

FLG



Model Making



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From the Bridge

by Vice Commodore Matt Niemic



Constant improvement, that's what has been going on here at the Erie Yacht Club in recent years. From the newly paved road and front entry gate to the Light House pavilion and rebuilding of the entire basin, signs of improvement can be seen. We have also greatly improved dining and entertainment experiences. The next big improvement being considered is an education building to house the Junior sailing school. The Nathaniel Reyburn Sailing School is at the core of our Clubs' mission statement. It is one of the best ways we can keep our membership full of dedicated boaters.

Many of our members are here solely because of the love of boating they learned at the Reyburn Sailing School. In our tradition of constant improvement, there is a group of dedicated members helping to design and raise funds to make a new facility for junior sailing a reality. You can make a tax-deductible contribution through the Erie Yacht Foundation towards the building or contribute directly to the Club to help with the docking facilities. So I encourage you to join us and help in any way that you can with this exiting new improvement to our Club.



Directory

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

EYC Catering: Elizabeth Dougan 453-4931 or catering@erieyachtclub.org
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On the Cover...

Model Shipwright Pete Gonzales, one of the crew of modelers who painstakingly restored a magnificent model of the Brig Niagara.



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Model Making

U.S. Brig Niagara
Project Began June 2009

by Peter S. Gonzalez, Model Shipwright
photography by John Baker

The model was found in the basement of the Erie Maritime Museum by Mark Weber, who, at that time, was education director of the EMM. It was very dirty, damaged and in very poor condition. Mark approached me in 2006 and asked if it could be refurbished and put on permanent display. I accepted this challenge and started repairing, restoring and cleaning the model. This took approximately three months to accomplish and it went on display in the "bubble" area in the main gallery where it remained until the summer of 2007.

As this location was in a high traffic area and the model was not encased it incurred damage by visitors, losing two of its guns. In the summer of 2007 the EMM was approached by a movie company which needed a vessel for a film they were producing and the Brig was selected as the main ship in this movie. The movie company needed a model of the Brig for study and with the permission of the Museum Director it was shipped off to New York City. The movie was eventually cancelled and the model was returned to the EMM.

Upon inspection it was found that the model had suffered significant damage during the period it was gone and was considered no longer suitable for display at the EMM. At this time, Captain Rybka, EMM Director, asked whether I could restore the model to its original condition and put it on display in the gallery. I suggested that instead of restoring it to its original condition I could reconfigure the model as a warship representative of the period of 1812.

This decision to reconfigure the model turned out to be a major challenge in many ways as the ship was originally built as a RC

continued on page 26

General Specifications:

U. S. Brig Niagara
Scale: 1/2 inch = 1 foot.
Sparred length: 8' 6" approx.
Height from keel: 6' 6" approx.
Beam: 15 1/2".
Armament: 18 - 32# Carronades 2 long 12s'.
Originally built: Late 80s' early 90s'.
Original builder (unknown).



▲ Bob Guelcher installing the model's bilge pump.



▲ A view of the starboard side deck looking forward.



► This is the main mast's fife rail.



▼ This is the helm and skylight capstan.



▼ Pete Gonzales making fast some of the rigging.

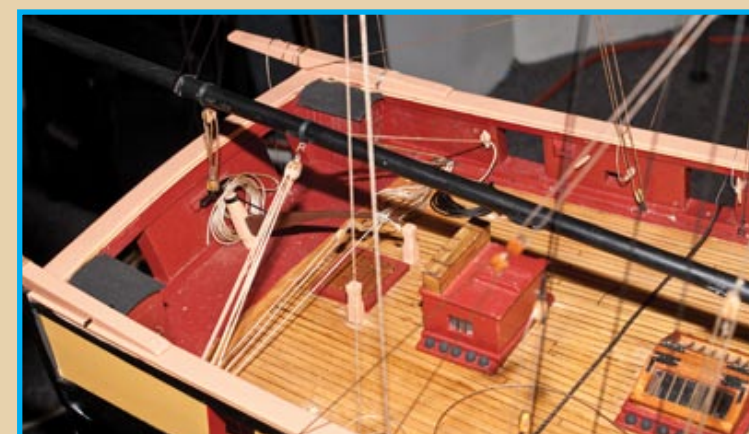
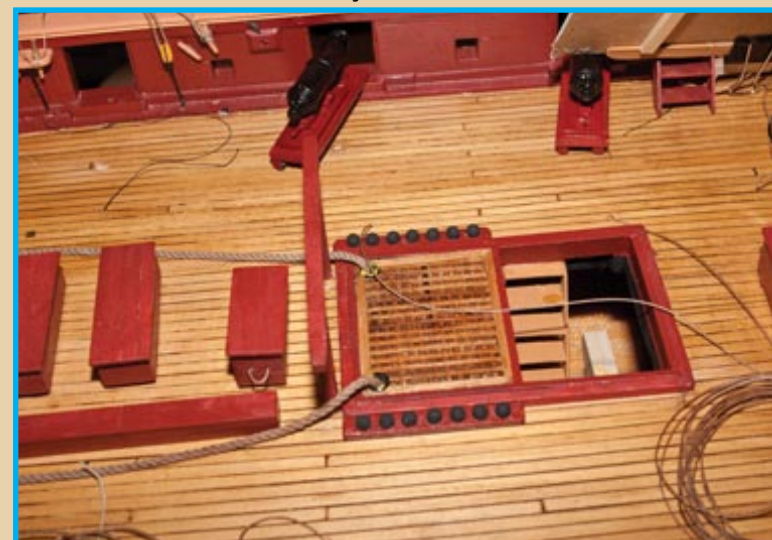


▲ The bow's rigging shows the detailing that is incorporated in this magnificent model.

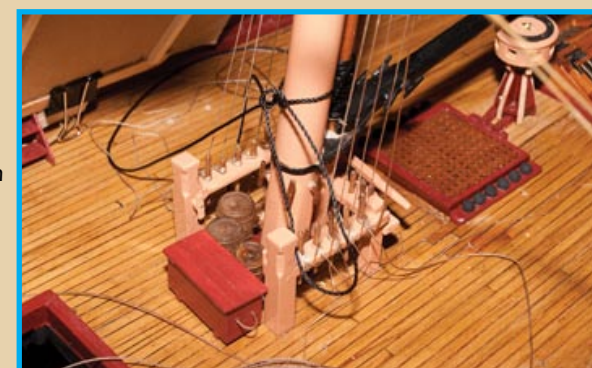


▲ Norm Whipple adjusting a backstay.

▼ A view of the main hatchway and boat crutches.



▲ This is a view of the helm and the helm's skylight on the right side of the photo.



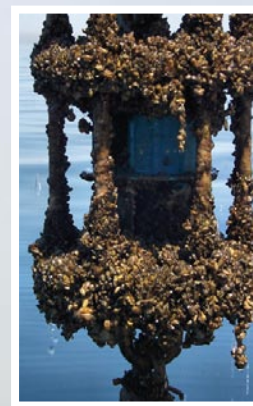
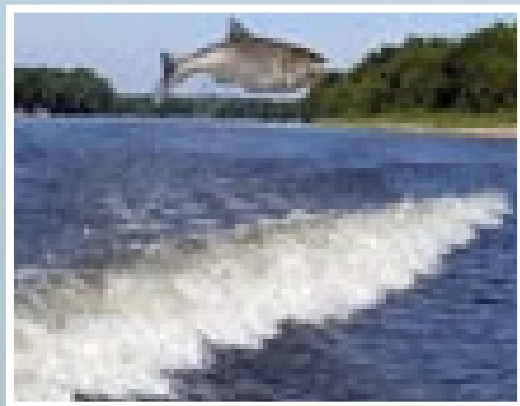
► The Niagara's main masts fife rail.



▼ This is a view of the aft end of this stellar model.

