” Americans were in fact betting the farm on the continued success of Bonaparte, to keep the British occupied and threatened enough to not be able to afford the diversion of war in America.

After years of escalating frustration, the timing for declaring war was terrible. The British merchants had been complaining to Parliament that the lost business with America was costing them more than us, and urged repeal of the Orders in Council which defined these policies. Finally the King’s Ministers lifted the restrictions, one week after the US declared war, although nobody on either side knew it for another month. In the meantime, the big news in Europe was not that the tiny U.S. had declared war on Great Britain, but that Bonaparte had left Paris for Moscow with over 400,000 men. By the end of the year less than 10,000 were still alive. By the time we declared war the primary issue was about to be repealed, and Bonaparte’s power, which we counted on to absorb British strength, was be-

by Christmas!” and “we will be welcomed as liberators!” The latter statement forgetting that a large segment of Canada’s population at the time were those who stayed loyal to the Crown during the American Rebellion (Revolutionary War to us) and had no use for the untidy and acrimonious debate that characterized early legislatures.

In the run up to the war, one of the arguments against building a large Navy was that no matter what we built, the Royal Navy was sure to snap it up, as they had done to every other Navy yet encountered. For nearly a century the Royal Navy had been undefeated in fleet actions (if not won at least fought to a draw), and victorious in the overwhelming majority of single ship duels. When war came, both sides were surprised, for opposite reasons. In the first six months the U.S. won five out of six single ship engagements. The U.S. Navy was miniscule, but qualitatively very good. We had few ships, but the design decision was to build the few we had to carry heavier armament on a larger hull than equivalent classes in the Royal Navy. A small Navy meant few positions



ginning to crumble.

Although the primary causes were focused on the Atlantic trade, most of the fighting took place along the Canadian border, as the one place we could readily get at a British possession. The conquest of Canada was described by Jefferson as “a mere matter of marching”. The British thought the same thing, and despaired of being able to defend Canada. They took heart after the Americans demonstrated the difficulty of moving large amounts of men and supplies in a roadless wilderness.

The war began with the wide utterance of two classic phrases, which are true only in extremely rare circumstances: “we will be home

and slow promotions, but it also meant that officer’s had spent a long time working their way up and demonstrated a high degree of competence. There is a story that once during the Barbary Pirate wars in North Africa, Britain’s greatest admiral, Lord Nelson, observed a U.S. squadron sailing in formation up to anchor in some neutral port to re-provision. His keen professional eye recognized the high standard of seamanship shown, and remarked to a fellow officer “I see in the handling of those ships a great source of trouble for our Navy.”

Because neither side had planned for war,

continued on page 32



*There's a beautiful old legend about the mermaids who would fall in love with the fishermen and sailors out at sea. The mermaids would spend their days swimming alongside the ships just to be near them. But one stormy night, a ship's safety was threatened by a storm, and a mermaid feared for the life of the ship's captain. So she drew upon her powers to calm the winds and change the weather, even though Neptune, the Ruler of the Sea, strictly forbade mermaids to do so. As punishment for disobeying him, Neptune forever banished all of the mermaids to the depths of the sea, never to be able to swim alongside the ships again. From that day forward, when a fisherman or sailor was lost at sea, the mermaids would shed tears that eventually reached the shore. As the mermaids' tears touched the sand, they would turn to the gleaming, colorful jewels that we now call beach glass.*

*Though the treasures we find along the shorelines of Lake Erie today may not really have sprouted from the eyes of mermaids, it does still make you wonder about the true origin of the glass. How old might the glass be? How long did it tumble in the waves until it landed on our beaches? Could it have come from a shipwreck... a bottle... a piece of vintage art glass?*

#### *A Vanishing Gem*

It is in fact possible that the beach glass (synonymous with sea glass) that you find today did indeed come from a shipwreck. After all, Lake Erie is the shallowest of all the Great Lakes and very susceptible to tumultuous storms, which in turn has resulted in the most shipwrecks per square mile of any body of water in the world! But it is perhaps more likely that the sea glass you find is the result of a time in our past when it was acceptable to throw your garbage in a river, lake or ocean - which makes beach glass a true trash to treasure story!

"Sea glass has truly become a vanishing gem," says Terri Reed, of Relish Jewelers Beach Glass Studio and Gallery. "With the plastics industry taking over, more and more people searching the shoreline, and an ever increasing environmental awareness, sea glass has truly become a highly regarded household item."

Terri and her sister Jennifer Reed developed an early love of beach glass when as children they would take daily walks on the beach with their mother and three siblings combing the beach for treasures. Later in life, their training as metal smiths, their creative energy and love of sea glass provided all the right ingredients for them to open Relish Studio/Gallery. In 1996, the "Relish girls" as they are often referred, introduced the Erie Region (not to mention parts of the Caribbean!) to beach glass jewelry. Their gallery offers a close-up look of the entire spectrum of the colors found on our shoreline and clearly demonstrates their talent of 'marrying' the beautiful sea glass with silver or 14k gold to create stunning and unique art jewelry.

Since the opening of Relish, the popularity of beach glass jewelry has grown tremendously. In October

# *The Mermaids' Tears*

*by Aimee Nicolía with Terri Reed*



2009, as members and former board members of the National Sea Glass Association, Terri and Jennifer were largely responsible for bringing nearly 7,000 visitors to Erie for the 4th Annual Sea Glass Festival.

#### *A Little Bit of History and A Whole Lot of Mystery*

Searching for that extraordinary piece of glass is part of the fun of treasure hunting. It seems that the allure of the colorful glass comes not only from its natural beauty, but also from the story that each piece holds of its journey as it tumbled to the shore. As Terri Reed so aptly puts it, "sea glass evokes a little piece of history and a whole lot of mystery."

A clue to its history comes from the color of the beach glass. For example, green beach glass is most likely to have started off as a wine or beer bottle. Sea foam green is apt to be from old Coca Cola bottles, brown beach glass typically comes from either beer bottles, apothecary bottles, or even old Clorox Bleach bottles. The striking cobalt blue pieces you find are probably from an old bottle of Milk of Magnesia, Noxema, Vicks VapoRub, medicine, or even poison. And if you are ever lucky enough to find a rare red piece of beach glass, it may have come from an old Schlitz beer bottle (yes, they were red at one time), a ship's port light perhaps, or even the glass of a traffic light that somehow found its way into the lake.

