

FLC

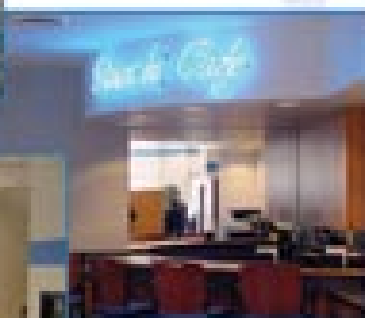
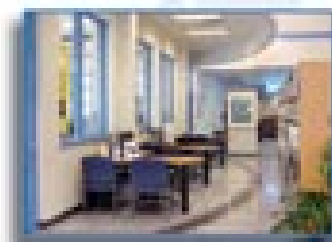


Teens Aboard Niagara

PSRT STD
U.S. POSTAGE
PAID
ERIE, PA
PERMIT #199



Check Out Our
Cruise Lines.



Bianchi Honda

Honda's Highest Award Winning
Dealership in the Entire Country

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

Teens Aboard Niagara	4
The Adventurers	6
Victorian Princess	8
Circumnavigation.....	12
Birds of Presque Isle	18
EYC United.....	30
EYC Women Invited.....	10
“Guests”	14
Cleveland Boat Show	16
URSA	20
Gift of Sailing	28

From the Bridge

Fleet Captain Tom Trost



I would like to take this opportunity to thank those that took the time to vote at the Annual Meeting in November. Thank you for your support.

I have established my Grounds Committee for 2007. We have been baptized by fire with two major projects that have been approved by the Bridge and Board.

The first project, which is already in the works, is the front gate enhancement. We will

erect seven stone pillars that will be connected by ornamental fencing, complimented with fresh landscaping.

The second project will be the construction of a hip style roof above the existing wooden deck surrounding the lighthouse.

It is our plan to have these projects completed in time for Opening Day Ceremonies.

Thank you for your support and this opportunity to serve you.

Directory

Club House	453-4931	Club House Fax	453-6182
Fuel Dock/Guard House.....	456-9914	Canoe House	453-6368
EYC Web: www.erieyachtclub.org		E-mail: eyc1895@erieyachtclub.org	

EYC Catering: Elizabeth Quinn 453-4931 or catering@erieyachtclub.org

Mailing address: P.O. Box 648 • Erie, PA 16512

On the Cover...

Sydnee Groenendaal, one of the teen shipmates of the author, is assisting two full time paid crew members set a sail as part of the “Niagara’s Sail Training Program”.



Officers

Commodore John Murosky..... 456-7797
jmuroskyeyc@aol.com
 Vice Commodore Dave Arthurs.... 455-3935
arthurs@spectrumcontrol.com
 R/C Dave Amatangelo 452-0010
dave@amatechinc.com
 Fleet Captain Tom Trost 490-3363
faytomel@aol.com

Directors

P/C James Means 833-4358
jam4392@aol.com
 Bob McGee 838-6551
mcgee@erie.net
 Gerry Urbaniak 454-4456
gerorem@gte.net
 Bradley Enterline..... 453-5004
bkclaw@earthlink.net
 Sam “Rusty” Miller 725-5331
captrm.eyc@adelphia.net
 Greg Gorny 323-1743
grg817@netzero.com
 Matthew Niemic 835-8967
mattniemic@velocity.net

Log Staff

P/C John Ashby..... 455-2757
jashby@ashby-adv.com
 Irene Boyles 899-6606
tinytoona@aol.com
 Jan Stachelek..... 459-6991
JStachelek@Stachelek.com
 Sandy Will 833-0303
carosal@velocity.net
 Judy Emling 833-3293
judithemling@adelphia.net
 Toni Sample 864/227-8833
totalu@earthlink.net
 Alex Webster 323-3954
chiroalex33@aol.com
 P/C Pat Geary 459-7777
pkgasail@yahoo.com
 Kitty Ferrari 838-3933
fajferrari@yahoo.com
 Dave Heitzenrater 449-5126
dddd@velocity.net
 Neil Milligan 734-4652
neilmilligan@verizon.net
 Aimee Nicolia 455-0833
anicolia@neo.rr.com
 Bradley Enterline..... 453-5004
bkclaw@earthlink.net



Teens Aboard Niagara "Teen Fulfills Vow Made at Age Seven"

by Natalie Mae Joan Schaefer



Natalie Schaefer, the author, loved her experience last summer and can't wait to come back in 2007.

At seven years of age, my family took a summer expedition from Pittsburgh to Erie where we visited the Erie Maritime Museum.

"Don't Give Up the Ship," they told us, and trust me, I never have.

That was 10 years ago and my parents finally decided I was old enough to take back the ship. That or they finally decided 10 years of begging and pleading was just long enough for one couple to bear.

I got my summer job at a feed and garden store and after working just enough hours that they wouldn't have to give me health care benefits, I saved the money and then, was off to sea, or lake, as you would have it.

Before I left, I strutted about our little farm, chest puffed out further than a rooster's, and crowed about all I would do "on board." That was what I said poking sticks into the people's ears that would sit long enough to let me.

"Why when I get on board..." and "You just wait when I'm on board and you're stuck here weeding tomatoes till your thumbs shrivel up..."

I was excited and I was raring to go.

We made the same trip from Pittsburgh to Erie again and the whole family spilled out of the car in front of the museum to see me off.

I had my single duffle bag of clothes to last me the three weeks, a few toiletries, and the

peace I made with the fact that my showers would be few and far between, that there was no mattress, and that I would be the only person I knew.

Standing in front of the museum it finally sunk in. I was about to become a sailor, or really learn what sailors were all about. The pictures I always drew, the books I always read had led me to this, my first real adventure and while my sisters bumbled around the parking lot blinking back sleep and adjusting to the light, my dad folded up the map and my mom lathered me with kisses, I vowed to make it a good one.



Crew members aloft furling the "squares" on the "yards" upon returning from a day of sailing.

My first night "on board" went smoothly. I had packed just enough to make my seabag bulge but not quite spill over and I successfully put up my hammock after an ungraceful amount of time for someone as salty as I was to become.

That hammock and I were to become quite a pair after long, hard days but on that first night if you had told me just that, I would have thrown a marlinespike. Apparently, there was a 'nettle problem' where one of the hammock's strings twisted causing the hammock to tilt and me to tilt with it. So, I spent that first night on my back, sideways (go figure that out).

At first, things were tricky and overwhelming. Lines were everywhere, like bugs at home, and I didn't want to touch them, not knowing which ones would bite or what to call them.



Dining aboard is always looked forward to, but remember not to stand up too fast!

I was always standing in the way of one busy sailor or another and stepping on things I should not. Fortunately for me, the whole crew was willing to give advice that I was more than willing to take.

My first trip aloft was like climbing trees at home. Putting my hands on the shrouds and my feet on the ratlines for the first time was an extremely exhilarating feeling.

Granted, I climbed slowly and carefully but I still felt like a real sailor with the wind full in my face and the sails snapping around me.

From the first moment on the shrouds to the very last second spent on deck, everything is a happy blur of sweat, sunburn, blisters, and laughter.

I grew stronger but not leaner, thanks to the talented galley, and I learned much more and made more friends than I could have hoped when originally setting out.

Sailing around Lake Erie was exciting and different, but looking back now I know what I miss the most are the people, my shipmates.

They truly are the greater part of the adventure. Everyone has such a striking personality, all unique and capable, willing to help and willing to teach. The friends I made this summer I will drag with me to the grave and never forget because not only have they taught me the fundamentals of tall ship sailing but they have shown me what true companionship means. Also, they have proven to me that sail-



Note the 18 "sweeps" above the crew members each being 30' long and take 5 crew on each to obtain one knot of speed.

ing the wind is not only a unique experience but a heart rendering art form. Most importantly they taught me how to appreciate its beauty.

Life "on board" took getting used to and a few bumps on the head but I did it with their help.



The crew practices loading and firing one of Niagara's 18 pound cannons.

(continued on page 26)

Safety is paramount as the Second Mate oversees two crew members as they furl the jibs.

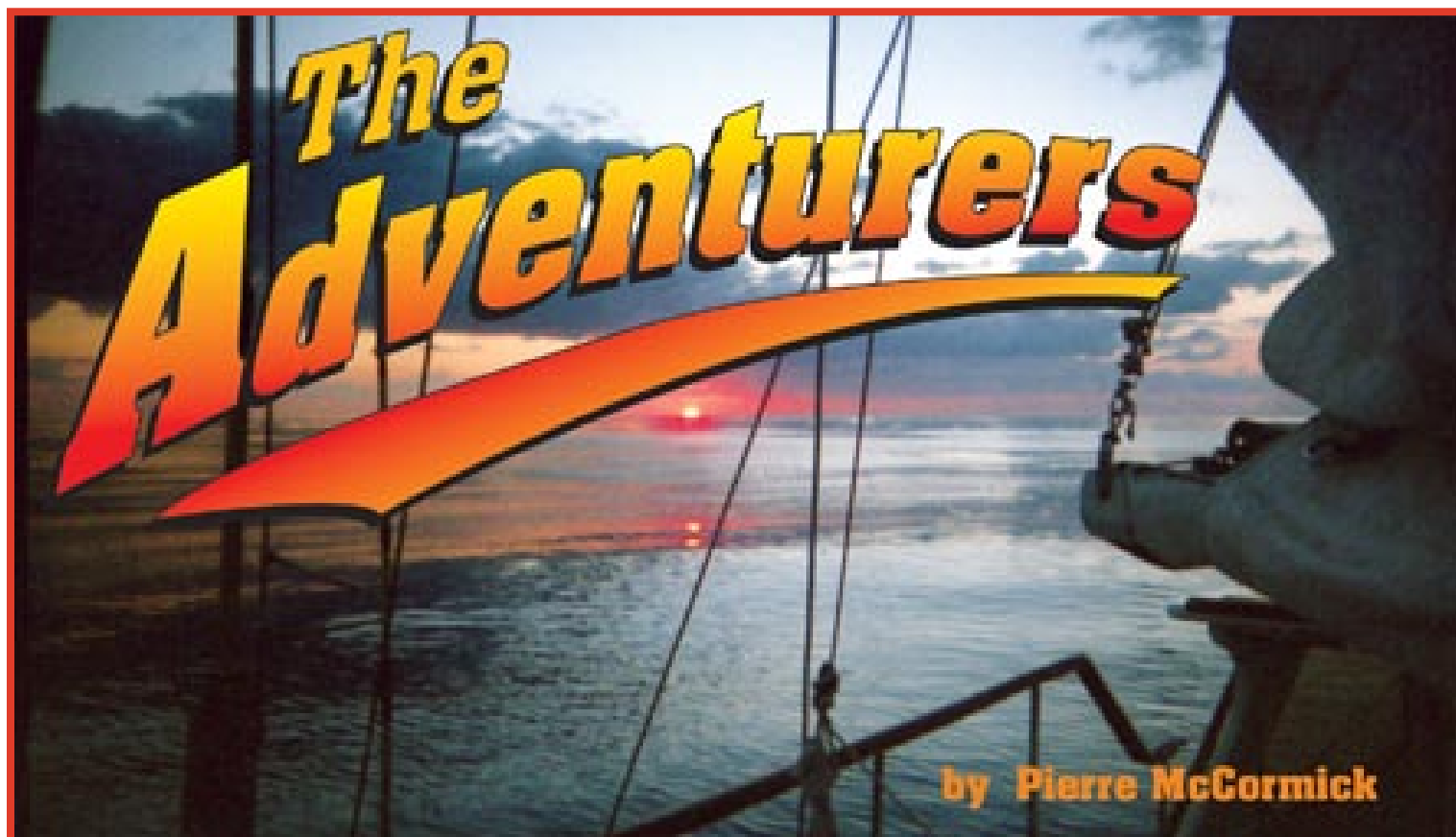


THE ADVENTURE. I started sailing late in life, after being a power boater for a number of years. I attribute my new interest/passion in sailing as a result of crewing with our friends, Sue and Pat Geary, aboard *Captured Angel*. Pat's advice was "buy a small sailboat and go out and scare the hell out of yourself". I did and he was right. On a small sailboat you experience everything. We now own a 36 Catalina which is on Lake Michigan in Door County, Wisconsin. Some day soon, we hope to berth our dream boat in Erie.