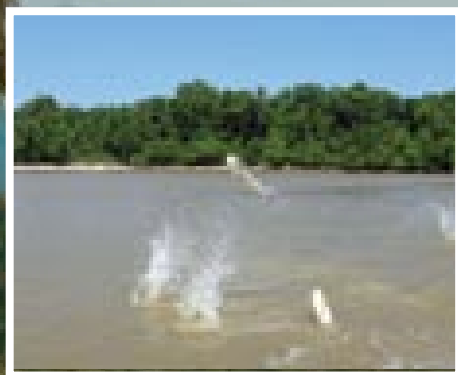
▼ These are the four model makers who worked together in creating this magnificent model. L to R are Bernie DiNardo, Dr. Robert Guelcher, Pete Gonzales and Norm Whipple.





Invasive Species Problems on Lake Erie & Presque Isle State Park Solved by EYC Sailors ... Everybody Wins!

by Thomas Allen and Daniel Ray



We were recently canoeing Presque Isle lagoons, discussing the world's problems and sharing a few brews. We observed phragmites (frag-mite-ease) the eight-foot-tall, rapidly spreading invasive reed species which has taken over much of Presque Isle. Phragmites is an especially nasty invasive with toxic roots which choke-out all other plants near them. Why, we asked, does it seem all invasive species are so bad for the environment and seem to offer no benefit when they appear? For example, consider these invasive aquatic animal species:

Asian Carp - Due to their large size and rapid rate of reproduction, these fish could pose a significant risk to the Great Lakes Ecosystem. To prevent the carp from entering the Great Lakes, the U.S. Army Corps of Engineers and others are working to install a permanent electric barrier between the fish and Lake Michigan. Moving north toward the Great Lakes of years, these fish can grow to 100 lbs. and push out native species. They are known to jump into moving boats and scare the carp out of fishermen.

Sea Lamprey - Lampreys are among the oldest fish species on earth. These 12-24" long, eel-shaped fish have mouths like suction cups, which they use to attach themselves to other fish, and feed by sucking their blood.

Round Goby - Native to the Caspian Sea, round gobies are ugly little fish with mottled gray, olive green, and brown markings. They out-compete native fish for food and eat the eggs of lake trout and other game fish. Round gobies are a nuisance to anglers because they eat bait from hooks and anglers catch gobies instead of sport fish. To get even, most anglers toss gobies they catch on the ground where they can no longer steal the anglers bait.

Zebra Mussels - Came to the Great Lakes when ballast water in a ship from Europe was discharged. They eat by filtering large amounts of water, which has resulted in a much clearer lake. This seemingly good news is outweighed by the fact that zebra mussels multiply rapidly and attach them-

selves to boats, pilings, water-intake pipes, and other hard surfaces, causing much damage and expense.

After pondering this for some time (did we mention there was beer involved?), we reached the conclusion that there MUST be some good to come out of all of this, and that Mother Nature's master plan for these species might look something like this:

Once the Asian Carp reach the Great Lakes, they will begin to eat Zebra Mussels. This change in diet will undoubtedly give the carp a distinct lobster-like flavor. Imagine fish that taste like lobster that jump into your boat!

Of course the improved flavor will also entice Sea Lampreys to attach themselves only to Asian Carp, with another positive result - the eel-like Sea Lampreys will grow to six feet long and taste like squid. So, now we've got lobster flavored fish with a large order of calamari ATTACHED TO THEM, and still JUMPING INTO OUR BOATS! This just keeps getting better!

Since the Round Goby also depends on the Zebra Mussels for food, they will eventually be driven out by the Asian Carp, eliminating yet another problem.

After further research in the Presque Isle lagoons (and a few more brews), we believe that the changes to the environment brought about by these events will likely impact the phragmites, as well. The changes in water chemistry will ultimately lead to the phragmites developing properties akin to barley, making it a free, naturally-occurring ingredient for premium beers (you expected something else?)

This will of course encourage the harvesting of the phragmites, once again allowing native species of plant life to flourish.

The annual phragmites harvest will take place every year on April 1st, celebrated with lobster-carp and eel-calamari dinners, and of course lots and lots of beer!



New Business Travel Restrictions

submitted by P/C Dick Waller

Due to budget constraints, the following policies announced today regarding employees traveling on official business. These policies are effective immediately.

1) LODGING: All employees are encouraged to stay with friends and relatives while on business trips. If weather permits, public areas such as parks can be used as temporary lodging sites. Bus terminals, train stations and office lobbies may also provide shelter in periods of inclement weather.

2) TRANSPORTATION: Hitch-hiking is the preferred mode of travel in lieu of commercial transport. Luminescent safety vests will be issued to employees prior to their departure on such travel. Airline tickets will be authorized only in extreme circumstances, and the lowest fare will be used. For example, if a meeting is scheduled in Seattle but a lower fare can be obtained by traveling to Detroit, the travel to Detroit will be substituted for the travel to Seattle.

3) MEALS: Expenditures for meals will be limited to an absolute minimum. It should be noted that certain grocery and specialty shops, such as Hickory Farms and General Nutrition Centers, often provide free samples of promotional items. Entire meals can be obtained in this manner. Travelers also should become familiar with indigenous roots, berries, and other protein sources available at their destinations. If restaurants must be used, travelers are to patronize "all you can eat" salad bars. This is especially effective for employees traveling together, as one plate can be used to feed the entire group. Employees also are encouraged to bring their own food on official travel. Cans of tuna fish, Spam, and Beefaroni can be consumed at your leisure without the unnecessary bother of heating or costly preparation.

4) MISCELLANEOUS: All employees are encouraged to devise innovative techniques in an effort to save our budget dollars. One enterprising individual has already suggested that money could be raised during airport layover periods, which then could be used to defray expenses. In support of this idea, red caps will be issued to all employees prior to their departures so that they may earn tips by helping other travelers with their luggage. Small plastic roses and ball-point pens also will be available to employees so that sales may be made as time permits.

Happy trails.



Across from the beautiful Port Dover Yacht Club is a long wooden pier. That pier has been there for many years and has welcomed numerous guests from the Erie Yacht Club over the decades. The property, owned and maintained by the Wamsley family has quite a history. Three EYC members, including our own P/C John G. Ashby's father, John L. Ashby, George Dyke and Jack Herman leased the property, Coleman Point, for many years. During that time those three hired their good Doverite friend, Jack "Buck" Wamsley, to put in the docks, build the picnic tables (which are still there), run the electric and water to the dock and maintain and oversee the improvements and happenings on the Point. The dock has been rebuilt and updated several times over the years and those of us who have enjoyed that area are grateful to those with the vision and means to have made it possible.

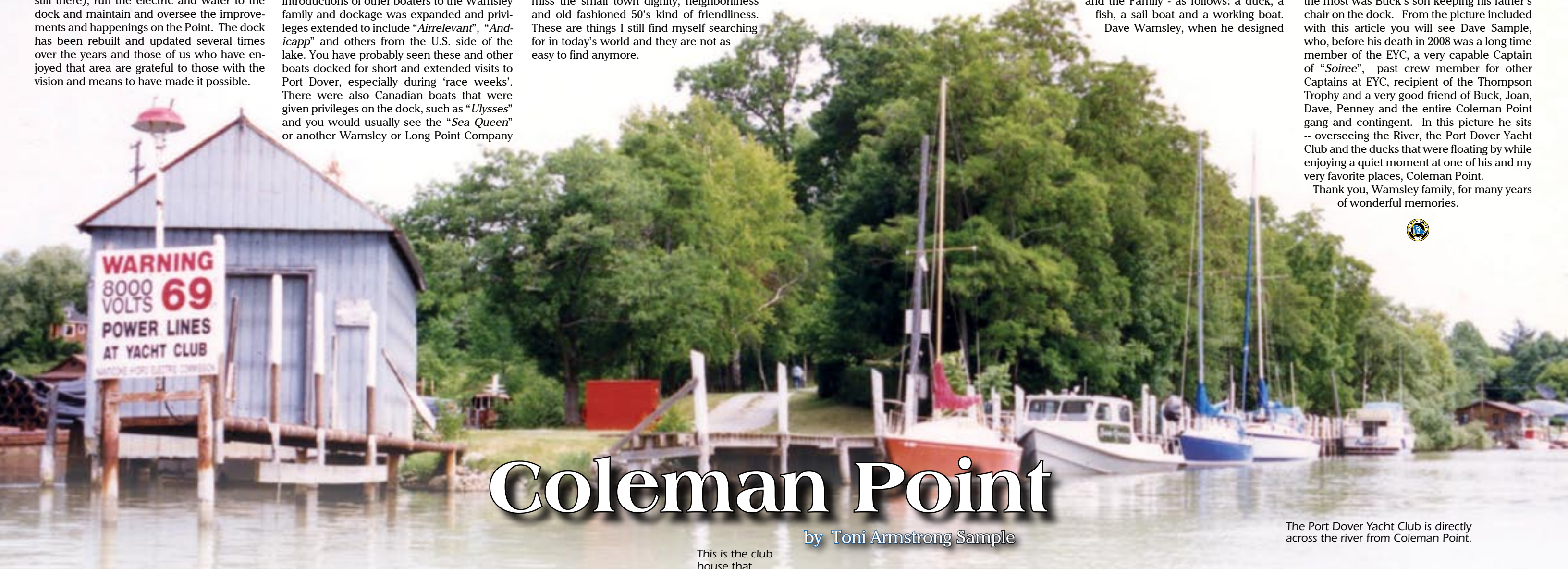
When I came in to the picture in the early 1980's it was a favorite place for my Captain and I to sail and refresh from a busy and stressful work week. Buck Wamsley, a retired Keeper of the Long Point Duck Hunting Club cottages, at that time was providing dockage for people at Coleman Point. Among those given dockage privileges were members of various Lake Erie clubs including EYC and Mentor. EYC members, as examples, included the owners of "Shadow", "LunaSea" and "Soiree". As usually happens among sailors and boaters, those individuals then provided introductions of other boaters to the Wamsley family and dockage was expanded and privileges extended to include "Airrelevant", "Andicapp" and others from the U.S. side of the lake. You have probably seen these and other boats docked for short and extended visits to Port Dover, especially during 'race weeks'. There were also Canadian boats that were given privileges on the dock, such as "Ulysses" and you would usually see the "Sea Queen" or another Wamsley or Long Point Company