Another hint at where a piece of beach glass may have begun its journey is the shape or markings that are left from the original, whole piece of glass. These pieces quite often are real treasures because they are both rare and unique.

#### *What Are the Odds?*

Ever go combing the beach for glass, but it seems all you can find is clear, green or brown? Yet when you do find a rare colored piece of glass, it is then that you become hooked! You begin to learn what all the hype is about. You begin to feel what is so alluring about the hunt, and the odds are that you will become a 'glasser' for life.

The following is a simple rarity chart according to Richard Lamotte's book "Pure Sea Glass".

- Green, Brown or White are the most common
- Cobalt Blue, Lavender, or Cornflower Blue only 1 in 200-1,000 pieces found
- Red - only 1 in 5,000 pieces found
- Brilliant Red or Orange - only 1 in 10,000 pieces found

Ultimately, no matter its color, origin, or where it is found, each piece of beach glass holds some kind of history, whether romantic or not, or tragic like the poor young fisherman or sailor whose life was lost at sea. But one thing is for sure... the next time I stroll along the beach and stumble upon a colorful piece of beach glass, I'll be reminded of the legend of the mermaids' tears, and know that I somehow got to be a part of the journey.





# Sunday, August 28th 27th Annual EYC Charity

**B**oats, sunny skies, great food, great people and helping the community. This is what the Erie Yacht Club Charity Regatta has come to represent. This year will certainly be no exception. EYC's nonprofit partner, St. Martin Center, Inc., is already hard at work to make this year's regatta the best yet.

While St. Martin Center might be a new name to some, they have had a strong presence in the Erie community for 42 years. SMC began as a small social service agency providing immediate needs, like utility assistance and food bags, to Erie residents. Those basic services are still a large part of SMC's mission today; however, the agency also saw a need for programs that could assist with long-term goals that would guide families and individuals to self-sufficiency. In 1999, a housing department was formed. Today, this department assists with budget counseling, first-time homebuyers' education, foreclosure prevention and loss mitigation, credit repair assistance, lead-based paint programs and so much more. Another program that SMC is extremely proud of is St. Martin Early Learning Center. This is a state-of-the-art daycare center located in Lovell Place. It has achieved a Keystone STAR 4 rating, which is the highest rating a daycare can achieve in the Commonwealth system and it addresses standards of curriculum, classroom design, staff certifications and more.

SMC's programs regularly adapt to growing community needs while remaining focused on a mission of guidance and long-term self-sufficiency. To address a changing economy and alarming unemployment statistics in this area, SMC began a workforce development program – Hospitality Industry Training (HIT). This is a 12-week course that provides individuals the tools they need to gain employment in the hospitality industry. They are prepared to take the ServSafe certification exam upon graduation, too. ServSafe is a highly sought-after credential in the hospitality industry. SMC assists with job placement and follows up with graduates regularly to monitor success and assist as possible. To further address a changing economy and adapt as needed, SMC began Catering on Parade – an in-house catering service designed to generate revenue back into the nonprofit programs.

St. Martin Center brings a wide background of fundrais-

# Regatta benefitting St Martin Center

*by Jessica Hancock*



The Maleno Family-to-Family Fund completed home improvements for the Fullerton Family. To thank St. Martin Center, who selects the recipients, the Fullerton children presented flowers.

The Erie Yacht Club has been involved with the Shining Star Program, benefitting St. Martin Center, for 20 years.



Elvis (aka Jim Moore) helped students & staff at St. Martin Early Learning Center celebrate their 6th anniversary at Lovell Place.



This regatta is one of the most popular events of the EYC year.



ing experience to the regatta and already has fun ideas to help ensure the success of the event. For starters, grab a sombrero and enjoy a Fiesta theme! This theme will carry through to every aspect of the event – decorations, food, you name it! SMC will also feature a live band playing a variety of songs ranging from Latin-inspired beats to classic favorites. Connie Shoop, from Connie's Dance Studio, will provide cha-cha and salsa lessons as well.

The 2011 Regatta will also be the most family-friendly one yet. St. Martin Early Learning Center will have certified staff on hand to provide activities for children. To further accommodate the needs of families, and early spectators, SMC will provide snacks, hamburgers and hot dogs a few hours before the main dinner is served.

This year's race will begin with a novice course. This is perfect for any boater who is interested in participating but may not be familiar with regattas or boating etiquette. A brief meeting will be held before this race to explain everything a newcomer may need to know. The race will follow a shorter course and will allow boaters to take part in the event without feeling inexperienced.

Whether a faithful supporter of the Charity Regatta or a newcomer, there is something for everyone this year. If you have any questions about the event, please contact Jessica Hancock at St. Martin Center, Inc. at 814-452-6113 x216 or [jhancock@stmartincenter.org](mailto:jhancock@stmartincenter.org).

We hope to see you there! Olé!





# EYC Bowling

*by P/C Ron Busse*

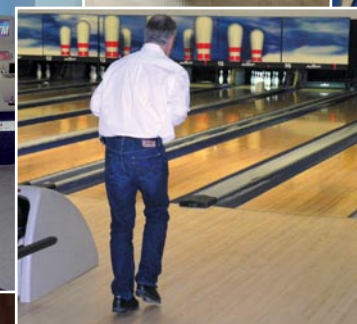
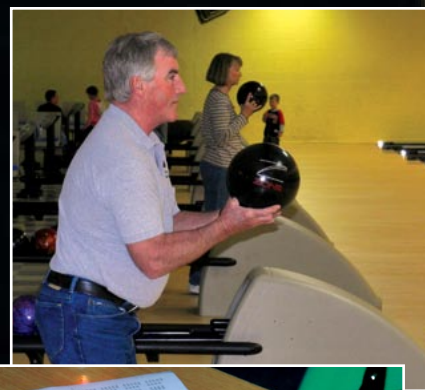
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We have a great FREE Awards Banquet at the end of the year with many great prizes/awards. All members and their partners are welcome. Don't miss out on renting a pair of those great two tone bowling shoes!!!!!!