sailed approximately 100 miles south toward Cape Hatteras until we got to the Gulf Stream and crossed where it is fairly narrow (approximately 50 miles),

The conventional wisdom was to sail to Bermuda, hit the 65th longitude and then ride the trade winds south. (They call this going to I-65.) The changing weather patterns now seem to indicate that one should go south when you can and go east when you can. Stay on the rhumb line when possible. The departure was delayed by two days as the weather

THE BOAT/THE CREW. The boat that I crewed was a 47' Vagabond Ketch. It was a 1980 and owned by the skipper since new. It was outfitted with a watermaker, generator, radar, global star phone, GPS, chart plotter, etc. The skipper, Warren Grad, was extremely knowledgeable and had logged thousands of sea miles including a couple trips to Bermuda, the Caribbean and extended cruising in Maine and Nova Scotia. Rounding out the crew was Gerry Skoll, a retired Air Force pilot, who runs a sailing school for kids in Indianapolis... yes



My wife Kathy and I have a dream of doing some extended cruising. After a number of bare boat charters and a few overnight passages, more experience was necessary. It is with that thought that I submitted a resume for the Caribbean 1500 Rally as potential crew. I received a call in October from a skipper to round out his crew. The Adventure began!

THE RALLY. The Caribbean 1500 leaves in early November (after hurricane season) from Hampton Virginia and departs to Tortola, BVI. This is approximately 1300 miles on a rhumb line but closer to 1500 in actual miles.

This year there were more than 70 boats, from a 62 Hallberg Rassy to a 36 Catalina. There even was a 70s vintage 41 Morgan Out Island. This is a great rally and a great way for people who want to get their boats to the Caribbean for the winter but who don't want to beat into the wind by going down the island chain.

The strategy used was to leave on the back end of a low thereby allowing the Gulf Stream to settle down by the time you get to it. We

on the gulf stream was blowing 30-35 kts with 20 foot seas. The organizer, Steve Black, was conservative in the departure to ensure a safe passage.

There were 3-4 days of seminars on things like weather, life raft demonstrations, diesel engine troubleshooting, etc. with nightly hospitality. Getting to know the crew and the boat was an interesting process.



Here is the proud crew posing for the cameras with our hard won "Trawler Class Trophy" while our only goal was a safe voyage.

there is water in Indiana via an inland lake. Jeff Skoll, a retired engineer from St. Michaels has commissioned a 50' Shannon and hopes to sail with his wife.

The dynamics of the crew are always very interesting. I would describe our dynamics as cooperative and fun. We all got along very well and settled in to a nice rhythm. Our watches were 2 on and 6 off which allowed for some nice rest. We rotated but ultimately settled on a watch system at night only. I had the 10 to midnight and 6 to 8 am shift. Worked out great... a little nap after dinner and a chance to see the sun come up. The sunrise, sunset and the moon coming up were highlights of the day. We also experienced some of the things you read about on ocean passages. We had a flying fish land on deck at night. We were accompanied by dolphins for a period of time. We caught one Mahi Mahi. Although we had numerous hook ups, I guess we needed Fritz Curtze as our guide! Most boats caught fish with a couple of tuna hook ups with sushi for dinner. Night watches that included "un-



This is our 47' Vagabound Ketch *Arabesque* owned by Warren Grad who not only skippered us to victory but hosted a wonderful and memorable adventure.

known" lights that turned into either cruise ships or cargo ships. Sleeping in berths without lee cloths... works great on one tack and results in sleeping on the cabin sole on the other! One night on watch, as the boat was moving through the ocean, we disturbed plankton that generated a beautiful phosphoresce wake (looked like those light sticks). Very cool! Our meals were outstanding. Warren's wife, Lynn, provisioned and everything was gourmet from beef bourginon to shepards pie. One frozen pan is the way to go!

We had radio contact via SSB twice daily with position and wind reports along with a brief fishing tale. This helped to determine weather conditions ahead. For the real racers versus us "set it and forget it" types this aided in sailing tactics. With a handicap of about 80 hours we didn't plan on winning anything and we met our goal.

THE PASSAGE. The passage/race/rally started in heavy fog. We were navigating by radar only and not even sure if we crossed the starting line at the right place. After a couple of hours it cleared up and we were headed for the Gulf Stream. It was about 100 miles to the

stream and the only way we knew that we were there was by the difference in the water temperature. It was 61 degrees but 72 in the Gulf Stream. The crossing was probably the most exciting time. The crew was not that acquainted yet, we had steady 25 kts on a broad reach with the main and mizzen. I saw gusts to 31 kts. I personally hand steered for the first 4 hours. Our boat, *Arabesque*, had a displacement of almost 50,000 pounds which resulted in a fairly smooth ride but the full keel resulted in steering that was not as responsive as one would like. But with some practice we were soon sailing down the back of 10-15' waves and meeting the next set in a way that we wouldn't broach. Although we did have a rogue wave that hit us on the beam and moved us about 100' to starboard like right now! The dinghy which was on davits broke loose and was hanging on the aft starboard side. Warren and Jerry worked on getting it secured. They lashed it down and used a halyard from the Mizzen to keep it secure. Shortly thereafter the main, although we had a preventer on it, got caught in the spreaders. The occasional slamming of the main resulted in about half

As far as being fishermen, this was the only one we landed ... a Mahi Mahi. Hey, P/C Fritz Curtze, where were you when we needed you?



the plastic sail slides popping off.

Other problems were that the engine shaft developed a leak which resulted in water in the bilge and the high water alarm going off but a simple tightening of the shaft bearing quickly fixed the problem. In addition we had a couple problems with the water system, either leaks or vapor lock, both quickly fixed, and other than that everything worked pretty well. Of course our skipper had great knowledge of his boat with plenty of spare parts. With a watermaker and 200 gallons in tanks, daily showers became the norm.

The next 3-4 days were with winds in the 2-3 kt range. We motored for almost 3 days and were glad to have some wind to conserve fuel. We carried over 200 gallons, but most boats had much less and had supplemental fuel in Jerry cans on deck. Fuel consumption became the major topic at the chats.

Three of four boats diverted to Bermuda as a result of the fuel issue. We also learned on the chat that someone was airlifted off because of medical issues and they returned to Beaufort, NC.



This is one of the "open air" Caribbean restaurants that help make the islands so desirable with views such as this.

We finally picked up the trades, although with only 10-12 kts of wind we completed our passage in one hour short of 10 days.

LANDFALL. We arrived at Village Cay about noon in Tortola. We were about in the middle of the fleet. After tying up an interesting phenomenon occurred. Our crew, like most others we were told, did not want to leave the comfort and safety of the boat that had just delivered us 1500 miles. We all kind of hung around the deck before heading to the festivities at shore, not to mention a hot shower in a spacious albeit expensive (\$4) shore side facility.

The next couple days were filled with getting the boat ship shape, parties, awards, and great camaraderie. After all we had just finished a 1500 mile journey or 5% of a circumnavigation. We motored almost 140 hours of the entire trip. We claim we won the "Trawler Award" but the goal was to get there comfortably and safely. We did both. If you are interested in more information see www.carib1500.com. The organizer, Steve Black, did an outstanding job!

Great time and I am strongly considering doing it next year on our own bottom as we continue our search for our own "blue water" boat. Thanks to P/C Pat Geary for his introduction and encouragement.



Presque Isle Royalty

Victorian Princess

by Kitty Ferrari



"Here ye here ye here ye" We are now boarding the *Victorian Princess*! Feeling a bit like a princess or a prince, passengers slowly begin walking down the short gangplank to the paddlewheeler. One of the crew takes your reservation name as you board and directs you to the appropriate table. A nice way to start your voyage.



The excellent staff are very accommodating and extremely helpful in making sure your day aboard the *Princess* is a memorable one.


This lovely paddlewheeler was built in 1986 and then remodeled in the winter of 2001-2002. The Coast Guard certified the boat to carry as many as 149 passengers. Tables on the first deck can seat 72 passengers and on the second deck 48 passengers. Both the first

and second deck are enclosed and climate controlled. A bar is located at the stern end of the first or main deck, and drinks will be served to you from that bar.

The third and open deck offers relaxed seating (for about 15 to 20 passengers) with a commanding view of the beautiful scenery of Presque Isle Peninsula, Presque Isle Bay, the main land and all the other sail and power boating activity. The bow area also is available to enjoy the vista. Cruising in this fashion makes you aware of all the wonderful facilities available on the Bay and on Presque Isle peninsula. Liberty Park shines in the sunshine and it is easy to visualize the many concerts

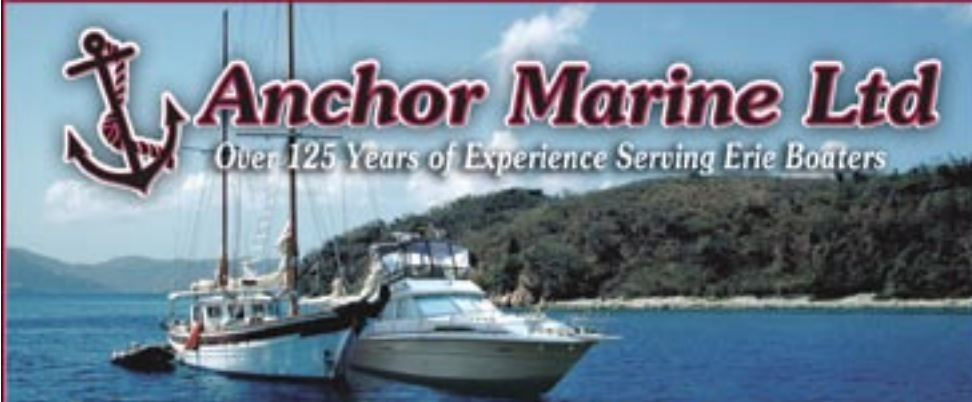
While underway the two massive paddle wheels can be viewed at work through the windows behind the cocktail bar. Neat!





Anchor Marine Ltd

Over 125 Years of Experience Serving Erie Boaters



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




RBArchitects
 ARCHITECTURE • PLANNING • INTERIORS



The comfortable accommodations along with the delicious cuisine and a superb view of Presque Isle Bay and the Peninsula truly makes for a wonderful change of pace and relaxing experience that's a real "must do" this summer.

held there in the summer. Presque Isle State Park, our 3200 acre peninsula which boasts seven miles of lakeside sandy beaches, is the home to a wide variety of outdoor activities and numerous landmarks.

Reservations are a must to book passage on the *Princess*, and passengers board 15 minutes before departure time. Attire can

be anything from shorts and golf clothes to party dresses and sport coats - depending on the kind of cruise. Weather is not a factor, unless of course it is high wind or thunder and lightening. If weather conditions dictate, the ship cannot leave Dobbins Landing and the cruise is kept dockside. Your event will continue, with all the pre-ordered

Reminiscent of a bygone day the *Princess* is proudly berthed at Dobbins Landing.



catering style food and your favorite legal beverages which are not affected by weather conditions.