boat or barge tied securely to one side or the other of the 'Vee' shaped Coleman Point. I remember, well, the 12 foot aluminum boat that was always turned upside down on the grassy knoll of the Point, covering from the elements a 7 1/2 horsepower Evenrude. I never knew until writing this article that it had been left there by the Ashby family. I think we borrowed that boat a couple times for beautiful sightseeing trips up the river when we hadn't hauled our dinghy 'Hor Deurve' with us. One of the things I treasured about Coleman Point, and that I truly miss now, is the quiet but I also miss the small town dignity, neighborliness and old fashioned 50's kind of friendliness. These are things I still find myself searching for in today's world and they are not as easy to find anymore.

When Dave Wamsley, Buck and Joan Wamsley's son, took over as Keeper of the "Long Point Cottages", and after his father passed on to the big 'hunting club', the face of Coleman's Point began to change. Dave brought a 'club house' to the point via barge and began the process of remodeling and making it a proper place for both Canadian and U.S. guests and Wamsley style parties. Access was always "by invitation only" and when Dave and his beautiful wife Penny, the daughter of Harry Barrett who wrote "The Lore's and Legends of Long Point", began cooking there was sure to

be no one present who would go unsatisfied in quality or quantity of delicious food, whether it was burgers, maple flavored sausage or freshly caught perch. This writer was honored to have made a tiny contribution to the Coleman Point history by designing their burgee logo. The color was deep maroon and the logo was a white outline circle with COLEMAN POINT YACHT CLUB in white letters encircling an outer circle with an inner circle divided into four quarters, each quarter with a white outline figure depicting something significant to the Club and the Family - as follows: a duck, a fish, a sail boat and a working boat. Dave Wamsley, when he designed

and finished the beautiful bar that separates the kitchen area from the 'gathering' area of the club made sure that each of those items was depicted in some way as part of tying everything together. Dave Wamsley also added on to the two bedrooms and one bath club house, a large deck topped off with a 20' wide staircase nine steps high, leading to the grounds. Dave's thought was that the staircase would make a wonderful 'photographic' prop for large group pictures, and it has been. The item that touched my Captain's heart the most was Buck's son keeping his father's chair on the dock. From the picture included with this article you will see Dave Sample, who, before his death in 2008 was a long time member of the EYC, a very capable Captain of "Soiree", past crew member for other Captains at EYC, recipient of the Thompson Trophy and a very good friend of Buck, Joan, Dave, Penney and the entire Coleman Point gang and contingent. In this picture he sits -- overseeing the River, the Port Dover Yacht Club and the ducks that were floating by while enjoying a quiet moment at one of his and my very favorite places, Coleman Point. Thank you, Wamsley family, for many years of wonderful memories.



Coleman Point

by Toni Armstrong Sample

The Port Dover Yacht Club is directly across the river from Coleman Point.

The original dock was much smaller than it is today which accommodated three yachts.



Dave Sample enjoying Jack Wamsley's Chair.



This shot shows just how close the PDYC is to Coleman Point but it is a long walk to the bar.



This is the club house that is located on Coleman Point.



Dave and I relaxing on the porch of the little Coleman Point property club house.



Don't all club houses have a bar?



Dave relaxing in the club house gathering room.



ERIE YACHT CLUB PRESENTS

The Great American Craft Beer Tour

SEVEN BEERS IN 90 MINUTES!

BY TOM MADURA & DAN DUNDON



Way back in 2008, the Erie Yacht Club hosted its very first beer tasting event, and it was a tremendous success. That first tasting featured a selection of imported beers which were tasted “blind” – that is, the beer was not identified until after we had a chance to taste and evaluate it.

Since that time, so-called “Craft Brewed” beers have increased dramatically in popularity. What exactly is a Craft Beer, you ask?

According to the Brewer’s Association:

An American craft brewer is small, independent and traditional.

Small: Annual production of 6 million barrels of beer or less

Independent: Less than 25% of the craft brewery is owned or controlled by an alcoholic beverage industry member who is not themselves a craft brewer.

Traditional: A brewer who has either an all malt flagship (the beer which represents the greatest volume among that brewer’s brands) or has at least 50% of its volume in either all malt beers or in beers which use adjuncts to enhance rather than lighten flavor.

Getting thirsty yet? Here are a few additional facts about Craft Beers from the Brewer’s Association:

- Growth of the craft brewing industry in 2010 was 11% by volume and 12% by dollars compared to growth in 2009 of 7.2% by volume and 10.3% by dollars.

- Craft brewer Dollar sales were up 15% in the first half of 2011.

- Craft brewers sold an estimated 9,951,956 barrels of beer in 2010, up from 8,934,446 in 2009.

- The craft brewing sales share in 2010 was 4.3% by volume and 6.9% by dollars.

- Craft brewer retail dollar value in 2010 was an estimated \$7.6 billion, up from \$7 billion in 2009.

Intrigued now? And thirsty? Well, you’re in luck!

On April 21st, Erie Yacht Club will be hosting our annual spring beer-tasting, featuring a great selection of Craft Brews from all over the United States. A Special Brewing Expert will tell you about each brew and discuss the features, brewing techniques and ingredients... without identifying the brewery or the brand, of course. Look forward to enticing descriptions, such as, “Light golden color and rich flavorful taste”, “Full flavored with a complex nutty, malt taste” and “Full bodied amber with a toasted malt flavor”. Oh, boy! Once we have all sampled and evaluated each brew, the Expert will identify each beer and will discuss additional information and other interesting details. In between the beer samplings, we will enjoy specialty food items prepared just for this beer tasting.

Most importantly, once every brew has been sampled, we will choose the Peoples-Choice Brew, which will then be featured at the EYC bar as the specialty-beer-of-the-month!

So come on down to the Club on April 21st and become part of the Craft Beer crowd! See you there!



FIRST ANNUAL ERIE YACHT CLUB ICE BOAT REGATTA FIRST ANNUAL

CHRIS BLOOMSTINE was ejected from his boat as he approached the finish line ahead of the pack on the final lap of the three-lap race. The finish was something to behold as Chris, rode the last 10 boat lengths literally on the seat of his pants through



the inch of frigid water lying on the surface of the slick ice. He was outside next to his 16' arrow hull with one arm over the runner plank trying to keep the boat from hiking and tipping over all while cruising at about 30 mph thru the finish line.