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# Enhancing Presque Isle

... One Purchase at a Time.

by Aimee Nicolia

When most people think of the Tom Ridge Environmental Center (TREC), they probably think of it as a great place for students and visitors to learn about our 3,200-acre peninsula, the wonderful and diverse flora and fauna of Presque Isle State Park, and its rich history. They might also think of the 75-foot tower that rewards all who climb it with a magnificent view of Presque Isle and Lake Erie, not to mention Waldameer's Ravine Flyer roller coaster! And they might even think of the en-

vironmental, historical, and adventure movies that are shown on the 'Big Green Screen'.

But what people might not know about the Tom Ridge Center, is that it is home to the Nature Shop and Gallery, a non-profit store that benefits the peninsula. The store is staffed mostly by volunteers and all of the proceeds from the shop are used to enhance the park through activities coordinated by the Presque Isle Partnership. So, every purchase made at the store helps our local resource, right here in

our community.

Upon walking into The Nature Shop at the Tom Ridge Environmental Center, you are greeted by a wall of books for nature lovers of all ages. Local authors, including Erie Yacht Club members Dave Frew and Eugene Ware, write many of the books.

The store also offers a variety of Presque Isle souvenirs, paintings, photographs and watercolors by local artists, along with unique handmade jewelry pieces. There are so many

wonderful products, that you might even be planning your next visit before you leave the store.

As you enjoy Presque Isle this summer, be sure to stop by The Nature Shop to make your next trip to the beach even more memorable while supporting the peninsula. For upcoming events and more information, visit [www.discoverpi.com](http://www.discoverpi.com).



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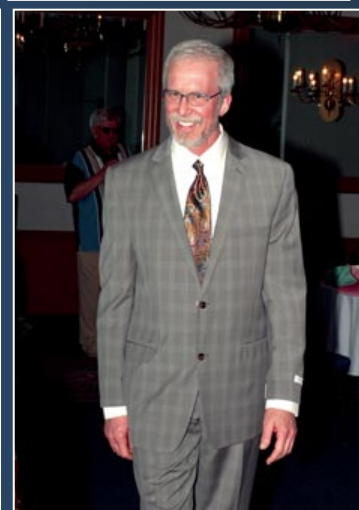
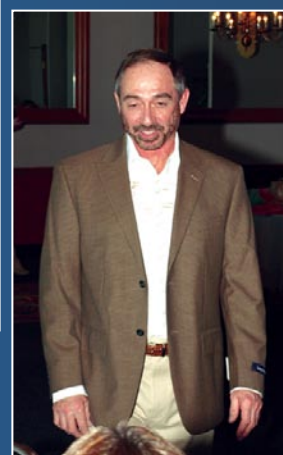
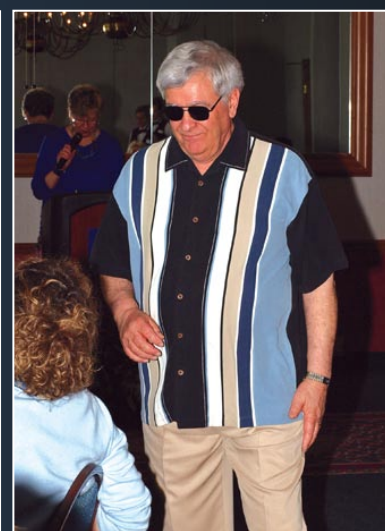
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# Spring Fashion Show

by Commodore Gerry Urbaniak



What do you get when you combine a decades old tradition, two of Erie's premier clothiers, and some EYC members that like getting dressed up? You get the EYC Auxiliary Spring Fashion Show!

This year's Fashion Show, a revival of years' past tradition, featured a number of Auxiliary members and their spouses (and significant others) dressed in the latest clothing lines from A.J.'s Finest Labels and Isaac Bakers and Sons. The setting was a beautifully decorated ballroom, a gorgeous spring day, and a delicious lunch prepared by the Club's chef.

Attendees were treated to a professional caliber style show and near-professional models all of which were affiliated with the Auxiliary, or the EYC Bridge and Board. Although none of the models considered trading their day jobs for the fashion runway, they displayed a real talent for quick change, swagger and irresistible smiles.

Other real attractions of the event were the marvelous gift baskets donated by EYC members, which enticed some great bidding. Proceeds from the auctioning of these great contributions went to the financial support of the Club's new dance floor.

One of the original Grande Dames of the EYC Fashion Show, Dee Bressler summed up the great time by saying "It's so nice to see everyone enjoying this fantastic rebirth of an old Erie Yacht Club tradition".





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# Railroad Tracks

submitted by Michael Dent



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The US standard railroad gauge (distance between the rails) is 4 feet, 8.5 inches. That's an exceedingly odd number.

Why was that gauge used? Because that's the way they built them in England, and English expatriates designed the US railroads.

Why did the English build them like that? Because the first rail lines were built by the same people who built the pre-railroad tramways, and that's the gauge they used.

Why did 'they' use that gauge then? Because the people who built the tramways used the same jigs and tools that they had used for building wagons, which used that wheel spacing.

Why did the wagons have that particular odd wheel spacing?

Well, if they tried to use any other spacing, the wagon wheels would break on some of the old, long distance roads in England, because that's the spacing of the wheel ruts.

So who built those old rutted roads? Imperial Rome built the first long dis-

tance roads in Europe (including England) for their legions. Those roads have been used ever since.

And the ruts in the roads? Roman war chariots formed the initial ruts, which everyone else had to match for fear of destroying their wagon wheels.

Since the chariots were made for Imperial Rome, they were all alike in the matter of wheel spacing. Therefore, the United States standard railroad gauge of 4 feet, 8.5 inches is derived from the original specifications for an Imperial Roman war chariot. In other words, bureaucracies live forever.

So the next time you are handed a specification/procedure/process, and wonder, 'What horse's ass came up with this?', you may be exactly right. Imperial Roman army chariots were made just wide enough to accommodate the rear ends of two war horses. (Two horses' asses.)

Now, the twist to the story:

When you see a Space Shuttle sitting on its launch pad, you will notice that there are two big booster rockets attached to the sides of the main fuel

tank. These are solid rocket boosters, or SRBs. The SRBs are made by Thiokol at their factory in Utah.