Throughout this summer, various cruises have been offered. The types of cruises include Kids Cruise, Brunch, Dinner Cruise, Full Moon Cruises, Father's Day, Early Bird Dinner, and special events such as Fireworks on



Cocktails on the top level patio of this authentic "paddlewheeler" enhance your scenic tour of the beautiful Erie waterfront.

the Bay and Memorial Day cruises. Price, of course, varies with the length of the cruise and nature of the cuisine. There is also a "Happy Hour" cruise on Wednesday evenings. All of the cruise packages make for a good time waiting to happen.

The food is catered by Marketplace Grill with a delicious selection of cuisines for each individual cruise offered. The luncheon buffet menu included garden salad, ziti with alfredo bruschetta, apple pecan cranberry stuffed chicken, Swedish meatballs, glazed carrots, rolls and butter - along with chocolate mousse and non-alcoholic beverages (cash bar is also available).

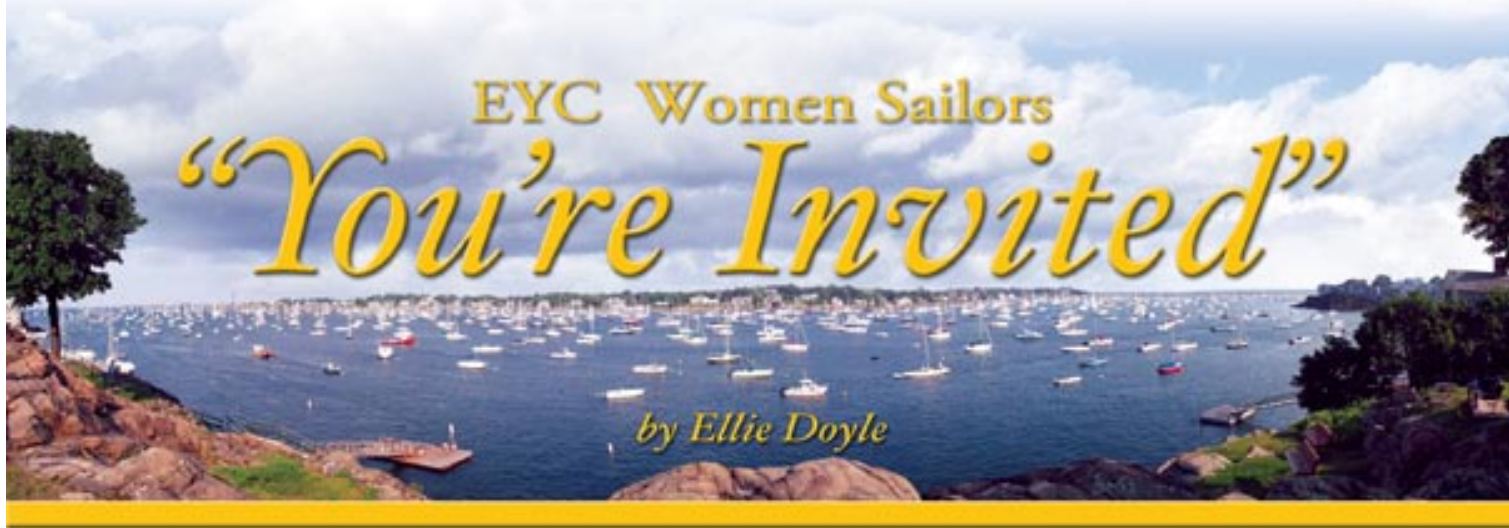
Various types of entertainment will increase your enjoyment of the voyage, with the types of entertainment designed to match the event. For example, DJ Brez at Happy Hour cruises, Dixiedoodler's for some dinner cruises, and

(continued on page 27)

2631 West 8th Street Erie, PA 16505
814.838.7525 PH 814.833.0202 FX

EXCELLENCE BY DESIGN





On Saturday, June 2, 2007, EYC women sailors are invited to attend the 6th Women's Sailing Conference at the Corinthian Yacht Club in Marblehead, Massachusetts. The event is organized by the National Women's Sailing Association and has been a favorite for women up and down the east coast since it began in 2002. BoatUS has been and continues to be the primary sponsor.



Here the women receive lecture on sail trim and boat handling.

The one-day event provides opportunities for women to hone their skills on sailing matters. There are on-land seminars that cover topics, such as troubleshooting diesel engines, basic knots, suddenly singlehanded, flares and life rafts, winch maintenance, proper clothing and fabrics for different environments, an introductory session for women new to the sailing world, and navigation, both traditional and this year understanding the computer software



A very popular subject with the attendees is "How to Chart a Course".



This is the main entrance to the rich traditions of the Corinthian Yacht Club.

available. Many of the sessions are hands-on.

At the same time, there are on-the-water sessions where the women are introduced to racing and basic tactics, how to get a person back on board, practice at the helm or wheel of a sailboat and also just providing the opportunity to experience sailing for the first time.

All the coaches or workshop leaders are well versed in their topics. They are all volunteers and they come from all across the country to share their particular skill with other women. "It's addictive", says Ellie Doyle, a member of the conference organizing committee. "To see women become more confident at the end of the day and so excited about sailing is what keeps me coming back. Some of the women know more than they think. They just need to "do it" themselves."

It's a full day for women to get ready for the sailing season. Not only are we providing educational opportunities, but also sailing products and networking opportunities. The day concludes with a dinner, speaker and raffles. What a way to start the summer!

The proceeds from the raffles support NWSA's AdventureSail® program, a nationwide program for young girls at risk. Each AdventureSail® program is different, depending on the location, the types of boats and the type of experience the organizers want to give to these young girls. "Recently we have been

able to support programs in Massachusetts, New York, and Wisconsin. NWSA has guidelines for anyone who would like to organize an AdventureSail®. It is such a rewarding day for everyone." Says national co-chair, Sue Corl.

The National Women's Sailing Association's mission is to enhance the lives of women and girls through education and access to the sport of sailing.



We also have instructions on "man over board" rescue techniques.

For further information, you can visit the website, www.womensailing.org or e-mail the organization at wsf@womensailing.org or for the conference, jthayer@comcast.net. The registration form will be on the website in early spring. The fee is \$115 for NWSA members and \$150 for nonmembers. This is not a day to miss. Women, circle your calendars for Saturday, June 2nd.



Our course in "knot tying" makes it all so easy even a child can do it.

Get On the Right Tack...

**Schneider, Trane
& Natural Gas.**



TRANE

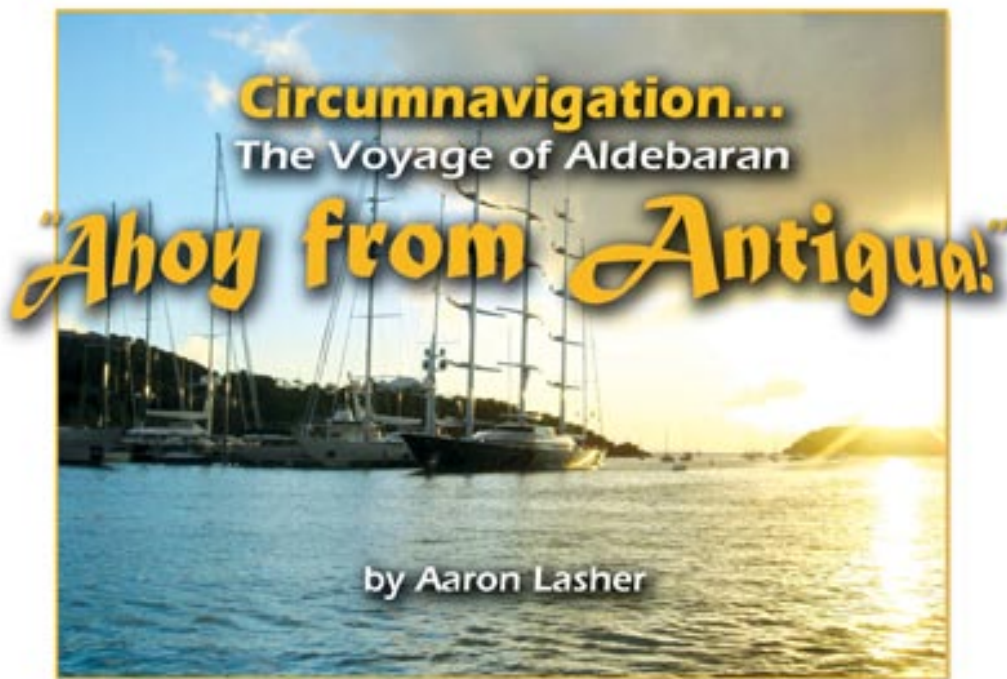
It's Hard To Stop A Trane.

**Schneider
Heating &
Air Conditioning, Inc.**

Servicing All Makes & Models

**Natural Gas.
Your Most Energy
Efficient Choice.**

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



Falmouth Harbor in Antigua is known as the Mega Yacht Capital of the Caribbean. *Maltese Falcon* and *EOS*, two out of the world's three largest private sailing yachts, each nearly a football field long, are moored side by side above.

If anybody made any bets that we would make it through the North Atlantic in the middle of winter, it's time to cash in! At the time of this article's writing, *Aldebaran* and her crew have made it safely through 2075 miles of open ocean sailing.

On Sunday, November 19th four other crew and myself - known as Reach The World Chicago - set sail from frigid New York City on a 2-year sailing circumnavigation. Our mission: to use the stories and logs from our trip to bring the world into under-funded classrooms, enliven subject material and inspire students to set high standards for themselves.

Even so, it's not so bad down here. Living on a boat is a blast. I don't have to shave or do much laundry. I haven't bathed in anything but saltwater in weeks. When I go to customs and immigration I put on a nice collared shirt and slacks, but despite my best efforts I'm sure I look homeless.



Aaron's first time on the helm aided by my Grandfather EYC P/C Bob Lasher returning to the Bay through the channel.

One of the most disappointing things so far has been the unexpected discovery that I can get seasick. I thought to myself that surely with

all of the sailing I had already done up until this point that my cast-iron stomach was impervious to even the most nauseating pitches and yaws of the ocean. It's just enough to make me uncomfortable, but the yachtsman's code and personal pride prohibit me from whining about it.



Ashley finds a Flying Fish that had landed on our deck during the night.

Everybody on the boat has had to adjust to a drastic lifestyle change. The 5 of us share a living space that is probably smaller than your kitchen. If it weren't for a lot of compromise, and a healthy dose of silliness, we would almost certainly throw each other overboard. Luckily, we all went through the biggest growing pains when we shared a house together before departing on the voyage. Now we just bicker over trivial things like who's turn it is to do dishes and which way the toilet paper should be installed (I prefer backwards).

Even though we have barely put a dent in the voyage, we've already visited some incredible places. Have you ever seen the James Bond movie, *Goldeneye*? Part of it was shot at the largest radio telescope in the world, at the

Arecibo Observatory in Puerto Rico. The giant dish is located in the middle of the rainforest, giving it a certain primal authenticity. I half expected Pierce Brosnan to jump out of the underbrush with guns blazing, to the great surprise of the soft-spoken scientists sauntering across the massive parabola in their modified snow shoes.