Chris was successful in winning the first race of three in the Arrow Class and success was the rule for the day, at least for the regatta organizers. The late-forming ice and the threat of too much snow was a principal concern until the final day leading up the February First Regatta. The ice survived a last-minute thaw and provided near-perfect conditions for the 42 ice yachts assembled at the Ferncliff Cove area off the east wall of the Yacht Club. The ice was very slippery with its "liquid" surface requiring spiked footwear for all but the most nimble. The next big concern was wind. Not much wind is required with the near-perfect ice conditions and we again lucked out. The wind held from the west at 12 to 15 in the morning and diminished to about 8 to 12 in the late afternoon. The conditions were almost perfect and permitted the fleet to sail all of the 13 scheduled races. This was a giant logistical feat as we alternated the four classes that raced to insure that everyone got to race before the wind might die.

BOB ARLET edged out the acrobatic Chris Bloomstine in the Arrow Class to win with two firsts in the final races of the

class. **GERRY DIEMEL** finished in third only 2.5 points behind the wet-bottomed Bloomstine.

In the Skeeter Class, **SCOTT HEITZENRATER** easily defeated rival brother **DAVE** in identical boats and the rest of the class with two first places. Dave could only reply "wait 'til next year" when questioned about the defeat to younger brother Scott. Isn't that reply what all the

"Browns" fans used to say when they had a team? "Wait 'til next year!" . . . In third place was **RICHARD VICARY** in his beautiful white skeeter "Minx."

There were 22 boats entered in the DN class, the 12' homemade single-seater. The light 135-pound boats flew on the slick smooth ice. This competitive fleet was marred by numerous breakdowns of several individual boats. **SUSAN SPRAGUE**, the only female in the Regatta had the first race in her sights as she was closing on rival and spouse, **DAVID BIERIG**. As David rounded the first weather mark in a full hike, Susan sheeted a bit too hard and the whole rig (mast and sail) came down on her due to the failure of a small stainless fitting. After repairing the boat between races,

(both David and Susan also raced separate boats in the stern steerer class) Susan managed a second and third in the last two races to add to the DNF which gave her sixth place for the Regatta. E.Y.C. Commodore, **CHRIS WOLFORD**, who is new to the DN class, finished in third place just ahead of **BILL "BIFF" MAASZ**. Biff just began ice boating two years ago and is now the proud co-owner of two boats with **JIM FINN**. Dave

Heitzenrater's old, but newly painted green DN "Ice Scream" finished in a solid second place. The DN was easily dominated by David Bierig sailing a 35-year-old boat and sail to three easy first-place wins.

The Stern Steerer class is made up of a variety of types of boats that are generally turn-of-the-century designs with the common characteristic that they all steer from a single runner behind the plank at the stern of the boat. This design differs from the modern boats which steer from a runner placed in the bow of the boat. This is a very interesting class of hard water sailboats with eight of these beautiful traditional yachts in the local fleet. The crew rides in a "basket" which can hold from two to six frigid adventuresome sailors. There are two new "old" boats in production at our local fleet at this writing. These boats are rather heavy compared to the other classes being raced so these boats are necessarily a bit slower off the starting line but have plenty of momentum once they get rolling.

The team of **CHRIS WOLFORD** and **PETE GORNY** on the "Zero" tied for fourth place with the **JIM FINN/BILL MAASZ** partnership on "Viking."

David Bierig and crew in his 28-footer finished a close one point behind the second-



place **BOB ARLET/DAVE ARTHURS** duo. First place was taken by solo **DAVID FORSMAN** with three bullets in his unusual tan barked "Bat Wing" flyer.

Many thanks are necessary to all who helped make the Regatta a success including the sponsors and committee chairman:

Ashby Advertising
Erie Beer Company - Labatts
Erie Yacht Club
Hardinger Transfer Company
Printing Technologies
Vicary Insurance Company

Committees:

Safety Jim Finn
Race Officer Bob Netkowiez
Results/Scoring Russ Thompson
Race Awards William Lucas
Bon Fire Ed Mascharka
Starting Marks David Bierig
Racing Marks Bob Arlet
Refreshments Ken Pruyn
Printing John Ashby/EYC
Entries/Organization Dave Heitzenrater

Special thanks goes to the two-person race committee who braved the cold while standing on the ice all day without a break or food; **BOB NETKOWICZ** and **CYNTHIA LOPRESTO**. Their job was difficult in that many boats do not have sail numbers which made keeping track of the boats and laps very difficult.

The final race of the day was a five-mile tour around Presque Isle Bay in the dying west wind. All four classes started the race at the same time and the race was progressing smoothly until the mid-bay turning mark mysteriously began to move across the bay 90 degrees to the wind. The mystery was solved when **RICHARD VICARY**, in the name of sportsmanship, stopped racing his beautiful A-class skeeter and removed the mark from his starboard plank



Photo by Richard Vicary

and replaced it at its station. We've come to find out that Richard cut the corner a little tight and caught the mark on his plank. This anomaly made race strategy difficult for the following boats trying to get around the moving target but the mark was repositioned and all was well. Richard, what was that you said about women drivers?

One racer who had no trouble with marks was **DAVID BIERIG** who easily won the long-distance tour being well out in front of the fleet leading from start to finish in his DN-class ice boat.

Individual race awards were beautiful and numerous. Local artist and photographer **WILLIAM LUCAS** was commissioned and provided original art consisting of matted pen and ink drawings of each class of iceboat. The first place awards were framed as well. There is a permanent trophy for the Arrow

Steerer Class donated by **JAMES FINN**.

JIM STEWART, for Erie Community Access T.V. covered the races which were shown as a 30-minute program on Erie Cable Channel 2 at various times. Fun was had by all!! Plans are in progress to make the 1998 Regatta even better!

Submitted by
Dave Heitzenrater
Regatta Organizer

ERIE YACHT CLUB

ICEBOAT REGATTA 1997 - SERIES RESULTS

DIV RANK	DIV PTS	1	2	3	
C CLASS SKEETER					
1	S. Heitzenrater	3.50	1	1	2
2	D. Heitzenrater	4.75	2	2	1
3	R. Vicary	10.00	4	3	3
4	J. Pruyn	12.00	3	4	5
5	R. Vicary	17.00	6	6	5

DIV RANK	DIV PTS	4	5	6	
ARROW CLASS					
1	B. Arlet	3.50	2	1	1
2	C. Bloomstine	6.75	1	2	4
3	G. Diemel	9.00	3	4	2
4	L. Johannesmey	13.00	4	3	6
5	K. Pruyn	14.00	5	6	3
6	C. Wolford	16.00	6	5	5
7	P. Rogan	22.00	7	7	8
8	J. Lyons	24.00	8	8	8
9	D. Brooksea	28.00	10	10	8

DIV RANK	DIV PTS	7	8	9	
DN CLASS					
1	D. Bierig	2.25	1	1	1
2	D. Heitzenrater	7.00	2	3	2
3	C. Wolford	16.00	5	7	4
4	B. Maasz	20.00	4	10	6
4	P. Huntley	20.00	3	4	13
6	S. Sprague	24.00	19	2	3
6	R. Erickson	24.00	6	5	13

DIV RANK	DIV PTS	7	8	9	
DN CLASS (cont.)					
8	R. Thompson	28.00	12	9	7
8	J. Orr	28.00	7	11	10
10	D. Claxton	29.00	8	8	13
11	J. Fischer	31.00	20	6	5
12	P. Weiser	33.00	9	11	13
13	D. Haller	36.00	10	13	13
13	R. Dixon	36.00	11	16	9
15	J. Finn	40.00	15	14	11
16	???????	43.00	20	15	8
17	R. Vicary	44.00	14	17	13
17	P. Barnhart	44.00	13	18	13
19	E. Mascharka	48.00	16	19	13
20	D. Arthurs	53.00	19	21	13
21	P. Wolford	54.00	20	21	13
21	M. Wolford	54.00	20	21	13

DIV RANK	DIV PTS	10	11	12	
STERN STEERER					
1	D. Forsman	2.25	1	1	1
2	B. Arlet	7.00	3	2	2
3	D. Bierig	8.00	2	3	3
4	C. Wolford	15.00	4	5	6
4	Maasz/Finn	15.00	5	4	6
6	S. Sprague	16.00	6	6	4
7	Lowrance/Wo	21.00	7	8	6
8	L. Johannesmey	24.00	9	9	6

PRESQUE ISLE TOUR FINAL RESULTS — SEE NEXT PAGE

PRESQUE ISLE TOUR FINAL RESULTS - SEE NEXT PAGE

(continued on following page)

SOCK BURNING PARTY

by Caitlin Niemic

On March 21, 2012 the Erie Yacht Club will host its First ever Sock Burning, an event you boaters won't want to miss!