The engineers who designed the SRBs would have preferred to make them a bit larger, but the SRBs had to be shipped by train from the factory to the launch site. The railroad line from the factory happens to run through a tunnel in the mountains, and the SRBs had to fit through that tunnel. The tunnel is slightly wider than the railroad track, and the railroad track, as you now know, is about as wide as two horses' behinds. So, a major Space Shuttle design feature of what is arguably the world's most advanced transportation system was determined over two thousand years ago by the width of a horse's ass. And you thought being a horse's ass wasn't important?

So, Horse's Asses control almost everything...Explains a whole lot of things, doesn't it?





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# "We will never see this again. We should'a cloned him!"

*submitted by Paul Jenkins*



This one you want your Children and Grandchildren to read. They won't believe this happened, but it DID. Harry & Bess Truman ... this seems unreal.

Harry and Bess relaxing at home after leaving the White House.

**H**arry Truman was a different kind of President. He probably made as many, or more important decisions regarding our nation's history as any of the other 42 Presidents preceding him. However, a measure of his greatness may rest on what he did after he left the White House.

The only asset he had when he died was the house he lived in, which was in Independence, Missouri. His wife had inherited the house from her mother and father and other than their years in the White House, they lived their entire lives there.

When he retired from office in 1952, his income was a U.S. Army pension reported to have been \$13,507.72 a year. Congress, noting that he was paying for his stamps and personally licking them, granted him an 'allowance' and, later, a retroactive pension of \$25,000 per year.

After President Eisenhower was inaugurated, Harry and Bess drove home to Missouri by themselves. There was no Secret Service following them.

*As President he paid for all of his own travel expenses and food.*

*Modern politicians have found a new level of success in cashing in on the Presidency, resulting in untold wealth. Today, many in Congress also have found a way to become quite wealthy while enjoying the fruits of their offices.*

*Political offices are now for sale. (sic. Illinois )*  
When offered corporate positions at large salaries, he declined, stating, "You don't want me. You want the office of the President, and that doesn't belong to me. It belongs to the American people and it's not for sale."  
Even later, on May 6, 1971, when Congress was preparing to award him the Medal of Honor on his 87th birthday, he refused to accept it, writing, "I don't consider that I have done anything which should be the reason for any award, Congressional or otherwise."

*Good old Harry Truman was correct when he observed, "My choices in life were either to be a piano player in a whore house or a politician. And to tell the truth, there's hardly any difference!"*

*I say dig him up and clone him!*

*Enjoy life now, it has an expiration date!*





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# ALL ABOARD THE "ARK HOTEL"

Giant biosphere is a 'self-contained haven' in event of climate change with a flood disaster.

**I**t looks like a cross between Noah's Ark and something out of a 1970s science-fiction film.

The futuristic Ark Hotel has been designed to withstand floods caused by rising sea levels.

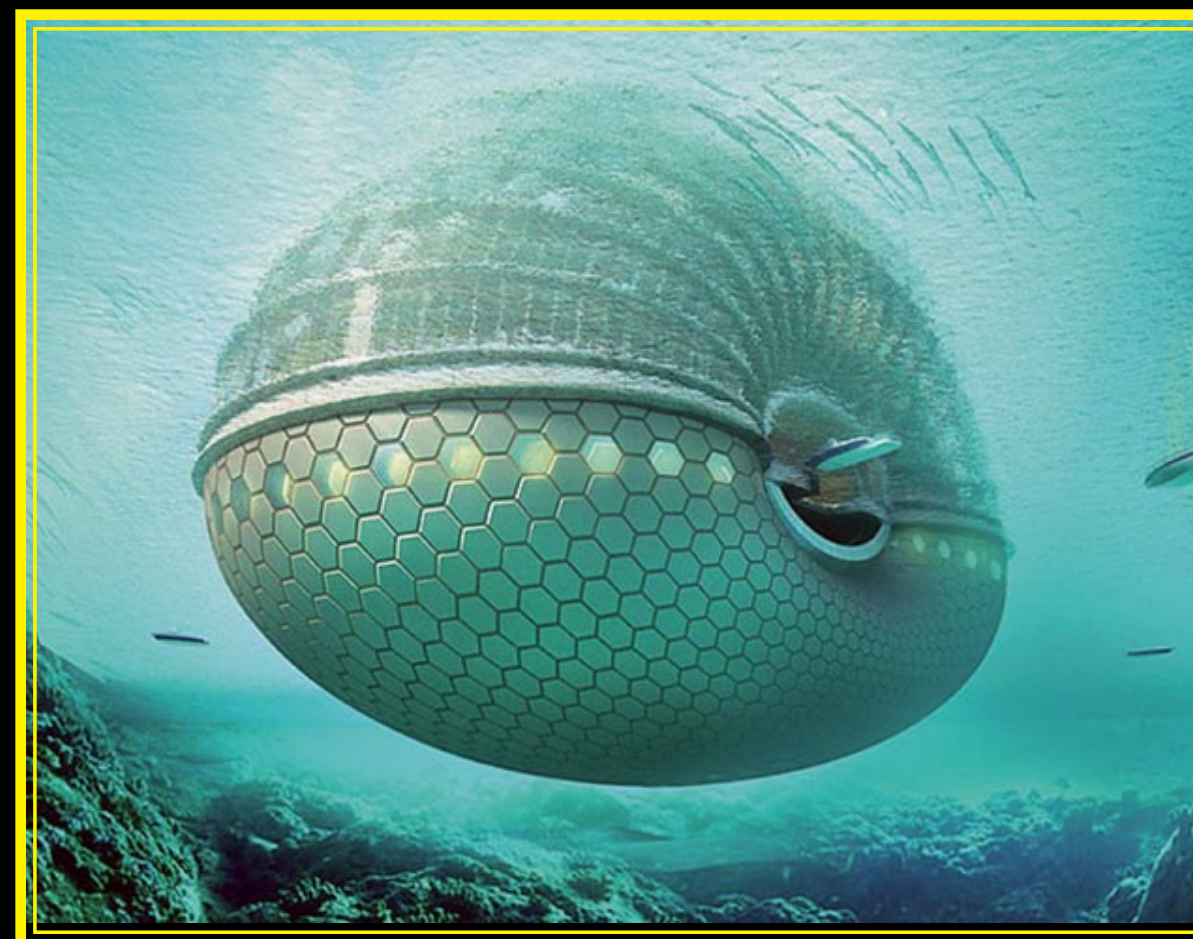
The floating behemoth is a 'biosphere' conceived as a safe, self-contained haven in case of disaster. Boasting a green, self-sustaining environment for guests, the shell-shaped hotel would withstand tidal waves and other natural disasters.