Another fantastic place we visited was the island of Saba, part of the Dutch Antilles. This inhospitable dormant volcano juts straight out of the ocean and up 3000 ft. This is pretty impressive considering the island is only a couple miles across. After a bit of a hairy landing and a 3 hour hike from sea level to the summit, we talked to some locals who were very impressed that we had managed to get our dinghy on land considering there were no beaches to be found in Saba. I will admit, the maneuver was impressive, and involved very precise timing between wave sets to avoid being introduced to the large rocks that skirt the bottom of the mountain.

None of the islands we visited were quite as beautiful as Barbuda, however. This flat and untouched tropical gem is host to miles of perfect white sandy beaches and the largest lagoon in the Caribbean. According to our guide, George, "in Barbuda everything moves slowly, because everyone has everything they need." He couldn't have been more right. George taught us soft-handed city-folk how to catch live lobster, a skill that we picked up with utter alacrity.

I was also lucky enough to meet up with Mom, Dad, and Sis for a short time in the British Virgin Islands. It just so happened that the three of them were able to take a vacation during the same time we were there and join the expedition for a few days. Hopefully we can meet up again in the near future.

Does anybody know how to troll for deep-sea ocean fish? Whiz (also known as Ryan Whisner) and I have vowed to become the best fishermen in the world by the end of this trip. Unfortunately, despite our greatest efforts and intense study, we have 1 tuna to our name. Disturbingly often we will catch half-fish that met their demise at the losing end of a barracuda before we could reel in the line completely. Whiz insists that for every two-half fish we catch, we can call it a whole fish. I think this is a sign that we need some professional advice on how to catch more fish. Send your fishing tips to ryan@reachtheworld.org.

There are three others onboard besides Whiz and myself: Ashley, Brian, and George. Ashley, being the only girl, has had to learn to put up with 4 smelly boys in a confined space. Her patience is further tested by her position as Production Manager of the expedition. Much of our time is spent writing articles for the web page. We absolutely love it but it can be tough to keep up with the schedule. Once per week it is time to "collect homework" and the poor girl has to deal with the kind of tardiness and excuses usually confined to middle



Lem Lasher, the author's father, showing us a move he learned as a kid growing up in Erie and of course the Erie Yacht Club.

school classrooms. She has a tough job, and the rest of us do our best to turn in our assignments on time.

"Sometimes I feel like your mother," she laments. I have to admit, she knows how to keep us in line. You can get her side of the story by emailing her at ashley@reachtheworld.org.

Brian is a man of many talents, one of which is an uncanny ability to get free dock space at foreign marinas. He is able to consistently convince marina managers and owners, who frequently charge upwards of \$3 per foot per day, that they should sponsor our program by offering complimentary dock space. Sometimes they even throw in free electricity and water. His portfolio of successful pitches is growing and he is currently 7 for 7. His beard

(continued on page 24)



Now this is a truly breathtaking view of the town "Windward Side" on the island of Saba.

Zoom!
Professional Whitening System

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

the science of smiles

DISCUS DENTAL

PLAZA DENTAL ASSOCIATES

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

John V. Schultz
FURNITURE & MATTRESSES

Erie's #1 Furniture And Mattress Store Since 1940

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

Our New Home

"The Best Gets Better"

1202 West Sixth St. (formerly Way 2 Go)

Ph: 452.2347 • fax: 459.0237

Toll Free: 1.800.700.7809



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

24 Emergency Service: 814.459.5736 Cell 814.392.4465

First Time Boat

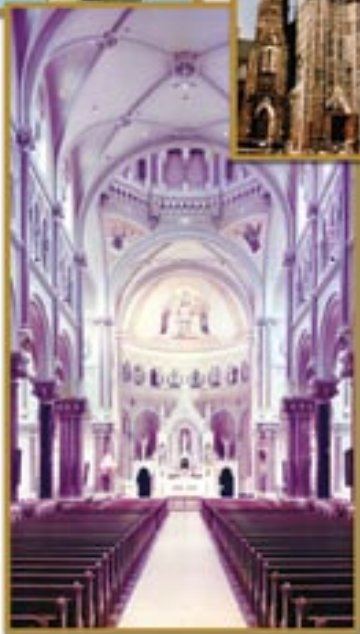
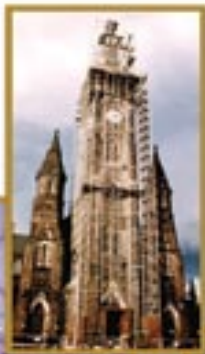
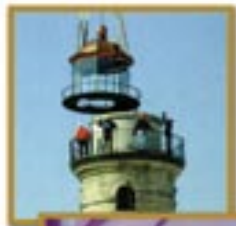
"Gu

Friends of mine are always asking me to take them out in my boat. Usually when they do I cringe and try to change the subject. Not that I don't take non-boating friends out, I do, but I like to be as selective as possible. I have had too many problems with first time boaters.

First of all, they always want to help. They want to cast lines off, tie lines, move fenders and drive the boat, but none of them really know anything about boating. And they're obstinate about it. After all, they may have been a Sea Scout for a summer 30 years ago. With those credentials, how can you refuse? So you ask them to cast off the lines, and what do they do, they remove the line from the cleat on the dock. Of course, last spring it took hours to get the lines adjusted perfectly, but now the process begins again.

Another problem is the lack of deck shoes. It may seem like a simple thing, but I have had guests on board where the women actually arrive for an evening cruise and dinner with high heels on.

Many of us grew up watching Gilligan's Island and wondered why the Professor had so much gear with him. Anyone who has ever taken a non-boating guest on board shouldn't have been surprised. They usually bring enough clothes and food for a month or two at sea. Don't tell me you haven't cringed when you saw your guests waddling down the dock of the BLC pushing not one, not two, but three



pre·serve (pr-zûrv)v.

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

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

See: Fiske and Sons.



FISKE
FISKE AND SONS, INC.

PRESERVATION
& RESTORATION
HISTORIC • RELIGIOUS • INDUSTRIAL

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



Offices in:

- Erie, PA
- North East, PA
- Girard, PA
- Harborcreek, PA
- Sharon, PA
- Conneaut, OH
- Ashtabula, OH
- Painesville, OH
- Geneva, OH
- Grove City, OH
- Dunkirk, NY

Industrial • Clerical •

119 West

www.in



ing

ests"

by Captain Dennis Daniels



dock carts loaded to the top with enough stuff that you need a barge to load it all.

The problems don't end there. The food these guests bring is typically not boater's food. Peanuts in the shell are nice at the ball game, but bring them on the boat and you end up spending the rest of the summer trying to vacuum the shells out of your carpets. And when they pull out the watermelon, well you can guess where the seeds wind up.

Every non-boater at one time or another while cruising will ask the inevitable question. "Hey Dennis, what'll she do?" Now, if you have a Villani go fast boat that is a logical question, but on an Egg Harbor, it doesn't make much sense. Never the less I tell them that it will do 60-70 MPH flat out. I also tell them that I rarely run at that speed, because it foams the beer in the cooler.



Probably the biggest problem confronted is the proper use of a marine head. It's incredible how confused people get when they don't see a standard flush toilet. I have had guests sit cross-legged for hours, simply because they don't want to ask how to use the thing.

Anyway, I think I'll stick to my select group of seasoned friends who accompany me. They come to the boat with the right deck shoes. They all have a sharpshooter rating with the boat hook and they usually bring a case of my favorite beer. They are skilled in the operation of a marine head and are satisfied with 10-12 knot speeds.

Why, one or two can even belay a line to a cleat, what more could you ask for.



Little Known Facts:

by Sandy Will

- Legend and history combine to report that Commodore Oliver Hazard Perry stopped at Ballast Island in the Bass Islands area of Lake Erie to pick up rocks during the War of 1812. Not the pretty colored rocks that you collected as a kid, but big ones that the Commodore then used to attain better ballast for his ships before fighting the Battle of Lake Erie.

- Lake Erie is the tenth largest natural freshwater lake in the world with the five Great Lakes being the single largest body of fresh water in the world.

- The beaver helped spur the exploration of the Great Lakes region because of its valuable pelt. The beaver is the world's second largest rodent. Always busy with 20 teeth and a paddle for a tail, a full-grown beaver can weigh from 40 to 95 pounds. A beaver dam can be more than 1,000 feet long.

- About 12,960,000,000 gallons of water roll over the Niagara Falls everyday yet more than that actually evaporates off the surface of the Lake during that same day. The erosion of the cliff underneath the Falls has caused the lip of the Falls to move upstream about one-sixth of a mile since 1678.



RESOURCES, INC.

STAFFING SERVICES

Payroll • Temp to Perm • Permanent

9th Street • Erie, Pa 16501
(814) 453-6571

infinityresources.jobs



"Excellence from Design through Validation"

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

Reddog
INDUSTRIES INC.

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





Cleveland Boat Show “Selling the Erie Yacht Club”

by Dave Heitzenrater

Member Karen Imig, EYC Secretary/Treasurer, discussing the Club with Show patrons.

Yes, selling the hospitality, amenities and availability of the Erie Yacht Club was the purpose of attending the 50th annual Cleveland Boat & Waterfront Lifestyle Expo. This is the second year our Board of Directors approved the booth in an effort to promote the Erie Yacht Club. The purpose of our booth was to advertise our Club and point out to the attendees that Lake Erie does extend east beyond Cleveland area with the idea that boaters will be more familiar with the EYC and visit us and optimistically some with the will request membership.

The booth was open for business over a ten-day period from January 12th through the 21st 2007 and helmed by members included Commodore John Murosky, Kelly Donlon, Rear

Volunteers hard at work, Dick and Debbie Robertson and Fay Trost. Two models and the other guy.

Commodore David & Debbie Amatangelo, Fleet captain Tom & Fay Trost, PC Ronald Busse, Club Secretary Karen Imig with Brad Carns, Dave Heitzenrater plus Club General Manager Mike Lynch.

The very informative booth was originally prepared and donated by Club members Gary Fritts and David Amatangelo. Our included beautiful enlarged and mounted photos highlighting the Club interior, exterior, grounds, basin and our racing fleet in action plus plenty of literature and handouts with vital Club information.

Again for 2007 the EYC booth was the single Pennsylvania Yacht Club represented at the show along with three Ohio Yacht Clubs all based on the south shore of Lake Erie. The EYC display was prominently placed among the nearly 225 exhibitors competing for the attention of the crowd entering the huge former tank manufacturing plant now coined the International Exhibition Center.

Our professional display illustrated the excellent membership opportunities and facilities available at our Club. These items were especially impressive when compared to the facilities and costs of the other Lake Erie Yacht Clubs. Many boaters showed interest in visiting the EYC as a transit point as well as a destination. The Erie Yacht Club showed very well among the other Lake Erie Yacht clubs.

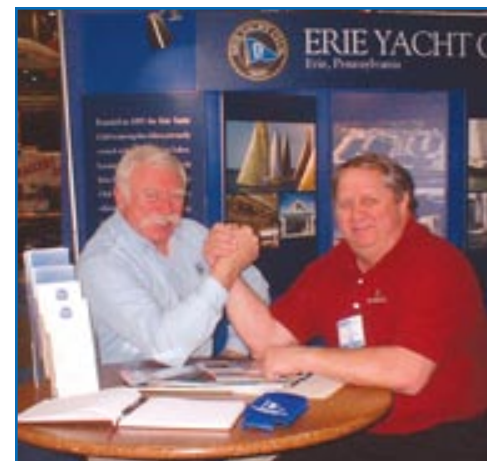
The Show: If you haven't been to the show now known as the Cleveland Boat & Waterfront Lifestyle Exposition is worth the trip with over 1,100 power and sail boats on display including the 52' Sea Ray and the new Tartan 4300 built in near by Grand River. The show included a vast array of vendors beyond the expected boat sales and service, marine equipment suppliers and associated boating products. Additional vendor products ranged from sunglasses, peanut brittle, pots and pans, wiping cloths, plastic teak and lasik eye surgery.