The act of sock burning began as a tradition in the town of Annapolis, MD in the mid 1980's, according to the Annapolis Maritime Museum.

It is celebrated in conjunction with the Vernal/spring equinox. An equinox, as defined by Webster's Dictionary, is either of the two times each year (as about March 21 and September 23) when the sun crosses the equator and day and night are everywhere on earth of approximately equal length. The Vernal (spring) Equinox marks the beginning of the warm weather season for boaters.

In the boating community, it is highly frowned upon to wear socks with your shoes between the spring and fall equinox. The act of burning socks began with the boatyard employees who worked on the boats year round. Their socks would get filled with paint, sawdust, fiberglass, and other materials throughout the winter months and come spring they lit their socks on fire as a way to show their hard work was done and the boats were ready for another season.

In Annapolis, there is one exception to this "sockless" rule: If on a given day the temperature drops below 30° Fahrenheit and the wind gusts over 17 knots, one can wimp out and don socks. This is known as the "Wimp-Chill Factor."

The Erie Yacht Club will be wimp free as they host their First (hopefully annual) Sock Burning Ceremony during happy hour on March 21, 2012. All members and fellow boaters are encouraged to participate in what is sure to be an exciting event. After all, who else would know how to weather the cold winters like the northern Lake Erie sailors?



Ode to the Sock Burners

By Jefferson Holland, Poet Laureate of Eastport, 1995
(with an Erie twist)

Them Erie boys got an odd tradition
When the sun swings to its Equinoxial position,
They build a little fire down along the docks,
They doff their shoes and they burn their winter socks.

Yes, they burn their socks at the Equinox;
You might think that's peculiar, but I think it's not,
See, they're the same socks they put on last fall,
And they never took 'em off to wash 'em, not at all...

So they burn their socks at the Equinox
In a little ol' fire burning nice and hot.
Some think incineration is the only solution,
'Cause washin' 'em contributes to the Lake's pollution.

Through the spring and the summer and into the fall,
They go around not wearin' any socks at all,
Just stinky bare feet stuck in old deck shoes,
Whether out on the water or sippin' on a brew.

So if you sail into the Basin on the 21st of March,
And you smell a smell like Limburger sauteed with laundry starch,
You'll know you're downwind of the Erie Yacht Club docks
Where they're burning their socks for the Equinox.

Although the event is bound to be a bit smelly, for purposes of the sock burning, cotton is best.



Precarious Positions



Know Your Boating Etiquette...

Refresher Course - #1 in Series

Most people who drive are familiar with (or should be!) the customs and traditions of courtesy on the roads. For those of us who spend time on the water however, we must remember a similar code of conduct exists for the water as well.

Obviously, the rules of the water are going to dictate how you operate your vessel underway in order to prevent collision. But even if no risk of collision exists, you are not free to do whatever you want when operating in the vicinity of other vessels. Just as there are social norms you're expected to know on land, it is critical that you know certain basic rules of boating etiquette if you're going to be spending any time at all on the water. While it may feel like you're the captain of your nautical domain, remember that a little consideration for fellow water lovers can go a long way toward avoiding any misunderstandings or conflicts. I'm sure we've all experienced "road rage" - it's not pleasant. Knowing and following the basic rules of boating etiquette can help you avoid that unpleasantness and make boating even more pleasurable - for you, your crew, your guests and your fellow boaters.

With this in mind, we thought it would be beneficial to us all if we published a series of articles that would serve as kind of a "refresher" course in boating etiquette.

Watch Your Wake.

While you're blissfully cruising away, your vessel is kicking up disruptive waves. Those waves might be fun if you're a surfer or a wakeboarder, but for other boaters, they can be annoying and potentially even dangerous. Besides being a rude interruption, a speeding vessel's wake can cause passengers on another boat's deck to lose their balance. It is even worse if anyone onboard happens to be handling something dangerous - hot coffee, for example - your wake could cause a serious problem.

The most common type of personal injury in the BoatUS Insurance claim files involves passengers (typically over age 50, but anyone can be injured) who is seated near the bow and goes airborne after slamming into a wake. Passengers, especially older passengers and children, should be seated amidships where there is less motion. A warning to your passengers and crew is also recommended. A simple, "Hold on. Boat wake!" should suffice.

Remember you are responsible for your own wake and any damage done by it. If you've caused boats to bang into each other or knocked someone's grill off their deck or otherwise harmed their property, you're the one on the hook for the damages.

Traditionally, it is common practice to approach other vessels on the starboard side. When overtaking a slower vessel in open water, do so with as much room as depth conditions allow and slow your speed, if necessary, to avoid rocking the other vessel. There is nothing worse than being below at anchor or in a slow trawler or sail boat, cooking breakfast, and being suddenly overtaken in close quarters by a wake-throwing boater. Especially if the wake causes the hot bacon grease and coffee to be thrown around the galley.

When you're the overtaking boat and don't have the room to give another boat a wide berth, use VHF Channel 16 and/or your horn to signal your intentions (one short blast if you're overtaking the other boat on its starboard side, two blasts if you're planning to pass on its port side). Cross the wake quickly (don't ride the waves), but be aware of your own boat's wake. If you're being overtaken, come completely off plane so that your stern is level. It should be remembered that sometimes you may need to slow your speed to accommodate the overtaking vessel. If you are proceeding at 8 knots, the passing boat can only slow to about 10 knots to still have enough speed difference to pass successfully. However, at that speed the overtaking vessel still throws an uncomfortable wake.



Irresponsible boater going too fast in No Wake zone. No wake means NO WAKE!



You may need to slow to 4 knots to allow the overtaking vessel to pass at 6 knots which allows for a much smaller wake.

Sail boats have right of way, in as they are less maneuverable than power boats and steerage and reaction times are low. If you are overtaking a vessel under sail, if possible, overtake them well to leeward or pass astern in a crossing situation, so as not to block their wind.

When boating in congested areas it is essential that you know the "rules of the road." Driving your boat on a busy weekend is similar to driving in rush hour traffic on the freeway. It is essential that you know and follow all rules and regulations.

Proper etiquette (not to mention the law) requires that boaters observe no-wake zones and all other boating rules. No wake means NO WAKE. The first rule is to slow down so that the boat is level (without using trim tabs) and the size of the wake is negligible. Look back at the wake you're creating. You can help to reduce the size of your boat's wake by positioning passengers toward the center of the boat to keep it level. Too much weight aft lowers the stern and increases the size of the wake.

Always power down when entering all marinas. The wake of a power boat can cause damage to other boats that are tied up in the marina and cause accidents to boats arriving and leaving the marina. Wakes are disruptive to berthed vessels as well as to people on the dock. Buffeting waves from arriving and departing boats can make it hard for people to balance when their dock is bouncing up and down. So be courteous. Be patient. Slow down. Be safe.

Knowing navigation is one thing. Being courteous is another. Knowing both is preferred.





What To Do With a Dirty Car!

(a) Write WASH ME on it?

(b) Do a PRETTY DRAWING on it?

submitted by John Häuserman

This is SCOTT WADE. Check out what he does with the dirty cars by carefully and artfully removing portions of the dirt. According to his website, he lives real close to a dirt road in San Marcos, Texas.



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Boating Terms (Redefined)

Adrift: A method of moving across the water when nothing on your boat works. You normally do not have a lot of input as to where you are actually going, but you can get there.

Astern: A type of look. Your spouse gives you astern look when you attempt to buy things for your new boat.

Bow: What you do in front of your banker when you are asking for more money to spend on your boat. As your boat will surely cost much more than what you initially asked for, it is imperative that you learn how to do this quickly.