Architects say the Ark's shell-like construction of arches and cables evenly distribute weight so it is also invulnerable to earthquakes.

The design uses solar panels and a rainwater collection system to provide inhabitants with power and water. It can be adapted to work on both land and water.

The greenhouse-like environment also provides for lush vegetation to help with air quality and provide food sources.

Because of the see-through structure, enough daylight is filtered through internal rooms to reduce the need for lighting. And to ensure



quality of light, the frame is protected with a self-cleaning layer.

The Ark has been designed by Russian firm Remistudio with the assistance of the International Union of Architects' program Architecture For Disaster Relief.

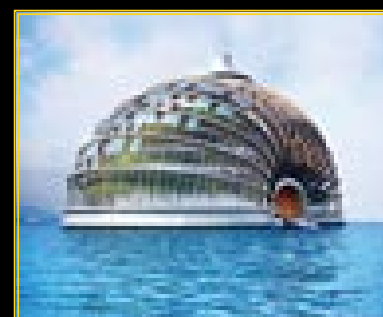
Alexander Remizov, of Remistudio, said: 'For architecture there are two major concerns. The first is maintenance of security and precautions against extreme environmental conditions and climate changes. The second one is protection of natural environment from human activities.'

The Ark is an attempt to answer the challenges of our time.

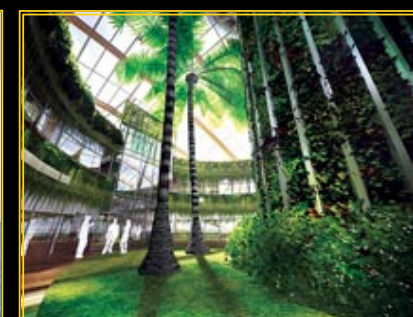
Provision is made for an independent life support system.

All the plants are chosen according to compatibility, illumination and efficiency of oxygen producing, and with the aim of creating an attractive and comfortable space.

Through the transparent roof there is enough light for plants and for illuminating the inner rooms.'



This is a floating version of the Biosphere "Ark Hotel".



An interior view of the Hotel features lush greenery producing a warm interior.



This is an interior layout of the various sections of the biosphere's layout.



This is a land version of the structure in the building stage.



A completed land version with entrances and a parking lot for patrons.





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# SCOTCH!

by Angus MacHalmi



[l to r] Tom (Angus) Halmi, Dr. Tim Thompson and Capt. Eric Marshall.

At this year's 3rd Annual "Scotch" event held on June 10th at the EYC, one might envision a line at the bar slamming singles and growling with an exhale, however this event was quite the opposite. I found it to be far more Historical and Ceremonial than I had perceived. If one envisions the term or word "SCOTCH," there was an interesting way it can be determined whether its origin is IRISH or SCOTTISH. There is Scotland and there is Ireland and there is Whisky and there is Whis-

key. If the bottle's label is spelled 'Whisky,' it's from Scotland. Now if the label contains an 'E' in the word 'Whiskey,' it is from Ireland. Hence, no 'E,' it's Scottish. Now the story of Single Malt Whisky, and how about the 'Haggis'?! Well, all of that for the next time, when you make your reservations, which are limited, for next year's late Spring event. We'll be sure to save ye a wee dram!



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## Elderly Man Stopped by Cop

submitted by John Hauserman

An elderly man is stopped by the police around 1 AM and is asked where he is going at this time of night.

The man replies, "I am going to a lecture about alcohol abuse and the effects it has on the human body."

The officer then asks, "Really? Who is giving that lecture at this time of night?"

The man replies, "My wife."



# 1943 Guide to Hiring Women

The following is an excerpt from the July 1943 issue of Transportation Magazine. This was written for male supervisors during World War II.

Even Tips on Getting More Efficiency Out of Women Employees: There's no longer any question whether transit companies should hire women for jobs formerly held by men. The draft and manpower shortage has settled that point. The important things now are to select the most efficient women available and how to use them to the best advantage.

Here are eleven helpful tips on the subject from Western Properties:

1. Pick young married women. They usually have more of a sense of responsibility than their unmarried sisters, they're less likely to be flirtatious, they need the work or they wouldn't be doing it, they still have the pep and interest to work hard and to deal with the public efficiently.

2. When you have to use older women, try to get ones who have worked outside the home at some time in their lives. Older women who have never contacted the public have a hard time adapting themselves and are inclined to be cantankerous and fussy. It's always well to

impress upon older women the importance of friendliness and courtesy.

3. General experience indicates that "husky" girls - those who are just a little on the heavy side - are more even tempered and efficient than their underweight sisters.

4. Retain a physician to give each woman you hire a special physical examination - one covering female conditions. This step not only protects the property against the possibilities of lawsuit, but reveals whether the employee-to-be has any female weaknesses which would make her mentally or physically unfit for the job.

5. Stress at the outset the importance of time and the fact that a minute or two lost here and there make serious inroads on schedules. Until this point is gotten across, service is likely to be slowed up.

6. Give the female employee a definite day-long schedule of duties so that they'll keep busy without bothering the management for instructions every few minutes. Numerous

properties say that women make excellent workers when they have their jobs cut out for them, but that they lack initiative in finding work themselves.

7. Whenever possible, let the inside employee change one job to another at some time during the day. Women are inclined to be less nervous and happier with change.

8. Give every girl an adequate number of rest periods during the day. You have to make some allowances for feminine psychology. A girl has more confidence and is more efficient if she can keep her hair tidied, apply fresh lipstick and wash her hands several times a day.

9. Be tactful when issuing instructions or in making criticisms as women are often sensitive; they can't shrug off harsh words the way men do. Never ridicule a woman. It breaks her spirit and cuts off her efficiency.

10. Be reasonably considerate about using strong language around women. Even though a girl's husband or father may swear vociferously, she'll grow to dislike a place of business where she hears too much of this.

11. Get enough size variety of operator's uniforms so that each girl can have a proper fit. This point can't be stressed too much in keeping women happy.