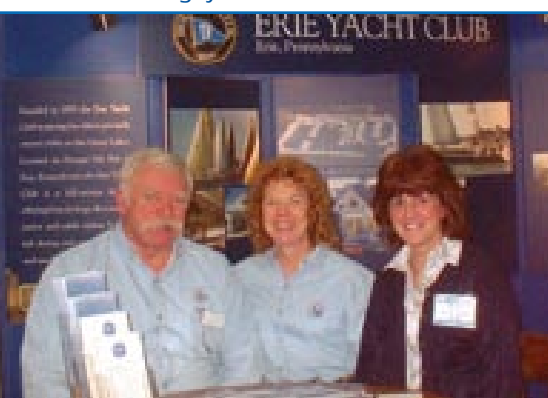
Debbie Amatangelo delivering her pitch on the virtues of Erie Yacht Club membership.

The 50th annual showed featured a waterfront life style array of on the water and at the waters edge living styles. The show included a floating home condominium community and a full scale Cape Cod style waterfront home assembled within the IX center. There was the usual fan driven radio controlled boat pond, the Kid's Fishing Village, a 4,000-gallon Hawg Tank stocked with live big bass and the famous nautical flea market, not to mention the World's Largest Indoor Ferris Wheel at 125 feet that extends 35 feet through the roof in a glass atrium.

The food industry was again well represented with a food court and the mock-up storefronts of the familiar Put-in-Bay landmarks Frost's and the Round House Bar.



“The Battle”. Who's really in charge here P/C Dick Robertson or our new Fleet Captain Tom Trost. Hey Dick he's a lot younger!





Be First in "Class".



J.G. Ashby
Advertising, Inc.

814.455.2757

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

Advertising

Marketing

Public Relations

The Birds of Presque Isle

by Miranda Crottsley
TREC, Environmental Education Supervisor

When you say “Presque Isle”, most people think of lazy days on the beach or biking around on the multi-purpose trail. But to one segment of the population, Presque Isle is a type of Mecca. Some even pilgrimage to Presque Isle every year to revel in one of our most notable, but sometimes overlooked, recreational pursuits – birding. These visitors know and see what many do not – that Presque Isle during spring migration is one of the nation’s best places to spot the hundreds of birds that call the eastern US home.

Of course, it is no accident that over 330 species of birds have stopped by Presque Isle. The location of this sand spit jutting into Lake Erie makes it a perfect resting spot for tired and famished birds on their long journey north. With the imposing and cold Lake Erie, just free of its ice ahead of them, thousands of birds stop here to rest, fuel up on the abundant insects, seeds, and other foods, and stage for another leg of their journey.

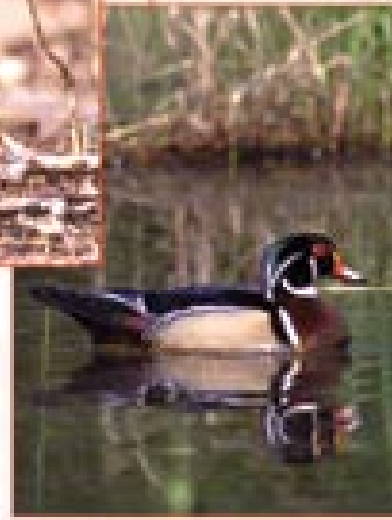
And birders have learned over the years to watch for the signs and await the arrival of these various birds with anxious anticipation. When the winds are out of the south in March and the bay ice starts to break up, the waterfowl and the waterfowl watchers appear. In April, warm south winds bring the raptors – hawks, eagles, osprey and turkey vultures by the thousands. These majestic birds hug the ridgelines and bluff lines near the shores, making the Tom Ridge Environmental Center parking area and tower a great new locale for spotting the birds of prey sailing by. And finally, in May, the pinnacle of the spring migration – the colorful spectrum of songbirds graces us with their presence. Watch the feeders behind the Stull Center for the bright orange Orioles, or the red-stained Rose-breasted Grosbeaks. Choose the Old Gas Well trail for the rainbow of Warblers, and stick around the Waterworks



The melodious Towhees sing “drink your tea” all around Presque Isle.

area to catch a glimpse of the gorgeous Red-headed Woodpecker.

Because Erie’s backyard is so rich with bird life in the spring, several events have sprung up from the dedication of birders and friends of birds. The goal of these events is to spread the word and the appreciation of birds. This phenomenal resource makes our community and parks very special places, and many of these birds are in need of protection from loss of habitat and other challenges. So each spring there are two large events sponsored locally by the Presque Isle Audubon and Presque Isle State Park – Hawk Watch (in April at Erie Bluffs State park) and a weekend of birding events around International Migratory Bird Day -- the second weekend in May. This year, Presque Isle has teamed up with others in the Oil Heritage Region, Pymatuning, MK Goddard and Asbury Woods to bring the public and birdwatchers a full weekend of activities in the form of a PA Great Lakes Birding event. Please join these events to get a glimpse at one of our region’s most tremen-



Beautiful Wood Ducks can be seen in

dous natural resources and discover why birdwatchers flock here each year.

For updated information as spring approaches, please see www.trecpi.org. Up to date bird sightings can be found outside the park office entrance of the Tom Ridge Environmental Center, on the bird sightings signboard, or at www.presqueisle.org/audubon. And don’t forget that the fun and exciting pursuit of birds doesn’t just stop once spring is through. Presque Isle also attracts new birds in the summer -- such as shorebirds and Purple martins – so there’s always a something new to see or hear at Presque Isle!





Baltimore Orioles are favorites.



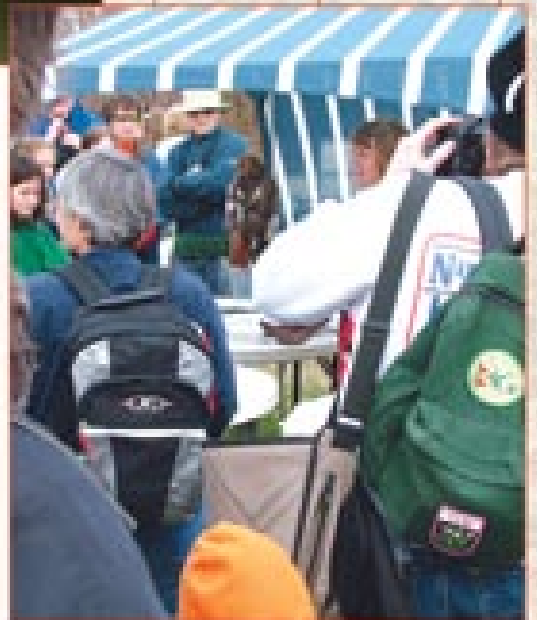
This Palm Warbler is one of many varieties at the Park.



Red-headed woodpeckers can be seen clinging to Dogwoods in the Waterworks area.



Scarlet Tanagers in early summer.



Hawk Watch participants are also treated to live birds of prey up close, courtesy of the Tamarack Wildlife Rehab Center.

The All New Volvo S80

**"The Luxury Car that Treats You
Like the Greatest Luxury of All"**

V8 All Wheel Drive Now Available



2007 Volvo
S80



Bob Cunningham,
Sales Manager

VOLVO OF ERIE

Located at

'1CHAMPION

2502 West 26th St. • Erie, PA • 878.2500

BACK COVE YACHTS

- Diesel Powered
- Bow Thruster
- Hard Top / Express Models
- Economical to Operate
- Handcrafted in the Maine Tradition



RCR YACHTS

960 West Bayfront Parkway • Erie, PA 16507 • 814.455.6800
www.rcrmotoryachts.com • www.rcryachts.com

WHERE ARE THEY NOW?

“Ursa”

by JAN STACHELEK



Check out the portside stabilizer. Nice lines.

In this newest EYC Log series, we will bring you stories of memorable EYC boats that have withstood the test of time, traveled far and wide, changed owners, design, or home ports, but nonetheless, remain part of EYC boating lore. I have chosen to explore the history of *URSA* for the first boat in this series.

P/C George Deike (1969) worked long and hard hours as the President of the Mine Safety Appliances Company in Pittsburgh. Additionally, he sat on the Boards of Directors for Penn State (for which he proudly wore the moniker, Mr. Penn State), as well as several Pittsburgh banks. When he wanted to relax, he and wife Anne would head up to his favorite place, the EYC. More often than not, they would fly up for the weekend in the comfortably appointed company airplane. According to longtime friend, P/C Dick Waller, George was a great big bear of a man who loved his Chivas Regal



Note the unique swim platform design.



The Pilothouse. Well equipped.

and boating. In keeping with his two passions, George had a number of boats over the years, including a 52' Chris Craft Constellation and he also kept a private stock of Chivas Regal at the EYC. When he retired in 1976, as a present to himself, he commissioned a 52' boat to be built by Paasche Marine of Erie. The boat was christened *URSA* (the Russian word for bear) in recognition of George himself.

URSA had a welded aluminum hull that resembled a trawler but was, in fact, a planing hull. She had three water tight compartments below deck, one of which was the massive engine room. The main cabin was aft of the engine room with its entry off the spacious salon area. Forward of the engine room were two smaller cabins with a connecting head and shower. The salon and galley were basically the shape of a large box which gave the feeling of a much larger space than in reality.

But perhaps the most interesting and memorable thing about *URSA* was her original en-

gines. In his work with the Mine Safety Appliances Company, George Deike had secured several lucrative contracts with General Motors. At the time *URSA* was being built, GM was developing a turbine diesel engine. George and Paasche Marine agreed to GM's request that George try out these new engines in his boat and two were installed. On her maiden run up the Bay, members of the EYC could hear the engines screaming, but could not see the boat due to a massive layer of smoke trailing 50 or 60 yards behind the stern. In addition, the engines could not give the boat the lift it required to actually plane on top of the water so she just plowed along like a trawler out of control. People said that the noise and smoke drew everyone to the shores of the Bay in anticipation of viewing some horrible disaster. Suffice it to say, GM needed to go back to the drawing board and George needed new engines. Chuck Matts recalls that George was so distressed; he opted for good old Ford diesel engines to be installed at GM's cost!

Upon George's death, *URSA* became available for sale. She was being stored at R.D. McAllister in the interim. For a time, the boat was kept in the water year round with a bubbler system that took advantage of the warm water discharge from the nearby Penelec power plant. Alas, people finally realized that it was this discharge that was causing massive fish death, so the discharge and the bubblers came to an abrupt halt.

In 1985, Lou Porreco purchased *URSA* from George Deike's estate. He told me that he and his family just loved the boat. It had all of its original appeal and style, right down to the large wood carved bears that graced both sides of the transom. Lou kept the boat at the EYC until 1989, when he took her to the Chesapeake Bay area. When he eventually sold her, with the help of Erie native Bill Omelian who now resides in Baltimore, he removed the carved bears from the transom, and has kept them to this day. Lou told me that he is more than willing to donate these bears to the EYC if we would like to display them somewhere at the Club. Having seen them, I would hope that one of our Bridge or Board members could make this happen.