Deck: This is what your spouse will do to you after discovering how much money you have spent on the boat without first obtaining permission.

Hatch: A device similar in nature to a mouse-trap, in that it will drop down on your head or hand without warning. Also an opening for admitting water into the boat.

Keel: A stopping device for your boat. It works by contacting the bottom of the water body you are in, thus inhibiting forward motion.

Line: What you feed your spouse in order to obtain funding for additional boat-related purchases.

Overboard: A term describing the final resting-place for anything expensive dropped while on board a boat.

Yacht: When discussing boats, if the other is determined to be smaller than yours, it is then customary to refer to yours as a yacht.



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Erie Yacht Club Spring Reminders

• 2012 Slips Fees are due March 31st or a late fee of 20% of the slip fee will be assessed.

• If you intend on Dry Sailing your vessel this year please remember to fill out a Boating Use Application with the Front Office to obtain the appropriate seasonal sticker. Vessels found on the property without the proper Dry Sail sticker will find their boat locked up.

• All disposable winter tarps are to be disposed of in the large roll off container. Do not use the Galley dumpsters.

• Please remember to dispose of all trash in the appropriate containers.

• Remember that the trash dumpsters are here for all members use and that disposing of trash from home is not permitted.

• After launching your boat, please police the area in which your boat was winter stored. Place all blocking and shims in the pallets located in your area.

• If you anticipate not being in the water by Opening Day, a letter or e-mail to the Dock Committee is due by May 15th. Send all correspondence to the General Manager.



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Model Making

U.S. Brig Niagara

Project Started June 2009

continued from page 5.

(remote control) and was not accurately rigged. A crew of modelers was assembled and we began this project in June of 2009 at the present location on the mezzanine at The EMM. The plan required that we reduce the model to just the hull and build this vessel up from scratch. We began by tearing her down to the existing hull. After removing all top hamper we began the actual reconstruction.

The challenges that we have encountered during this reconstruction have been innumerable. All the rigging, standing and running, had to be rendered from raw materials which includes the deck furniture, sails, rigging, iron, and brass work. The "war deck" that we built includes what would have been the original compliment of (18) 32 pounder Carronades and (2) 12 pounder long guns.

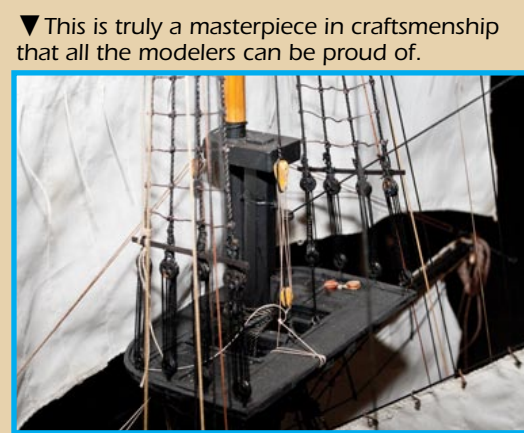
Since the beginning of this project more than 3,000 hours (2-1/2 years) have been spent by me and five additional able-bodied volunteers. They are as follows:

Dr. Robert Guelcher
Mr. Norman Whipple
Ms. Deborah Rowan
Ms. Pauline Case
Mr. Bernie DiNardo

The dedication, patience and innovation shown by the above mentioned individuals as well as the support and encouragement of the Niagara League, the museum staff and members of the Niagara crew is making this project a reality.



▲ A view looking forward from stern.



▲ A view of the aft mission mast in which the detail is beautifully portrayed.



▲ A close-up view of the aft section of the model showing the rigging that is necessary on the tiller to control the ship's direction .



▲ A view of the starboard side looking aft.

▼ The forward spar carries two square sails giving the ship down-wind speed.



▼ The four modelers are seen here with their magnificent model for which they can be very proud.



▼ Bob is rigging on the port side gun looking forward.



▼ The dedication to detail is truly remarkable when comparing the model to the actual ship.



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BEST COMEBACKS

submitted by Peg Way

Best Comeback #6

It was mealtime during a flight on American Airlines. "Would you like dinner?" the flight attendant asked John, seated in front. "What are my choices?" John asked. "Yes or no," she replied.

Best Comeback #5

A flight attendant was stationed at the departure gate to check tickets. As a man approached, she extended her hand for the ticket and he opened his trench coat and flashed her. Without missing a beat, she said, "Sir, I need to see your ticket not your stub."

Best Comeback #4

A lady was picking through the frozen turkeys at the grocery store but she couldn't find one big enough for her family. She asked a stock boy, "Do these turkeys get any bigger?" The stock boy replied, "No ma'am, they're dead."

Best Comeback #3

The cop got out of his car and the kid who was stopped for speeding rolled down his window. "I've been waiting for you all day," the cop said. The kid replied, "Yeah, well I got here as fast as I could." When the cop finally stopped laughing, he sent the kid on his way without a ticket.

Best Comeback #2

A truck driver was driving along on the freeway. A sign comes up that reads, "Low Bridge Ahead." Before he knows it, the bridge is right ahead of him and he gets stuck under the bridge. Cars are backed up for miles. Finally, a police car comes up. The cop gets out of his car and walks to the truck driver, puts his hands on his hips



and says, "Got stuck, huh?" The truck driver says, "No, I was delivering this bridge and ran out of gas."

The #1 Best Comeback

A college teacher reminds her class of tomorrow's final exam. "Now class, I won't tolerate any excuses for you not being here tomorrow. I might consider a nuclear attack or a serious personal injury, illness, or a death in your immediate family, but that's it, no other excuses whatsoever!" A smart-arse guy in the back of the room raised his hand and asked, "What would you say if tomorrow I said I was suffering from complete and utter sexual exhaustion?" The entire class is reduced to laughter and snickering.

When silence is restored, the teacher smiles knowingly at the student, shakes her head and sweetly says, "Well, I guess you'd have to write the exam with your other hand."



Kind Words Make a Difference

submitted by John Baker

One day a teacher asked her students to list the names of the other students in the room on two sheets of paper, leaving a space between each name.

Then she told them to think of the nicest thing they could say about each of their classmates and write it down.

It took the remainder of the class period to finish their assignment, and as the students left the room, each one handed in the papers.

That Saturday, the teacher wrote down the name of each student on a separate sheet of paper, and listed what everyone else had said about that individual.

On Monday she gave each student his or her list. Before long, the entire class was smiling. "Really?" she heard whispered. "I never knew that I meant anything to anyone!" and, "I didn't know others liked me so much," were most of the comments.

No one ever mentioned those papers in class again. She never knew if they discussed them after class or with their parents, but it didn't matter. The exercise had accomplished its purpose. The students were happy with themselves and one another. That group of students moved on.

Several years later, one of the students was killed in Viet Nam and his teacher attended the funeral of that special student. She had never seen a serviceman in a military coffin before. He looked so handsome, so mature.

The church was packed with his friends. One by one those who loved him took a last walk by the coffin. The teacher was the last one to bless the coffin.

As she stood there, one of the soldiers who acted as pallbearer came up to her. "Were you Mark's math teacher?" he asked. She nodded: "Yes." Then he said: "Mark talked about you a lot."

After the funeral, most of Mark's former classmates went together to a luncheon.

Mark's mother and father were there, obviously waiting to speak with his teacher.

"We want to show you something," his father said, taking a wallet out of his pocket "They found this on Mark when he was killed. We thought you might recognize it."

Opening the billfold, he carefully removed two worn pieces of notebook paper that had obviously been taped, folded and refolded many times. The teacher knew without looking that the papers were the ones on which she had listed all the good things each of Mark's classmates had said about him.

"Thank you so much for doing that," Mark's mother said. "As you can see, Mark treasured it."

All of Mark's former classmates started to gather around. Charlie smiled rather sheepishly and said, "I still have my list. It's in the top drawer of my desk at home."

Chuck's wife said, "Chuck asked me to put his in our wedding album." "I have mine too," Marilyn said. "It's in my diary"

Then Vicki, another classmate, reached into her pocketbook, took out her wallet and showed her worn and frazzled list to the group. "I carry this with me at all times," Vicki said and without batting an eyelash, she continued: "I think we all saved our lists."

