

the LOG



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From the Bridge

Vice Commodore Dave Arthurs



At the time I write this article the ice has just cleared and the first boat (Dreamer) has launched. Our Dock crew has been very busy repairing the winter damage and continuing the completion work on our new floating docks on M, N and O preparing for your launch.

The upgrades to docks M, N and O are the first phase of a multi-year infrastructure improvement plan that will truly put our club a cut above all the rest. I'm sure those of you assigned slips here have already checked them out. For those of you in other slip

locations please check them out. The improvements are coming your way.

Launch season is now in full swing and you will still see the old reliable travel lift as you launch. Our new 50 ton travel lift has been delayed by the manufacturer but should arrive in plenty of time for fall haul out. If you don't have a launch appointment please call the office to schedule. Remember that all boats are to be launched by opening day.

With the new docks, renovated front entrance and new roof structure at the lighthouse this will be an exciting year.

Directory

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Fuel Dock/Guard House.....	456-9914	Canoe House	453-6368
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On the Cover...

The LOG is helping to Celebrate the 50th Anniversary of the Lake Erie InterClub Cruise with our cover story and other sailing and historical articles.



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Lake Erie InterClub Cruise Celebrates New Milestone

50

by Jamie Taylor, Chairman 50th Lake Erie InterClub Cruise

The year was 1957 as the yacht *Devsire* ghosts along on a run on Inner Bay heading for the finish line off Port Dover.

2007 marks the 50th Anniversary of the Lake Erie Interclub Cruise. A celebration of tradition, friendship and competition, the Interclub has become one of the premier regattas on the Great Lakes! All three founding clubs, Erie Yacht Club, Buffalo Canoe Club and Buffalo Yacht Club will be visited to commemorate the 50th Anniversary.

There will be six days of racing this year beginning on Saturday, June 23rd with the Erie Triangle race and ending with the Abino to Buffalo (downtown) race on Thursday, June 28th. In Ontario, Canada, the fleet will visit Port Dover, Port Colborne and Point Abino.

The regatta kicks off on Friday evening at the Erie Yacht Club with up to 100 boats expected to register for the six-day event. After the Skip-



Celebrating a PHRF Second Place Overall the crew took command of the Buffalo Yacht Club's bar for their official photo with flag in 2004.

pers Meeting, there will be live music, dancing and the greeting of Interclub friends old and new; all guaranteed to get the sailors in ship-shape for another Interclub Cruise!

Following Saturday's race, the opening ceremonies will take place at the Erie Yacht Club and will include a ceremonial flag presentation and the blessing of the fleet. The festivities will include an outdoor pig roast, entertainment, fireworks and much more! (No one does it like EYC!)

Upon arrival in Port Dover on Sunday, the fleet will be greeted by a gun salute from a small flotilla of the Small Ships-Tall Ships Marine Heritage Festival being held in Port Dover's harbor. During the two-days in Dover, the fleet will, as always, enjoy the warm hos-

In 2005 A Fleet plies for position as they cross the starting line on a windward leg.





pitality of the Dover community as well as the Port Dover Yacht Club. After a day of racing on Monday, sailors can relax with a much-needed massage before feasting on the traditional all-you-can-eat fish fry – the best perch in town!

The fleet always enjoys its stay in Port Colborne – Sugar Loaf Marina, with its wonderful dockage, facilities and generous hospitality. Under Sugar Loaf's tent pavilion there will be a steak BBQ (back by popular demand) and entertainment.

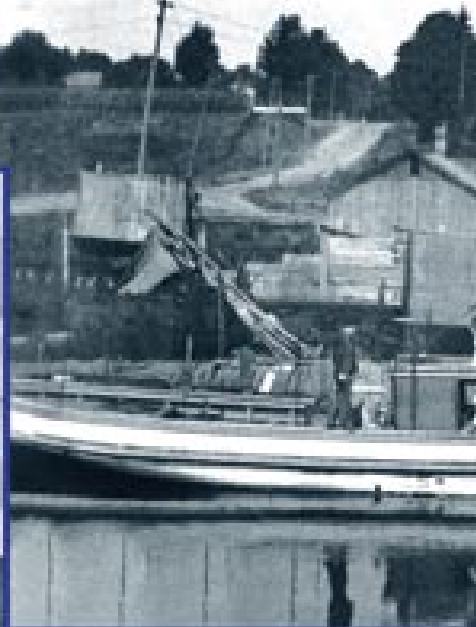
On Tuesday at Point Abino, the Buffalo Canoe Club will host a relaxing afternoon of games and contests on the beach for all Inter-club participants. For those of you who have



(continued on page 28)



↓ **THE ERIE BOYS** - 1907 A hand written message on this old postcard reads, "Some of the Erie boys on the yacht *Spartan* - Invited Grandpa to join them He is a boy - ha, ha." Brant Hill is in the background. Good hats. Photo by Wm. "Winky" Gordon: Buscombe Collection



Acknowledgement

The LOG extends its grateful appreciation to the Port Dover Harbour Museum for granting us permission to reproduce their collection of magnificent photos from their 2005 Calendar "Safe Harbour".