URSA left the Chesapeake Bay area and was brought to Fort Lauderdale, Florida, where she was sold again. But a few years ago, Commodore John Murosky turned a corner at a marina in Fort Lauderdale and spotted a boat he was sure he knew. Upon further inspection, he discovered that it was indeed *URSA*, now renamed and being completely refurbished by her new owner. Happily, *URSA's* life on the water continues, but no matter what, she will always be one of the EYC's more memorable boats. If you owned one, or know of a boat that our members would find enjoyment in by recapturing its history, please contact me so that we can keep this series and these boats alive.



The flybridge ... nice view.



Enclosed back deck ... terrific.



Aft main salon ... comfortable.



Forward main salon ... cozy.



The master stateroom ... roomy.

Tidbits of the Sea

By Captain Dennis Daniels



Living in Erie this winter we all saw plenty of snowflakes fall. During WW II, a snowflake was a type of flare shot from antisubmarine escorts to help them detect German U-Boats,

Summer dock parties can be quite an experience and you may find a member or two who has had a wee bit too much to drink. In the olden days, the saying "shake a cloth in the wind" identified slightly intoxicated sailors. This expression was used to describe those slightly drunk, but still able to carry on with their duties.

Speaking of the word shake, perhaps you have heard the expression "don't give two shakes, or "no great shakes." These expressions were derived from the word shake, which a seaman referred to as a crack in the mast. A small crack would be referred to as no great shake.

Do you like chocolate? If you ever do any boating in the West Indies, the locals there refer to a wind from the northwest as a chocolate wind.



Visit our
Web Site
for all the
latest in Club
Activities

www.erieyachtclub.org

Recycle for a Beautiful Environment.

Recyclers of commercial
residential and industrial metals.
(Container Service Available)



Lincoln Metal

PROCESSING &
RECYCLING CENTER

1602 Sellinger Ave • Erie PA 16505
814/838-7628 • www.lincolnmetal.com

EXPERIENCE • SERVICE • INNOVATION

BREAK



THROUGH



All New 2007 Escalade



ROTH Cadillac
"The Worlds Oldest Cadillac Dealer"

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

A Little Tale of 1894

submitted by
Toni & Dave Sample (Author Unknown)

Now listen to this little tale of 1894,

And when you reach the chorus let us have it with a roar;

It tells about our birth in November's early hour,

When no Yacht Club graced our shore.

Chorus: Hurrah! Hurrah! Fly our pennant to the gale;
Hurrah! Hurrah! We'll carry all our sail,
We'll show dear old Erie boys her club is strong and hale -
As we sail on to her glory!

Some sixty fellows good and true, did work with all their might,

And by June of '95, our Club house hove in sight;

Our opening was July 18th, we know the date is right,

And the chorus that rings here tonight.

(Repeat Chorus)

On July 4th of '95, we had our maiden race;

Then Put-in-Bay in our history takes a later place -

September tenth was Perry's day, our fame grew on apace

With Erie's Centennial race.

(Repeat Chorus)

But gone now is '94 and likewise '95,

And '96 comes forward, glad to see us all alive.

This is New Year's night boys, for friendship, pipes and song,

So help our chorus along.

(Repeat Chorus)



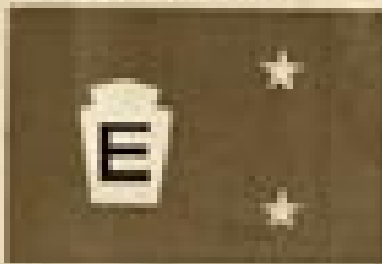
Erie Yacht Club



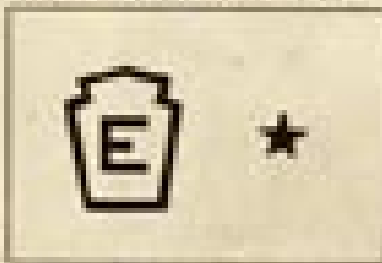
Ensign



Commodore



Vice Commodore



Rear Commodore



Boat Captain

These are the designs for the original Officer's Flags and the Club Ensign which were reportedly designed by our founder and first Commodore George Bliss.

Support
The LOG

with your Advertising!

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

Call: John Ashby
455-2757



Interested in
Joining the
Erie Yacht Club?

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

Enrich
Your LOG.

Tell us your story...

everyone has got at least one.
Contact any member of
the LOG staff
listed on Page 3



...thinking outside the globe.



- ✓ SCREEN PRINTING
- ✓ EMBROIDERY
- ✓ PROMOTIONAL PRODUCTS
- ✓ INDUSTRIAL SCREEN PRINTING
- ✓ TROPHIES & AWARDS

WWW.CREATIVEIMPRINTSYSTEMS.COM

Raising the Bar

Innovation • Service • Quality

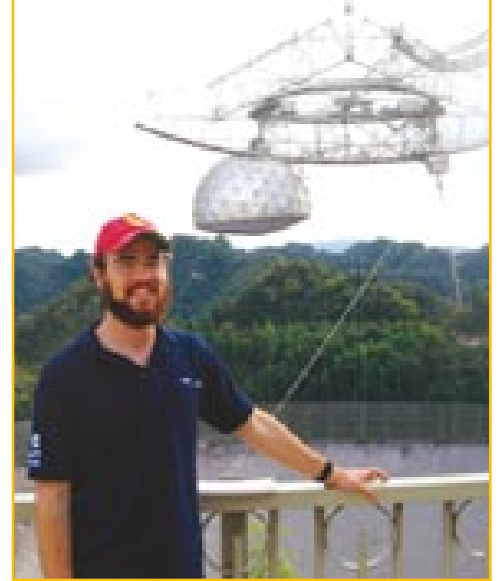


SVHC Sassafra Medical Building
Contractor: Odyssey Builders

Partners in Perfection.

Beals-McMahon
Painting

P.O. Box 1848 • Erie, PA 16507 • 814.454.3676 • FAX 814.454.2100
www.bealsmcmahonpainting.com



Brian at the Arecibo Observatory, the largest radiotelescope in the world.

"Ahoy from Antigua!"

(continued from page 13.)

is growing too, and he fears that it will affect his credibility. I believe it gives him a certain seamanlike presence. Please send him encouragement at brian@reachtheworld.org.

George has been enlisted as Captain to keep us young bucks from hurting ourselves. As a lifelong adventurer and explorer, George jumped at the chance to join the expedition. I would give you his email address, but he works for the CIA. We are quite sure of this.



No, no Captain George you don't look anything like that goat skull.

We have two other compatriots who are in the trenches in Chicago, working hard to run the program in public school classrooms. They will be joining the expedition this summer and we can't wait to see them. Eric Stuck is an engineer from Houghton Lake Michigan who is proficient in ice fishing and badminton. He enjoys competitive sailing and sci-fi movies. He can be hailed at eric@reachtheworld.org. Jake Byl is a future lawyer from Shelby, Michigan who plans to someday make wine caskets as a hobby. He speaks fluent Danish and is an asparagus expert. Send your agricultural inquiries to jake@reachtheworld.org.

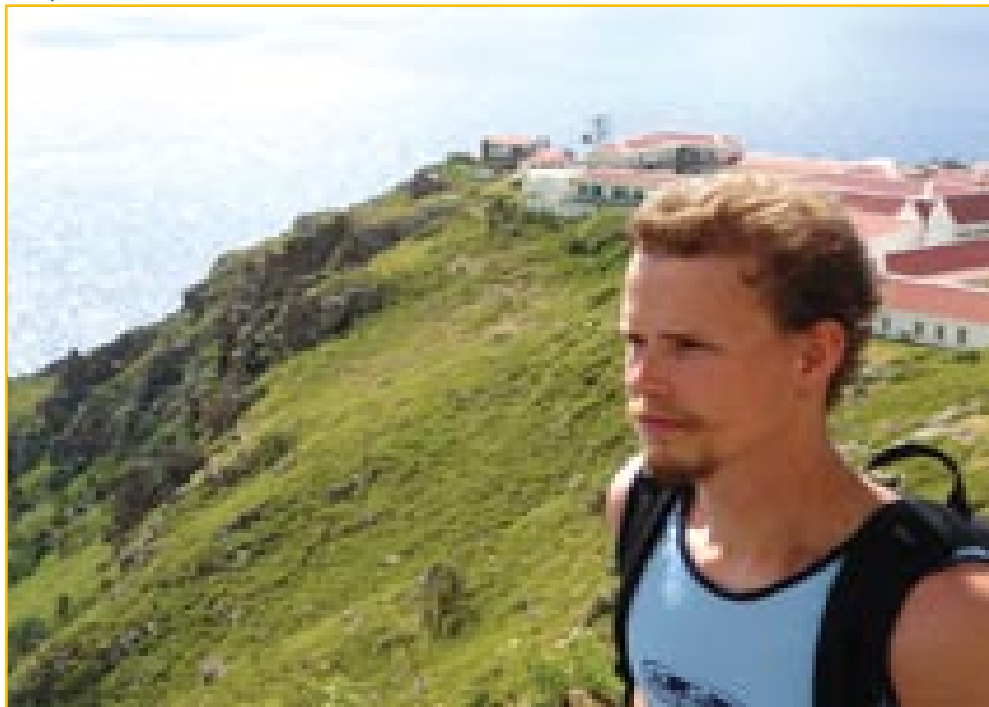


Whiz, Brian and Ashley with San Juan's famous Fort El Morro in the background. This was just another of the spectacular scenes we have encountered so far on our sojourn.

At the moment *Aldebaran* (that's our boat) is in Falmouth harbor, Antigua for unexpected repairs and we hope to complete them soon so that we can move on towards the Panama Canal. We had made it as far as Guadeloupe before we noticed an alarming and persistent oil leak from our transmission. Not wanting to seize our gearbox so early in the trip, we doubled back to the mega yacht capital of the Caribbean. The boats here are unbelievable. Two of the 3 largest private sailing yachts are currently docked in this harbor: The *Maltese Falcon* and *EOS*. They are roughly the length of a football field.

I wanted to introduce you all to the crew members, because they will be featured in future installments. Much has happened since

Whiz on a hike to the summit of Saba Island. We all agree the Saba is one of the most striking islands we have visited to date. What a remarkable panoramic view you have from this point on the island.



our departure in November, but the trip is still in its infancy. I don't know what the future holds, but we will strive to avoid as many major boat projects, pirates, and storms as possible. No doubt that trouble will find us anyway, but with the right balance of preparedness, proficiency, and common sense, we'll see you all in two years.



Aaron can be reached at:

aaron@reachtheworld.org

You can follow the voyage of *Aldebaran* more closely or make a contribution to the Reach The World Chicago program by visiting:

www.reachtheworld.org

•1895• WHAT A YEAR THAT WAS!

by Sandy Will

As many of you are aware (and for those who didn't know), the Erie Yacht Club was established in 1895. Here are some other things that were going on during that same year:

- Water from the Bull Run River began flowing through household taps in Portland on January 1st.
- Congress established Gettysburg as a national park and cemetery on February 11th.
- On May 20th, the Supreme Court ruled that the income tax was unconstitutional and the \$80,000 collected was to be returned. Somehow that was overturned - too bad.
- Niagara Falls is harnessed creating electricity to run trolleys and street lights of Buffalo on August 26th.
- The first United States Golf Open was held in Newport on October 4th.
- The Southern California Fruit Exchange (Sunkist) was incorporated on October 21st.
- A patent for a clutch-operated car with carriage body was awarded in Washington, DC on November 5th.
- The first American motorcar race from Chicago to Evanston was held on November 28th.
- December 8th issues the first lovelorn column in the New Orleans Daily Picayune.
- The first pneumatic tires in the United States were produced for bicycles in Connecticut.
- Sears, Roebuck & Company started their mail-order business in Chicago.
- The first issue of Field and Stream magazine is printed.
- More than 300 motorcars had been built and sold in the United States by the end of this year.