That's when the teacher finally sat down and cried. She cried for Mark and for all his friends who would never see him again.

The density of people in society is so thick that we forget that life will end one day. And we don't know when that one day will be.

So please, tell the people you love and care for, that they are special and important. Tell them, before it is too late.



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The Art of Drinking and Serving Wine:White Wine - March 28
 (with Pete Zohos) Red Wine - April 4

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Why Why Why?

by P/C Bob and Mary Morrison, PDYC

Why do we press harder on a remote control when we know the batteries are low?

Why do banks charge a fee on "insufficient funds" when they know there is not enough money? (good question!)

Why does someone believe you when you say there are four billion stars, but check when you say the paint is wet?

Why doesn't glue stick to the inside of the bottle? (HUM!)

Why do they use sterilized needles for death by lethal injection?

Why doesn't Tarzan have a beard?

Why does Superman stop bullets with his chest, but ducks when you throw a revolver at him?

Why do Kamikaze pilots wear helmets?

Whose idea was it to put an "S" in the word "lisp"?

If people evolved from apes, why are there still apes?

Why is it that no matter what color bubble bath you use the bubbles are always white?

Is there ever a day that mattresses are not on sale?

Why do people constantly return to the refrigerator with hopes that something new to eat will have materialized?

Why do people keep running over a string a dozen times with their vacuum cleaner, then reach down, pick it up, examine it, then put it down to give the vacuum one more chance?

Why is it that no plastic bag will open from the end on your first try?

How do those dead bugs get into those enclosed light fixtures?

When we are in the supermarket and someone rams our ankle with a shopping cart then apologizes for doing so, why do we say, "It's all right?" Well, it isn't all right, so why don't we say, "That hurt, you stupid idiot?"

Why is it that whenever you attempt to catch something that's falling off the table you always manage to knock something else over?

In winter why do we try to keep the house as warm as it was in summer when we complained about the heat?

How come you never hear father-in-law jokes?

The statistics on sanity are that one out of every four persons is suffering from some sort of mental illness. Think of your three best friends ... if they're okay, then it's you!



March Calendar of Club Events

- 1st Club Shutdown until March 5th
- 6th Tuesday Club Reopens
- 7th Fellowship Dinner
 See Club website for details
 Cocktails 6pm • Dinner 6:45pm
 Reservation Required 453-4931
 \$14.95 includes tax and gratuity
- 8th "Trivia Night" Fun & Prizes
 7pm - 9pm • Form a Team of 3 - 8
 Call 453-4931 to reserve a table or visit the Club website for more information.
- 11th Champagne Sunday Brunch
 11am - 2pm • \$12.95
- 15th "Trivia Night" Fun & Prizes
 7pm - 9pm • Form a Team of 3 - 8
 Call 453-4931 to reserve a table.
- 17th St. Pat's Bawl • 5pm - 9pm
 Irish Dinner & Drink Specials
 Entertainment with Deuble and Vogan
- 18th Champagne Sunday Brunch
 11am - 2pm • \$12.95
- 21st Sock Burning Party • 6pm
 Clubhouse Deck • Dirty Drink & Dinner Specials • Live Entertainment by Acoustic Gypsys • Socks Optional
- 22nd "Trivia Night" Fun & Prizes
 7pm - 9pm • Form a Team of 3 - 8
 Call 453-4931 to reserve a table.
- 25th Champagne Sunday Brunch
 11am - 2pm • \$12.95
- 29th "Trivia Night" Fun & Prizes
 7pm - 9pm • Form a Team of 3 - 8
 Call 453-4931 to reserve a table.



What's UP?

submitted by
 Peg Way

This two-letter word in English has more meanings than any other two-letter word, and that word is 'UP.' It is listed in the dictionary as an [adv], [prep], [adj], [n] or [v].

It's easy to understand UP, meaning toward the sky or at the top of the list, but when we awaken in the morning, why do we wake UP?

At a meeting, why does a topic come UP? Why do we speak UP, and why are the officers UP for election and why is it UP to the secretary to write UP a report?

We call UP our friends, brighten UP a room, polish UP the silver, warm UP the leftovers and clean UP the kitchen. We lock UP the house and fix UP the old car.

At other times this little word has real special meaning. People stir UP trouble, line UP for tickets, work UP an appetite, and think UP excuses.

To be dressed is one thing but to be dressed UP is special.

And this UP is confusing: A drain must be opened UP because it is stopped UP.

We open UP a store in the morning but we close it UP at night. We seem to be pretty mixed UP about UP!

To be knowledgeable about the proper uses of UP, look UP the word UP in the dictionary.. In a desk-sized dictionary, it takes UP almost 1/4 of the page and can add UP to about thirty definitions.

If you are UP to it, you might try building UP a list of the many ways UP is used.

It will take UP a lot of your time, but if you don't give UP, you may wind UP with a hundred or more.

When it threatens to rain, we say it is clouding UP. When the sun comes out we say it is clearing UP. When it rains, it soaks UP the earth. When it does not rain for awhile, things dry UP. One could go on & on, but I'll wrap it UP, for now ... my time is UP! Now I'll shut UP!



April Calendar of Club Events

- 1st Champagne Sunday Brunch
 11am - 2pm • \$12.95
- 8th Easter Sunday Brunch Buffet
 11am - 4pm • Entertainment with Marty O'Conner & John Dunbar
 Adults \$19.25 • Ages 11-15 \$13.00
 Ages 5-10 \$9.00 • 4 & Under Free
- 12th Taxpayer Bawl • 5pm - 9pm
 Share the taxpayers misery!
 Drink Specials & Dinner Specials all priced at \$10.40 • Live Entertainment with the Sam Hyman Band
- 15th Champagne Sunday Brunch
 11am - 2pm • \$12.95
- 21st American Craft Beer Tour • 6pm
 Blind taste test & judge craft beers from around North America
 Beer representative to speak about the Beers • Call to reserve your group 453-4931
- 22nd Champagne Sunday Brunch
 11am - 2pm • \$12.95
- 29th Champagne Sunday Brunch
 11am - 2pm • \$12.95

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When Insults Had Class

These glorious insults are from an era before the English language got boiled down to 4-letter words.

The exchange between Churchill & Lady Astor:
 She said, "If you were my husband I'd give you poison."
 He said, "If you were my wife, I'd drink it."

A member of Parliament to Disraeli: "Sir, you will either die on the gallows or of some unspeakable disease."
 "That depends, Sir," said Disraeli, "whether I embrace your policies or your mistress."

"He had delusions of adequacy." - Walter Kerr

"He has all the virtues I dislike and none of the vices I admire." - Winston Churchill

"I have never killed a man, but I have read many obituaries with great pleasure."
 - Clarence Darrow

"He has never been known to use a word that might send a reader to the dictionary."
 - William Faulkner (about Ernest Hemingway).

"Thank you for sending me a copy of your book; I'll waste no time reading it."
 - Moses Hadas

"I didn't attend the funeral, but I sent a nice letter saying I approved of it." - Mark Twain

"He has no enemies, but is intensely disliked by his friends.." - Oscar Wilde

"I am enclosing two tickets to the first night of my new play; bring a friend.... if you have one." - George Bernard Shaw to Winston Churchill
 "Cannot possibly attend first night, will attend second.... if there is one." - Winston Churchill, in response.

"I feel so miserable without you; it's almost like having you here." - Stephen Bishop

"He is a self-made man and worships his creator." - John Bright

"I've just learned about his illness. Let's hope it's nothing trivial." - Irvin S. Cobb

"He is not only dull himself; he is the cause of dullness in others." - Samuel Johnson

"He is simply a shiver looking for a spine to run up." - Paul Keating

"In order to avoid being called a flirt, she always yielded easily." - Charles, Count Talleyrand

"He loves nature in spite of what it did to him." - Forrest Tucker

"Why do you sit there looking like an envelope without any address on it?"
 - Mark Twain

"His mother should have thrown him away and kept the stork." - Mae West

"Some cause happiness wherever they go; others, whenever they go.." - Oscar Wilde

"He uses statistics as a drunken man uses lamp-posts... for support rather than illumination."
 - Andrew Lang (1844-1912)

"He has Van Gogh's ear for music." - Billy Wilder

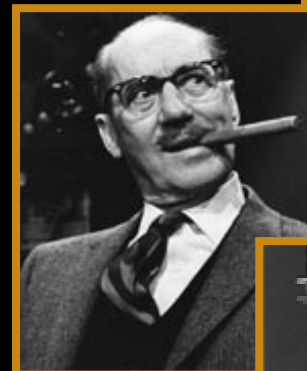
"I've had a perfectly wonderful evening. But this wasn't it." - Groucho Marx



Winston Churchill



Lady Astor



Groucho Marx



Mark Twain



Mae West



Oscar Wilde

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WHAT A DIFFERENCE TWO CENTURIES MAKE!