It is a collection of Port Dover photographs taken from 1890 to 1930. So next time you are in Dover please stop by the Museum and tell them the "LOG sent ya".

Old Dover

submitted by Fred Aabott



↑ **THE CAPTURE OF THE *E.C. OGCEL*** - 1909 An officer and two young crewmen from the Canadian fisheries patrol boat *Vigilant* aboard the *E.C. Ogcel*. The Erie, PA tug was apprehended September 10, 1909 for fishing within Canadian waters (one of many). The Ogcel was confiscated along with 96 nets and two ton of herring. Photographer unknown: Buscombe Collection





↓ **MODEST SUNBATHERS** - Circa 1900 The bathing beach at Port Dover. On the left are change houses. The building with two chimneys is a railway engine shed and two railway coaches can be seen on the pier. This picture was taken by Alma Clutton, a professional photographer visiting from Norwich, Ontario. Courtesy of Norwich and District Museum and Archives.



↑ **THE W.M. GERMAN AT DOCK** - Circa 1900 The *W.M. German* was built in 1888 in Port Robinson, an inland port along the Welland Canal. The Lowe family used her for fishing as well as to ferry hunters to Long Point. She is seen here at the foot of St. Andrews St. at the present site of the Port Dover Harbour Museum. Photographer unknown: Glass plate negative donated by Harry Barrett.

↓ **THE KEYSTONE AT THE PIER** - 1929 This ferry ran between Port Dover and Erie, in the late 1920s. The bus in the foreground took passengers without automobiles to points "up-town". Photograph possibly by Wm. "Winky" Gordon: Buscombe Collection.



↑ **SAFE HARBOUR** - Circa 1900 The schooner is the *Erie Stewart*. In the foreground are rental rowboats moored at the boat livery. The structure on the right is the apparatus for unloading coal from the Shenango coal ferries into railway cars. Photographer unknown: Glass plate negative donated by Harry Barrett.

"My Dad Sure Loved his Chris Crafts"

by P/C John Ashby



She was powered by twin GM 300 HP Super Turbined diesels which the survey stated were also given an additional 20 year life in early 1980.

*M*y first recollection of the Erie Yacht Club goes way back to 1947 when I was a mere three year old "little squirt". I was not a baby anymore, just a "squirt" as my Dad used to call me. Now to have any memory of anything at such a young age, especially little squirt aged memories, is highly unusual. Therefore, there must have been a decidedly strong stimulus from some powerful incident which has occurred in one's young life to remember anything at that age. I suppose this same phenomena has occurred with many other yacht club kids who seem to have had their first memories buried way back in the far reaches of their minds about something at the Erie Yacht Club. Well, here's mine.

There I was in a land of giants. All these "big" people crowded around in what seemed to me to be a very unfamiliar and very stuffy small space. They were towering over me like huge sequoias and I was just a little sapling wrapped up in a big, ugly, bulky and totally uncomfortable "orange thing". It was a surreal dream-like occurrence that I had never encountered before in my young life. For one thing it was my first real experience being all suited up in my very first life jacket. That was a good thing too since my parents, and for that matter none of those other sequoias were paying any attention to me at all. Since I certainly didn't know how to pay attention to myself it could of been "curtains" for me and then you couldn't be reading this marvelous account

of my childhood at this very moment. Wow! Can you imagine that?

Years later I finally figured out what that mysterious, somewhat haunting memory was all about ... my Dad's first Chris Craft.

My mother, Connie, trying to sneak out of the galley. The 55's main solon was comfortable and homey. Note Dad's Wurlitzer always ready to make music.



It was a brand spankin' new 30 footer right out of the box so to speak. A 1947 Model and she was more than my Dad could emotionally handle ... he was in heaven. I think he must have been in seventh heaven because sometime during these moments of his life is when he first began his life long love affair with Chris Crafts. And Mom, she didn't mind. None of the Chris Craft love affairs in my Dad's life bothered her one iota, she just sat back and went along for the ride! And it was always a Chris Craft ride.

That was my only recollection of Dad's first Chris Craft but there were three more that helped set my life's course and built the foundation of my own lifelong love affair with boating and the Erie Yacht Club.