# Twittererific

submitted by  
Mary & P/C Bob Morrison, PDYC

## Good Laugh for the Over 50 Group!

When I bought my Blackberry, I thought about the 30 years I ran a business with 1800 employees, all without a cell phone that plays music, takes videos, photos and communicates with Facebook and Twitter. I signed up under duress for Twitter and Facebook, so my seven kids, their spouses, 13 grand kids and 2 great grand kids could communicate with me in the modern way. I figured I could handle something as simple as Twitter with only 140 characters of space.

That was before one of my grand kids hooked me up for Tweeter, Tweetree, Twirl, Twitterfon, Tweetie and Twittererific Tweet-deck, Twitpix and something that sends every message to my cell phone and every other program within the texting world.

My phone was beeping every three minutes with the details of everything except the bowel movements of the entire next generation. I am not ready to live like this. I keep my cell phone in the garage in my golf bag.

The kids bought me a GPS for my last birthday because they say I get lost every now and then going over to the grocery store or library. I keep that in a box under my tool bench with



the Blue tooth [it's red] phone I am supposed to use when I drive. I wore it once and was standing in line at Barnes and Noble talking to my wife and everyone in the nearest 50 yards was glaring at me. I had to take my hearing aid out to use it, and I got a little loud.

I mean the GPS looked pretty smart on my dashboard, but the lady inside that gadget was the most annoying, rudest person I had run into in a long time. Every 10 minutes, she would sarcastically say, "Re-calc-u-lating." You would think that she could be nicer. It was like

she could barely tolerate me. She would let go with a deep sigh and then tell me to make a U-turn at the next light. Then if I made a right turn instead. Well, it was not a good relationship.

When I get really lost now, I call my wife and tell her the name of the cross streets and while she is starting to develop the same tone as Gypsy, the GPS lady, at least she loves me.

To be perfectly frank, I am still trying to learn how to use the cordless phones in our house. We have had them for 4 years, but I still haven't figured out how I can lose three phones all at once and have to run around digging under chair cushions and checking bathrooms and the dirty laundry baskets when the phone rings.

The world is just getting too complex for me. They even mess me up every time I go to the grocery store. You would think they could settle on something themselves but this sudden "Paper or Plastic?" every time I check out just knocks me for a loop. I bought some of those cloth reusable bags to avoid looking confused, but I never remember to take them in with me.

Now I toss it back to them. When they ask me, "Paper or Plastic?" I just say, "Doesn't matter to me. I am bi-sacksual." Then it's their turn to stare at me with a blank look. I was recently asked if I tweet. I answered, "No, but I do toot a lot."

P.S. Us senior citizens don't need anymore gadgets. The TV remote and the garage door remote are about all we can handle.







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# “Schooners In Peril” Canadian Heroine Abigail Becker

submitted by John Baker



Abigail Becker poses for a early photo wearing her LSBA metal for saving so many lives.

Many fine ships have gone to wreck off Lake Erie's notorious Long Point, a twenty-mile-long stretch of land mass jutting south-east from Port Rowan, Ontario. The stories about the wrecks in this area are legendary. Among the best is a tale about Abigail Becker, who, at age twenty-three, single handily saved the crew of the wrecked schooner *Conductor* during a November gale in 1854.

Abigail was described as a “well-knit” woman of rugged pioneer stock who took up residence with her husband, Jeremiah, and their two children in a shanty at the tip of Long Point. Jeremiah Becker was a hunter and trapper who chose to live in the wilderness near his trap lines. At the time of the *Conductor* disaster, he was away on a trip to the nearest Canadian town to sell pelts and to stock up on supplies for the winter.

The *Conductor*, under command of Capt. Henry Hackett, was carrying ten thousand bushels of corn from Amherstburg to Toronto. The ship was blown off course in the storm and grounded on the point during the early morning hours of November 24. The gale was so terrible the sails from the three-master were torn away and the life boat was ripped from its davits. The Beckers discovered the wreck lying about there hundred feet offshore when they awoke at daybreak. The ship was tilted at a strange angle and waves from the still-raging storm were rolling relentlessly over its decks. It was obvious that in time the ves-

sel would be torn asunder by the lashing it was taking. Sailors could be seen hanging in the ship's rigging.

Mrs. Becker knew the men needed to be rescued or they would perish, but how was she going to do it? She didn't even have a row boat with which to try to reach the wreck. Even if she had such a boat, how could she hope to survive in the surf? With her children's help, her first reaction was to build a large bonfire on the beach. The fire served as a signal to the sailors that their plight was known and that help was coming. Next she spent most of the day building a raft. One account said she used several large bed posts, possibly from the beds in the Becker home. In the meantime, the storm continued to rage without any sign of letting up. By 3:00 PM the raft was finished. The surf was still dangerously high but Becker wanted to get the stranded sailors off the wreck before nightfall if possible. She signaled the men, inviting them to try to swim to shore while she came halfway to reach them on her makeshift raft. To show her sincerity, Abigail waded boldly out in the frigid water, using the raft as a support against the power of the waves.



This is the interior of Long Point were Abigail supposedly lived.

Captain Hackett made the first try. Even though he was weak from the hours that he spent clinging to the ropes, Hackett dropped into the frothing surf and started swimming toward the little raft. He got close enough for the woman to snag him and then pull him to shore. He stumbled ashore exhausted but alive. Hackett insisted on going back in the water with Becker to help when a second sailor made the long swim. He collapsed and Becker had to pull both men out of the water at the same time. For the rest of the day,



Becker continued to wade into the freezing surf, grasping struggling bodies one-by-one. By nightfall all but the ship's cook, Jeremiah Sawyer, were safe and warm inside the Becker cabin. Sawyer spent a terrible night alone on the wreck. Becker maintained her vigil, keeping the bonfire going on the beach to let him know that he was not forgotten. By the next morning the storm was starting to let up. Sawyer was pulled from the wreck and he was still alive.

When the story of her deeds became known, Abigail Becker was a national heroine. Local merchants gave her money. The Life-Saving Benevolent Association of Canada awarded her a gold medal. The Canadian government gave her a one-hundred-acre farm near Port Rowan. England's Queen Victoria sent a letter, thanking her for her accomplishments. One account said the queen's gift also included a Bible.