Here are some statistics for the year 1907

Give us your best prognostication on what you think the equivalent answer to any or all of these questions will be in 2107 then send them to: LOG 2107 at 1722 West 8th Street Erie, PA 16505 or Email to: LOG2107@ashby-adv.com.

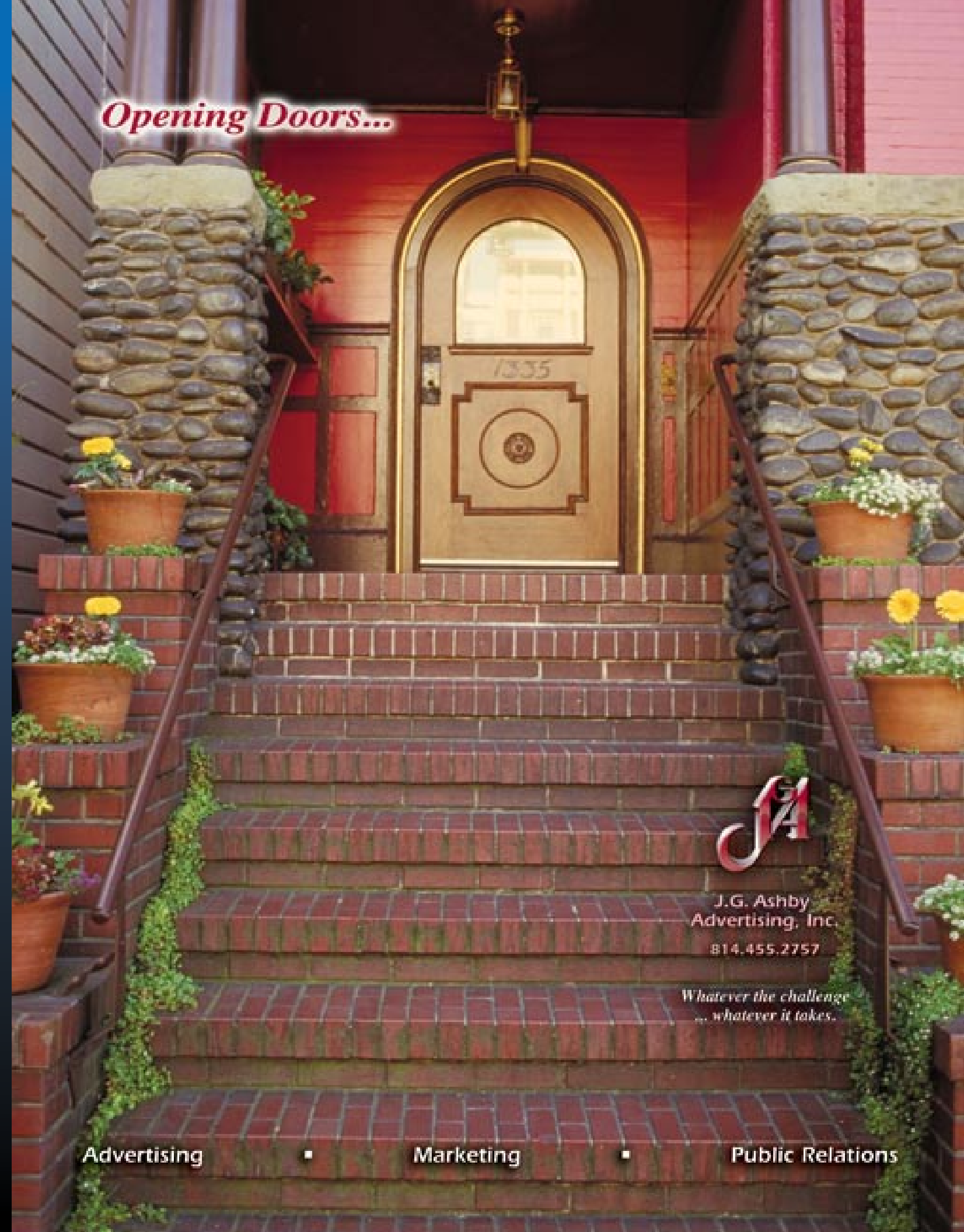
1. The average life expectancy in the U.S. was 47 years. In 2107?
2. Only 14 % of the homes in the U.S. had a bathtub. How will people bathe in 2107?
3. Only 8% of the homes had a telephone. A three-minute call from Denver to New York City cost eleven dollars. What form of communication will be the norm in 2107 and what will it cost?
4. There were only 8,000 cars in the U.S. and only 144 miles of paved roads. Describe the main mode of daily travel in 2107?
5. The maximum speed limit in most cities was 10 mph. Describe what it would be in 2107?
6. Alabama, Mississippi, Iowa and Tennessee were each more heavily populated than California. How many States will there be in the United States?
7. With a mere 1.4 million people, California was only the 21st most populous state in the Union. 2107's most populous State?
8. The tallest structure in the world was the Eiffel Tower. In 2107 describe and height?
9. The average wage in the U.S. was 22 cents per hour. The average worker made between \$200 & \$400 per year. A competent accountant could earn \$2,000 per year. A dentist could make \$2,500 per year. A veterinarian about \$1,500 per year. A mechanical engineer about \$5,000 per year.

Describe the Lowest, Average and Highest Paid Professions and the Average Annual Incomes for each in 2107?
10. More than 95% of all births in the U.S. took place at HOME. What will be the birthing trend in 2107?
11. 90% of all U.S. doctors had NO college education. Instead, they attended so-called medical schools, many of which were condemned in the press and by the government as "substandard". How will it work in 2107?

12. Sugar cost 4 cents a pound. In 2107?
Eggs were 14 cents a dozen. In 2107?
Coffee was 15 cents a pound. In 2107?

We'll publish some of the more engaging thoughts in a "future issue" of the LOG. Include your name so your fellow members will be able to recognize the pure genius of your futuristic insightfulness.

13. Most women only washed their hair once a month and used Borax or egg yolks for shampoo. Describe in 2107?
14. Canada passed a law that prohibited poor people from entering their country for any reason. Describe immigration in 2107.
15. The five leading causes of death in 1907 in the U.S. were:
 1. Pneumonia and Influenza. In 2107?
 2. Tuberculosis. In 2107?
 3. Diarrhea. In 2107?
 4. Heart disease. In 2107?
 5. Stroke. In 2107?
16. The American flag had 45 stars. Arizona, Oklahoma, New Mexico, Hawaii and Alaska hadn't been admitted yet. How many stars in 2107 and name the new states?
17. The population of Las Vegas, Nevada, was only 30. What will the population of Erie, PA be in 2107?
18. Crossword puzzles, canned beer and iced tea had not been invented yet. Name the equivalents in 2107?
19. There was no Mother's Day or Father's Day. Name two additional National Holidays in 2107?
20. Two out of every ten U.S. adults couldn't read or write. How many languages will the average citizen have to be competent at to be able to communicate in 2107? What are they?
21. Only 6% of all Americans had graduated from high school. What level of education will it take in 2107 to land the average good job? Describe.
22. Marijuana, heroin and morphine were all available over the counter at local drug stores. Back then, pharmacists said, "Heroin clears the complexion, gives buoyancy to the mind, regulates the stomach and bowels, and is, in fact, a perfect guardian of health. What will be the "perfect guardian of health" in 2107?
23. In 1907 there were about 230 reported murders in the entire U.S.A. What will the population of the USA be in 2107 and what will the annual number of reported murders be?



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