Niagara's *Cutter I* is being hauled up and secured in her davits by the capable hands of the crew's teamwork and lots of practice. *Cutter I* is the only one of three that has an outboard.

Teen Crew

(continued from page 5.)

It takes eleven crew members, operating the "capstan" (a big wench), to raise the anchor and to secure the Niagara's "hawsers" to keep her fast in her berth.



Finally, orders were given and I knew what to do, lines needed coiled and I could finish at the same time as everyone else. I could tie the knots and inform tourists and even speak the abominably colorful language of the sea, if I really wanted to. When the time came, I thought I would rather live in the bilges than go back home. Unfortunately, my parents thought otherwise.

Memories that will last forever, such as watching fireworks from the maintop gallant-yard, stowing the flying jib, and reefing the main topsail in boisterous knots of wind are made faster by me than a bowline.

Sailing School Training Opportunities

The 2007 sailing season will offer many opportunities like the one Natalie enjoyed in 2006. Watch the website at: www.brigniaagara.org or call: 814/452-2744 for more information

I went home with my family but left behind a different home and another family, one that I dearly miss. I knew when I had left in the beginning that I would love sailing but I never knew how much I would grow to love the sailors, too.



Crew members are making the halyards and sheets "ready" after a day on the water.

All I can say is that this type of adventure is one that can lead to many others because once you get a taste of the sea - (I mean the Great Lakes) there is no going back, so look out next year because I am coming back.



Members of the crew decide to do a little "small boat" sailing after six weeks at sea.



Unexpected Encounter?



SMITH COLLISION, INC.

For Complete Premium Collision Repairs on all Foreign & Domestic.

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



Col

1805 West 38th Street • Erie
Fax 814.866.0171 • E Ma

Victorian Princess

(continued from page 9.)

Pug, Tag 'a Long, and Moonshadow for kids cruises.

A word about the staff ... they could not have been more accommodating and they all seem to enjoy their job tremendously. This is a real plus for the passengers. Our waitress and the bartender for our luncheon cruise were both excellent. Jim Michael and Eddie Cook are the two Captains that were aboard for our luncheon cruise with both being extremely interesting people and really love their jobs! Since the paddlewheeler operates from May to October, they obviously have other jobs in the winter months. Jim was retired and talked of moving boats during the winter months. Eddie enjoys being with his children and taking care of them in the winter, along with his other job related activities.

Tim Sedney is the owner Captain, and was also very excited about the *Victorian Princess*. He has another boat like this in Milwaukee and is also the owner of Rum Runners restaurant at the east end of Dobbins Landing. With the owner, Captains, and staff of this caliber,



The Captain gave me a tour of the ship which included the high tech pilothouse.

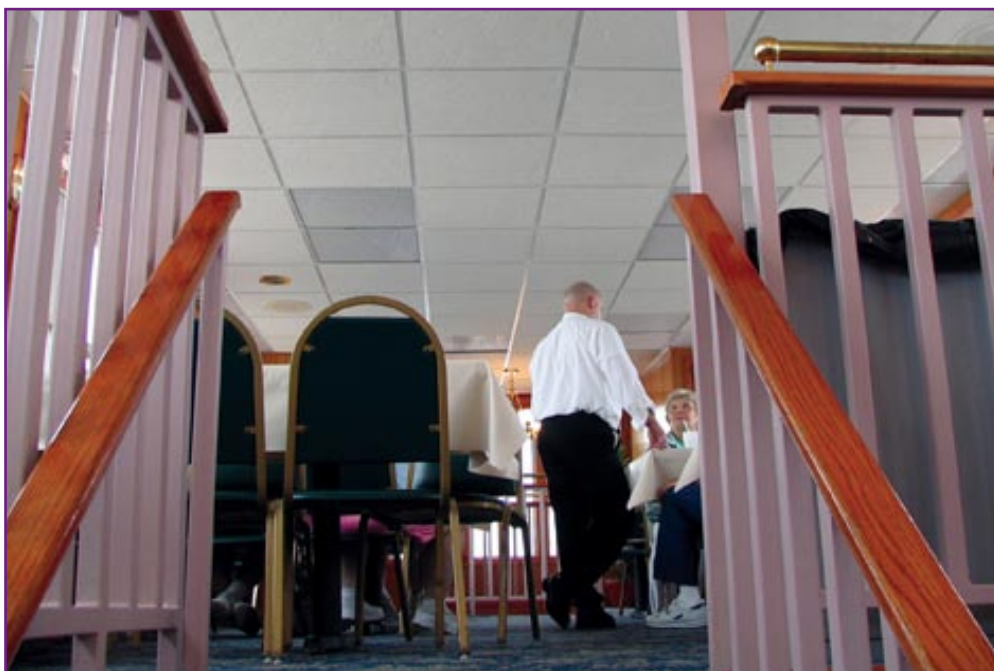
you can easily see why Erie's authentic paddlewheeler is such a big success.

The *Victorian Princess* is docked on the east wall at Dobbins Landing, with offices on West Bayfront Parkway by entrance to Niagara Pier. Tickets can be purchased at the office, by phone 813-459-0606, or on line. The prices are all very reasonable. A terrific web site is available for all to view at www.victorianprincess.com.

The *Victorian Princess* just another relaxing way to enjoy Erie's magnificent summertime playground.



Captain Tim Sedney, at left, is the owner shown here with one of the "Princess's" two Captains Jim Michael.



This spacious stair case leads guests to the upper level dining room which shares the same remarkable panoramic scenery.

EYC Catering!

- Weddings • Showers • Parties
- Company Award Banquets

Call Our Catering Manager

Elizabeth Quinn

453-4931

or e-mail to:

cartering@erieyachtclub.org

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

erie, PA 16508 • 814.866.3000
 email: edc@colemancpa.com

Serving the Erie Area Since 1945.

CM
 Church & Murdock
 Electric Inc.

COMMERCIAL • INDUSTRIAL • INSTITUTIONAL
 CONSTRUCTION AND DESIGN

814/825-3456 • Fax: 814/825-4043

The Gift Of Sailing

by Aimee Nicolia

For many families, learning to sail at the Erie Yacht Club is more than just a great way to spend the summer. It's a family tradition. In fact, many of the students in the Reyburn Sailing School are not only second generation, but also third generation students to take the classes. Maybe that's why year after year, we see members who are parents and grandparents giving sailing lessons as a very special gift to their children or grandchildren. They've grown up experiencing the fun and excitement of learning to sail at the Erie Yacht Club and they want to share that same joy with the people they love most. Whether it be given as a Christmas present, a birthday gift, or even a graduation present, we are pleased to now have available a special note card that can be given to the recipient of the sailing lessons. The card can be seen in the lobby display case. For more information about the Reyburn Sailing School, please visit our website at <http://www.erieyachtclub.org/reburn/reburn.html>.



Good Clean Fun!

we'll spend 14 hours a day,
7 days a week making
you look good.

Since 1926

Paris Cleaners

7 locations including 3 Giant Eagle locations open 7am to 10pm 7 days a week.

3700 West 12th St. • 4114 Peach St. • 5604 Peach St. • 4025 Pine Ave.

Plus 3 Giant Eagle locations: Yorktown, Girard & Harborcreek

UNIVERSITY GATE APARTMENTS

Penn State Erie - The Behrend College

Odyssey

Builders, Inc.

General Contractors

Waller's Wzdumb "SOME OF LIFE'S VERITIES"

by P/C Dick Waller

1. Save the whales... Collect the whole set.
2. A day without sunshine is like night.
3. I just got lost in thought... it was unfamiliar territory.
4. 42.7% of all statistics are made up on the spot.
5. Light travels faster than sound... which is why some people appear bright until you hear them speak.
6. I feel like I'm diagonally parked in a parallel universe.
7. Remember, half the people you know are below average.
8. The early bird may get the worm but it's the second mouse that gets the cheese.
9. Support bacteria... they're the only culture some people have.
10. Monday is an awful way to spend 1/7th of your week.
11. A clear conscience is usually the sign of a bad memory.
12. Change is inevitable... except from vending machines.
13. Always try to be modest and be proud of it.
14. Those among you who believe in psycho-kinesis please raise my hand.
15. You've heard about the speed of light, but what is the speed of dark?
16. How do you tell when you run out of invisible ink?
17. If everything seems to be going well, you obviously don't understand the situation.
18. When everything is coming your way, you're in the wrong lane.
19. How much deeper would the oceans be without sponges?
20. Eagles may soar... but weasels don't get sucked into jet engines.
21. What happens if you get scared half to death twice?
22. An "open mind" is just another term for an empty head.



Neat Facts About Stuff!

by Sandy Will



Here are some facts that you may (or may not) find interesting:

- Astronauts actually get taller when in space.
- The East Antarctic Ice Sheet is as thick as the Alps Mountains are high.
- Fresh cranberries can be bounced like a rubber ball.
- There are approximately 9000 taste buds on your tongue.
- Apples, peaches and raspberries are all members of the rose family.
- Hippos can open their mouths 180 degrees and they are responsible for more human deaths than any other animal in Africa.
- The first human-made object to break the sound barrier was a whip.
- A chalkboard eraser is one of the best ways to wipe a foggy windshield.
- Bamboo can grow over three feet per day.





814/838-8639
2240 Powell Ave.
Erie, PA 16506
www.surfnurfmarine.com
boat@surfnurfmarine.com






“EYC UNITED”

The volunteers on our basin workforce are making the difference.

BY COMMODORE JOHN MUROSKY

Volunteers work right along side our yard employees and contractors to get the job done.

I am secure in knowing that we are well underway and will finish phases one and two by opening day. Knowing that, I think it is time to focus on our members and their volunteer efforts thus far instead of boring details.

We have been fortunate to have so many members offer their valuable time to help out on the basin project. I am fascinated with the camaraderie that has been generated by working together. I ask your forgiveness if I fail to mention your name in this article. There are only so many words I am allowed to write but rest assured there will be more.

A few short years ago the EYC formed the basin study committee headed by P/C Gib Loesel and P/C Doug Nagle. That sparked the beginning of our volunteer workforce. Hundreds of hours of research, visits to other facilities and filings of permits were invested by volunteer members.

John Murosky, Commodore, Accutool President, Head Project Volunteer, and Chief Jitney Driver... he's just keepin' busy.

Once the plan was accepted by our membership, hundreds more hours were invested sorting out all the information and moving forward with the plan. The overall new layout of slips which was made by Ed Schuler and Rick Speicher was then given to the Basin Oversight Committee chaired by yours truly and joined by Jon Tushak, Rick Speicher and Terry Thorpe. Terry had some other issues that gave him less time and he had to turn his attention elsewhere.

I offer many thanks to fellow member Steve Skwaryk who took the new layout conceptual drawings and turned them into actual working drawings after hundreds more hours of design time. Without his efforts we surely would have had to spend thousands of dollars to come up with a working layout.

Once all the new dock frames were here, numbering over 250 sections and nearly 500, floats, I stood back and took a deep breath and wondered how in the world are we going to get all that stuff into the water by spring.

Enter Bill “Biff” Maasz. I met Biff through Gib Loesel who introduced us, representing that he wanted to get the lumber portion underway while I focused on the floats and frame assembly and launching. Bill is an amazing fellow with the “old school” charm one would expect from a well trained individual. I knew immediately he would take on that challenge successfully.