Sources:  
*Detroit Daily Free Press*, “The Schooner *Conductor* Wrecked,” Dec. 3, 1854, from news clipping lakes history file, Detroit Public Library, Detroit, Mich.  
*Detroit Free Press*, anniversary story about the *Conductor* sinking, Nov. 29, 1954, from microfilm rolls, State Library of Michigan, Lansing, Mich.  
Historical data about the wreck of the *Conductor*, from the Fort Malden National Historic park Museum, Amherstburg, Ont.  
Morrison, D. Neil F., “The Abigail Becker Story,” as it appeared in the *Erie Sunday Times*, Sept. 11, 1955, news clipping history file, Erie Public Library, Erie, Pa.





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## Reflections on the War of 1812

continued from page 11.

both got off to a ragged start in a shipbuilding race on the Great Lakes, where the barriers of rapids and falls prevented the immense strength of the Royal Navy from being brought to bear any closer than Montreal. It was in the crucial victories of Lake Erie and Lake Champlain, and at least holding the line at a draw on Lake Ontario, that the U.S. Navy pulled the national fat out of the fire, and enabled the U.S. to come out of the war intact. In time, the War of 1812 became the war that everybody won, except the Indians, who were doomed in any case. For the British the "American War" was but an annoying side-show in the struggle against Napoleon, and they accomplished their primary military objective which was to retain Canada. For the Canadians it was a resounding victory. The disparate parts and populations joining to support the British and repel American invasion became the unifying event that made Canada a nation. For Americans the war ended in a draw on technicalities, but a victory in the intangibles of larger issues. The peace that ended the war ceased hostilities at the pre-war status quo. It did not address a single point the Americans cited as reasons for going to war. The restrictions on neutral trade had been repealed at the start, and impressment was not mentioned in the treaty, but the need for both had ended with the British victory over Napoleonic France. The treaty stipulated the Indian boundaries were to be respected. So technically the U.S. had nothing to show for the war except that it had survived a war with the world's greatest seapower.

Yet in the long perspective, in the reckoning of intangibles that are hard to define but do exist, the U.S. can claim an enormous win. The nation had for the first time been through

a severe trial and survived as a union of states. In the big scheme of things, the U.S. reason for declaring war on Britain was to force that nation to take us seriously as a sovereign nation. That this was achieved showed in many ways. When the U.S. continued its inexorable roll west and ignored the Indian boundaries, the British recognized the futility of trying to exert any further influence. When border disputes surfaced from time to time along the Canadian frontier, mutual saber rattling was contained by mutual caution. Both sides had gained a wary respect for each other. Perhaps most telling, less than ten years after the war, the U.S. Navy and the Royal Navy cooperated in joint operations to rid the Caribbean of pirates, and afterwards to suppress the African Slave Trade. Of equal importance, Americans learned to take themselves seriously, that war should not be declared lightly, that a militia is no substitute for a professional Army, any more than privateers are a substitute for a professional Navy. Despite the mistakes and disasters, America had fought for itself and survived, and thereby gained an inestimable amount of self confidence, that has sustained us ever since. So it is fitting our National Anthem, despite being a tune few of us can carry well, grew in popularity as the nation grew because of the story it told, of survival in battle. Throughout the years since, those stars and stripes have been shown around the world by many, but none moreso than the Navy.

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## EYC Members Quickly React to Tragedy

by Janet Stachelek

Throughout history, whenever an inexplicable and horrific event has occurred, a shocked and bereaved public often echoes the same refrain: "How could this happen on such a beautiful day." And such was the case here in our small but close-knit community of the EYC. By all accounts, aside from a few minor glitches, our 117th Opening Day ceremonies went off smoothly under warm and sunny skies. Blessed with one of our first gorgeous days, members dispersed to enjoy the rest of the day with family and friends. And then at around 6:25 p.m. the unthinkable happened, a horrible accident that resulted in numerous injuries and the loss of a young precious life, that of Erin Carlisle.

I am very proud to be part of a club where nearly every able-bodied member on the grounds rushed to assist in any way that they could with little regard for their own safety. Every single EYC member acted swiftly and with amazing courage and compassion. But as is often the case following a terrible tragedy, there are a few people who emerge as heroes,

going above and beyond in their capacity to help. And even though I know that none of them would want or expect this, I would like to tell you a little bit about their actions, even by those I don't recall by name, and ask you to include them in your prayers today.

Among the first to arrive at the boat were John Nowakowski and Jennifer Perry. Jenny is a nurse and when she saw that little Jameson Hertel had been removed from the water by his father Aaron and placed on the dock, she gently lifted him to a safe distance away and then ran back to help Aaron and Mike Brown out of the water. John was using his fire extinguishers and calling for others from nearby members' boats. Jo Wilko, kept Amanda Hertel calm until she could assess the seriousness of the situation and after bringing Amanda to Jameson's side, she went to tend to Aaron. Jo, Andy Fritz and Pete Gorny never left his side until the paramedics put him in the ambulance. There were the people who stayed with Mike Brown and saw to his comfort as best they could by getting him everything they thought he needed and though I don't recall who they were, I witnessed the incredible care they took with him, even though he was likely a stranger to them.

Suzanne Morrison is a nurse anesthetist who was with Jameson when I arrived. I have been known to brag that babies never cry when they are with me, but on this day, I was never so happy to see a baby cry, nor to beg and pray that he keep doing so. I stayed with Jameson the whole time and there were others with

me, but Suzanne went to tend to Ryan Carlisle. Her trained hands and eyes assessed his every movement even while she tried to absorb his unspeakable pain and anguish. She fought for and with her patient every step of the way. She even fought with the paramedics to get him what she thought he needed.

There were our gas dock attendants. Cheerful Rachel Palkovic, who although terribly injured herself, is nonetheless a hero as she told everyone within earshot to tell the paramedics to help everyone else first before they came to help her. And Jamie Mattson, who was shaken and shocked to his core, but nonetheless, showed up for his shift the next day at the gas dock. And Lauren Geary who worked into the wee hours of the morning trying to remove any vestiges of the tragedy that had occurred that evening.

And finally, because I am the author of this article and because I don't tell him nearly enough, I am incredibly proud of my husband Conrad, for being the caring and dedicated doctor he is, and for doing that which none of us could even bear the thought of doing, yet so desperately needed to be done. We all share your anguish in this senseless loss of life.

We have a saying at the EYC that any friend of a member is a friend of ours. That said, together we grieve the loss of a friend and wish all of our injured friends a speedy recovery and hope that you know that you are in our thoughts and our prayers each and every day. We look forward to seeing you back at the EYC very soon.








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# Members' Cook Book

by Michael Dent

First, I would like to thank the members who have responded to date. However, we are still short of our goal in the number of recipes required in all categories to make the first edition of the EYC LOG Cook Book all it can be.

This project from the beginning has totally centered on EYC member response. Adequate member response is needed to make this worthwhile project a success and we are not there yet. We hope that many more members respond since the proceeds benefit the EYC Sailing School which provides a marvelous service not only to our members but also the entire community.

Our vision is to develop this cook book to include breakfast, luncheon, appetizers, main courses and deserts recipes from our EYC members. This affords others the opportunity to enjoy your interesting, unique and tantalizing specialties.

We would like to get this publication put together and printed in full color (hence the color photos for some or all of your entrees) so we can have it ready for this fall. But the deadline to produce this project is creeping up on us. We need to begin production by the end of summer for an early fall release.

Remember, all proceeds received from this project will be donated to our EYC Sailing School so it can grow and prosper in the Club's efforts to extend our love of the water and boating to as many young people as possible.

So please send us your recipes (with a full color photo if possible) as soon as possible. Again it is up to you to make this project a success.

Thank you all for your continued support for this worthwhile endeavor.



## A Delightful Soup Served Hot or Cold

Recipe by Michael Dent

### Beetroot & Apple Soup

(serves 6)

700gm uncooked beetroot  
2 onions 2 garlic gloves  
2 eating apples 70gm butter  
200ml dry cider  
1.2 liters chicken stock  
spring onions to garnish  
3 tbsp crème fraiché

Peel chop and slice everything  
Fry everything 10-12 minutes  
Add cider and reduce to a syrup  
This takes about 5 -8 minutes  
Add chicken stock and seasoning  
Bring to the boil and simmer for  
30 minutes.  
Chop and lightly fry spring onions  
until soft.

Serve hot with garnish of hot spring  
onions and a dollop of crème fraiché.




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## July Calendar of Club Events

- 3rd EYC Annual Family Picnic  
Face Painting • Wall Climbing  
Boat Rides • Train Rides • Clowns  
Family Picnic Buffet Adults \$11.95  
Kids 6-12 \$6.75 5 & under Free!  
3pm-6:30pm
- 4th EYC Firecracker Fourth  
7pm - Firecracker Ala Carte Buffet  
Entertainment with The Uncles
- 7th Thursday Sunset Happy Hour  
Hawaiian Shirt Night • Drink Specials  
Music by Mark & Robin • 6pm - 9pm
- 8th Dock Party G, H, I, J, K
- 11th Frolic on the Bay Breakfast  
9am - 11am
- 14th Thursday Sunset Happy Hour  
Lake Erie Classic Car Night  
Drink Specials • Music by G3 Trio  
6pm - 9pm
- 21st Thursday Sunset Happy Hour  
Mask Night • Music by Sam Hyman  
Band • 6pm - 9pm
- 22nd Dock Party L, M, N, O,
- 24th Sunday Lighthouse Happy Hour  
Entertainment by Simplee Mary  
6pm - 9pm
- 28th Thursday Sunset Happy Hour  
90's Karaoke Night • Drink Specials  
Music by DJ Pat Martin
- 30th Dover Weekend Band with The  
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by **P/C John Ashby**  
*Publisher/Editor*

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So please try to remember your LOG advertisers whenever possible.

Thank You.



## August Calendar of Club Events

- 4th Thursday Sunset Happy Hour  
Presque Isle Corvette Club Night  
Drink Specials • Music by Night  
Cruisers • 6pm - 9pm
- 11th Thursday Sunset Happy Hour  
Beaner Run Hot Rod Car Club Night  
Drink Specials • Music by G3  
6pm - 9pm
- 16th Junior Sailing Banquet
- 18th Thursday Sunset Happy Hour  
Harley Davidson Night  
Drink Specials • Music by Sam  
Hyman Band • 6pm - 9pm
- 20th Lake Erie Solo Challenge Ends Here
- 21st Sunday Lighthouse Happy Hour  
Entertainment by Endless Summer  
6pm - 9pm
- 25th Thursday Sunset Happy Hour  
Presque Isle Antique Car Night  
Dress like a Pirate Night  
Drink Specials • Music by Acoustic  
Gypsies • 6pm - 9pm
- 28th EYC Charity Regatta benefiting the  
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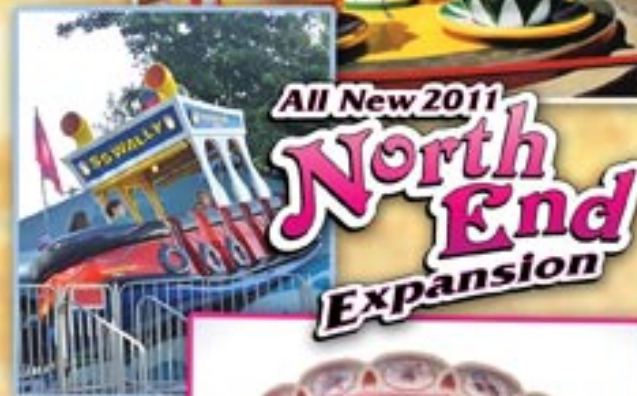
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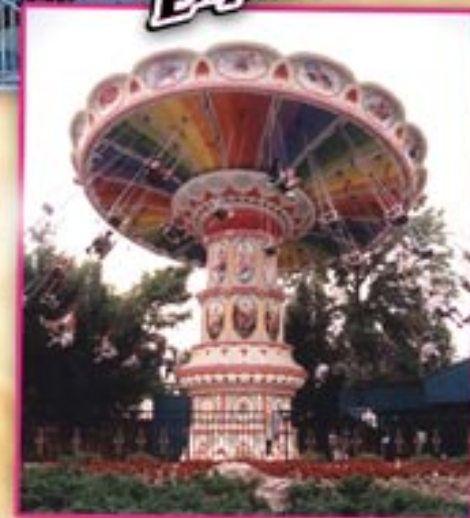
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