I started moving dock frames and floats around while Bill worked the lumber. The frames were laid out all over the south west portion of our basin. My prayers were answered as dozens of members volunteered to attach the floats and tighten the bolts.

A piper transporter and catwalk installer is a specially designed water craft like no other.



I was pleased to see our entire bridge, P/C Jim Means, V/C Dave Arthurs, R/C Dave Amantangelo and Fleet Captain Tom Trost share in the massive efforts. Twinkle toes Dave Arthurs slipped on a patch of ice and broke his ankle during the first work session. Dave is fine now and has barely missed a beat through the entire project.

Next thing I remember was meeting Brent Sessler, a real go getter and pleasure to work with. It seemed that after a few minutes we needed not say a word and we somehow knew each move that was required and it just happened in silence.

I couldn't help noticing a young man helping, dripping wet and cold with steam coming from his clothing as the rain dripped slowly to the ground from his unprotected jacket. Douglas Boldt was his name. We quickly became friends and Doug and I took on the responsibility of lining up the work for the weekend crew during the weekdays, rain or shine. His father, Gary Boldt, watched Doug's darling daughter during the day while daddy Doug helped me. Thanks Gary and Doug!

Another prayer was answered and the fabulous P/C Crew was invented! I never saw a better group of men step up and take charge like they did. Our Past Commodore's, Bob Lasher, Gib Loesel, Doug Nagle, Jim Means and Jim Owen who worked with Bill Maasz, worked tirelessly for weeks on end mounting horizontal rub rails, uprights, drilling holes and tight-



The rebuilding of the northwest entrance breakwalls etc.

over the entire layout. I like working with Jim McBrier. This man knows a lot and has seen many things so I value his opinion immensely.

Tom Trost clearly has the undisputed reputation of navigating the largest floating object in our basin. Measuring 260' and 9' wide. Tom successfully navigated the entire main catwalk of M dock in one piece from the canoe house to O dock without incident. Everybody asked me if it was going to fit and of course I said sure, Steve Skwaryk laid it out on the computer!

These stories will continue as time passes. I would like to extend my gratitude for the volunteer efforts to the following people for their time they have spent to make our basin project a success thus far:

Jon Alberstadt, R/C Dave Amantangelo, P/C Andy Hanks, V/C Dave Arthurs, Chris Bloomstine, Mark Bloomstine, Douglas Boldt, Gary Boldt, P/C Fritz Curtze, Norb Dunn, Judy Emmling, Patrick Faller Sr., AJ Ferrari, Jim Finn, Steve Giewont, Greg Gorny, Scott Heitzenrater, Mike Hilbrick, Andy Kalivoda, Pete Kalivoda, Kelly Donlon, Bob Kline, P/C Robert Lasher, Mike Lynch, Mark Eller, P/C John

Ashby, Ed Schuler, John Schuler, Jim McBrier, Dave Biereg, P/C Gib Loesel, P/C Rich Loesel, Biff Maahz, Jack McKibben, P/C Jim Means, John Mushok, Bob Nelson, P/C Jim Owen, Brent Sesler, Fred Sickert, Rick Speicher, Barry Stamm, Steve Skwaryk, Jamie Taylor, Terry Thorp, F/C Tom Trost, Jon Tushak, Gerry Urbaniak, P/C Richard Vicary, Bill Vogel, Paul Weiser, Eugene Ware, P/C Chris Wolford and our EYC grounds crew.



New docks portable "upright" assembly line production facility.



EYC volunteers work side by side with contractors, doing everything possible to get the job done right and under budget.

ening the nearly 30,000 bolts, nuts and washers that hold the lumber to the docks.

All of our P/C's are great but I would like to single out P/C Jim Owen as a new found friend, who kept me on an even keel. Many of you know I can be a bit "moody" at times but Jim has been a great sounding board and gave me a slap when needed!

Along the way we were joined by P/C Fritz Curtze and Jim McBrier. Fritz came along with one of his favorite hunting toys, a laser range finder, so we could see how well we lined up the docks when we positioned them in 20 mph winds. In all we were only one yard off

Here is one of our two new 9' wide floating finger piers with volunteers installing the electrical conduit for the new electric service.





March Calendar of Club Events

- 6th Tuesday Reopen
- 7th Mid-Week Buffet \$9.95
- 11th Champagne Sunday Brunch \$11.95
- 14th Mid-Week Buffet \$9.95
- 16th Bingo
- 17th Safe Boat Course
9am - 3pm
- 18th Champagne Sunday Brunch \$11.95
- 21st Mid-Week Buffet \$9.95
- 25th Champagne Sunday Brunch \$11.95
- 28th Mid-Week Buffet \$9.95
- 31st Lunch with the Easter Bunny and Egg Hunt
Entertainment by Juggler Geoff Bach

EYC Catering!

- Weddings • Showers • Parties
- Company Award Banquets

Call Our Catering Manager

**Elizabeth Quinn
453-4931**

or e-mail to:

catering@eriyachtclub.org



Each year, 225,000 Americans are struck by sudden cardiac arrest. Approximately 95 percent of them do not survive. Chances of survival decrease seven percent to 10 percent every minute. The average emergency response time is eight to 12 minutes. Access to an automated external defibrillator (AED) can considerably improve survival rates.

A LIFEPAK 500 AED, by Medtronic has been donated to the Erie Yacht Club by Brad and Randee Robertson. This donation is in memory of Brad's parents, Agnes and Bill Robertson. They were members of EYC from 1967-2003. Bill was active at the club and especially enjoyed his sailboat "Lucifer".



An AED is a machine that delivers a controlled electric shock to the heart when a critical irregular heartbeat can not provide the heart with an adequate rhythm to provide circulation. In the first moments of a sudden cardiac arrest, early intervention with defibrillation and CPR are most effective to save a life. The AED was purchased to help meet this need if an event occurs. The AED analyzes the persons rhythm and can deliver the appropriate shock as needed. First responders to an emergency event are often employees or by-standers. The AED is equipped to help the

novice by following simple verbal directions that are given in a calm clear voice from the AED unit. Some employees have been trained on the use of the AED as well as CPR. The AED is stored in the laundry room by the West entrance. This area was chosen because it is accessible 24 hours a day, and is centrally located to the grounds.

The AED was purchased through the Saint Vincent Center Project Heart Start. Since 1999, more than 150 AEDs have been purchased and placed in schools, churches, businesses and community centers in the region through Project Heart Start. Project Heart Start is made possible by a partnership between the Saint Vincent Heart Center and the AED manufacturer Medtronic Physio-Control.

This donation was made to help make EYC a safer place for all and it will hopefully never be needed.

Further information can be found at the following sites:

<http://www.medtronicphysiocontrol.com/products/LP500.cfm>

http://www.saintvincenthealth.com/heart/project_heart_start.htm



"I am sure all members of the Erie Yacht Club family will join me in thanking Randee and Brad Robertson, as we show our deep appreciation, for their thoughtful and valuable life saving gift."

Commodore John Murosky



Because "It" Happens...

"SERVING ERIE SINCE 1975"

An Agent Representing






W B BORT
INSURANCE SERVICES




1131 West 38th Street • Erie, PA • 868.3400

KNOWLEDGE, EXPERIENCE & PROFESSIONAL CARE

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



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



April Calendar of Club Events

- 1st Champagne Sunday Brunch \$11.95
- 5th Mid-Week Buffet \$9.95
- 6th Bingo
- 8th Easter Sunday Dinner Brunch
Serving from 11am to 4:30pm
- 12th Mid-Week Buffet \$9.95
- 13th Bingo
- 15th Champagne Sunday Brunch \$11.95
- 19th Mid-Week Buffet \$9.95
- 20th Bingo
- 21st Around the World in 80 Minutes
Wine Tasting Dinner Party
Limited to the first 30 members
- 22nd Champagne Sunday Brunch \$11.95
- 26th Mid-Week Buffet \$9.95
- 27th Bingo
- 29th Champagne Sunday Brunch \$11.95

**Visit our
Web Site
for all the
latest in Club
Activities**

www.erieyachtclub.org



"Spring Launch 2007"

by Alex Webster Schuler

With the spectacular fall we had in Erie, Bill Vogel, dockmaster at EYC and his great crew got to finish many projects early. When I spoke to him about spring planning, he told me that working in the great fall weather was a wonderful opportunity to work and get projects completed.

As you all know, there are many changes afoot at EYC these days, the new docks, pathways, walkways on the North wall are almost complete and certainly have presented a site that is much easier on the eyes as well the improved safety of our members. Bill tells me that he is so very excited to be a part of the big changes that are happening at EYC!

He also tells me that in the spring the crew is very busy cleaning up, moving boats and concentrating on making sure all the boats are in the basin in a timely fashion. Making sure the

yard area is clean, getting the grounds, docks, keg field, ramps, boats, dry sail area and gas dock ready to go is a big job. He says that the smoother things go the better. The club has limited space, and every inch of the grounds has a purpose in every season, the sooner the transition is made from spring to summer, the sooner it can be ready for us all to enjoy! You can help, as always, through a few small actions: Be on time, for your appointment, let Bill or the crew know if you are running late or early, police and clean the area where your boat is located, stack your blocks on the pallets before moving the boat to the lift well and generally make sure your boat is ready before you launch. These things make the process run smoothly for everyone involved.

There is a committee that is overseeing the acquisition of uniform accessories for the new

docks. This will include dock boxes, line holders, rub rails and several other items. Keep this in mind when checking out your new dock. Any modifications that you want to make to the older docks, or the new docks, must be discussed with Bill Vogel. The information on the standard accessories will be available this spring to members. All of the new dock's accessories will need to be approved by the dock committee.

A new Travel-Lift will be delivered at the end of March. I am sure that having two lifts will be handy for Bill! With this and all of the other changes coming, If all goes well, will we have a greatly improved EYC, with new docks, and beautiful grounds in the years to come!



Two Months Before Launching April, 1946

Submitted by Toni & Dave Sample (Author Unknown)

Twas two months before launching and all through the grounds,

Not an owner was stirring, wasn't even a sound.

The tarpaulins hung round the cruisers with care,

In the hope that the varnish, next Spring, would be there.

Most owners were nestled all snug in their beds,

While visions of Dover danced 'round in their heads'.

And Pat in his shirtsleeves and Bill Hare in his cap,

Had just wakened up from their long winter's nap.



EYC legend Byron Cooley preparing his yacht *Penquin* for the season with friend Tom Reed.

When out on the grounds there arose such a clatter,

Murphy sprang from his chair to see what was the matter.

The sun, seldom seen since the Winter was King,

Made a pass of emerging and declared it was Spring.

Then what to his wondering eye should appear,

But a shivering work party, loaded with gear.

And the guy in the lead was so lively and quick,

That we knew by his mustache his name must be Dick!

Soon the rest of the gang, to the sandpaper stood,
And the blow torches manned, and scraped bottoms but good.

More rapid than -- the boat left the ways,

As their owners regroomed them, through cold Springtime days.

On Dick and Dee, Roamer, Theresa and Scud,
On Kay, Ray and Iris. This poems a real dud.

So I'd better quit now, before it gets bummer,
Happy launchings to all -- And to all a swell summer.



Is the youngster just the bartender or a "participant"?

Introducing



RAPIDRAFT

HIGH SPEED BEVERAGE SYSTEM



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

Investment Opportunities Available

ACCUTOOL

...ranked second to none

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

Brewed with the finest ingredients
for a refreshingly smooth taste.

Always Worth It



Budweiser Anheuser-Busch, Inc. Bud Light® Beer St. Louis, MO