Then Big John got the "that boater's urge" and a couple years later bought his second boat, it of course, was another Chris Craft. As with the 30 footer, this 36 foot beauty was right off the power boat assembly line at the birthing factory of my Dad's dream machines. Now according to member Dave Brooks, who

still savors his 36' Chris Craft with lovin' care, "There were 12 of these 36 footers built by Chris Craft and 9 of them ended up in Erie and most of those right here at the EYC".

My memories of the 30 and 36 footers are not extensive and therefore not very interesting. So all I can report to you was we had lots of family sojourns on Presque Isle Bay, swimming at Gull Point, traveling up the Lagoons for picnics at the various landings located throughout that beautiful little tributary and the many trips to Port Dover. Now Port Dover was very memorable with outboard rides up the river and we loved raising hell with all those "legal" Canadian fireworks ... I'll just leave the fireworks for another time.

Okay, but I do have to reminisce a little about Dover's Lynn River. My parents, along with other EYC members, the Herman's, the Otto's, the Graham's, the Deike's and a few others, rented the property across the river from the PDYC. They had their friend and the property's caretaker, Jack (or you may remember him as



Jed III's hull was double planked Honduras Mahogany which gets harder over time. A 1982 survey stated it was good for another 20 years.

"Red" or "Buck") Wamsley, a great guy and good friend, build the docks that run along it's south bank.

Big John kept a 12' aluminum outboard with a 7.5 hp outboard motor on this dock for transporting everybody across the short expanse of river to the PDYC for fun and frolicking. We would also use that outboard for scooting down the river for the shorter walk uptown for perch dinners and riding the "Dodgems". Which are both another story.

My two brothers and I loved our adventures exploring the Lynn River in that little aluminum outboard. We would hop in and hightail it up the river as fast as we could go, which meant maybe 18 knots max. Sometimes we would travel as far as we could up the river until we ran out of water. It was a real "rush" when that 12 foot aluminium boat would plane off with the three of us sitting across the stern seat. Remember it only had a little seven and a half hp Evenrude outboard on it. That was some fun and we loved every minute of it.

In those days, after you rounded the first or second bend in the river to starboard, just past the Club, the adventure began since we



This is the view from the aft master stateroom forward to the main salon with two heads and a shower on the starboard and a guest stateroom on the port side. She was a spacious comfortable boat yet today's fiberglass construction adds considerably more space.

felt like we were out in the Canadian wilderness or maybe streaking across the deep dark Amazon because there was nothing there like there is today, just lots of cow pastures. Back in the 1950's there were no homes or businesses or nothin' there as we would skim across the river's placid water dogging downed trees, the shallows and those mammoth turtles. We would rarely see any humans "way out there in the wilds" but those huge snapping turtles would stick just their heads out of the water and they looked like big half submerged logs. We made sure that we never ran over those huge turtles because any of those monsters would have caused one big bad "bump in the road" which would have really messed us up!

When we would venture so far up the river that there was not enough water left to float our aluminum boat. When that occurred, we would hop out and drag it across the shale until we could go no further. I kind of remember at about that point in the river there being a little old one lane steel bridge crossing over the shallows.

We absolutely loved our summers growing up on the water and our great adventures in Dover and exploring the Lynn River and tearing around the steel rink of the Dover Dodgems which were located uptown beside the Hotel. So I suppose you could say we loved our Dad's Chris Crafts too.

Dad went on to buy two more Chris Crafts over the years. All were named *JED*, which stood for John, Eddie and David, we three sons. Now I was the middle child but my name initial was use first because otherwise the boat's name would have been DJE and

that is a little hard to pronounce. The "house flag", for the *JEDs*, was three yellow "Suns" on a blue background in a burgee styled flag.

Then Big John bought his third *JED*, a 46 foot Chris Craft flying bridge model from fellow EYC member LeGrand Skinner. This was a great boat which we kids had lots of great times on and since we were older, lots of fond memories to boot.

Then around 1958, while on a trip to Detroit, Dad pulled into a slip beside this brand new 55' Chris Craft Constellation. These beauties were nicknamed "Connies". Big John met

(continued on page 30)



*This is the bronze plaque that Big John had made to coincide with the *JED's* house flag and it was mounted on the aft bulkhead in the main salon.*

An occurrence of noteworthy mention took place at the Erie Yacht Club on June 1st, 2006, when the fifty-five foot Alden Ketch, “*DREAMER*” was piped aboard replete with marching and bagpipes in the traditional navy greeting. This colorful performance was prelude to what was soon to become the re-birth of “*DREAMER*”.

The new owners’ fixation on this strikingly beautiful ketch resulted from observing *DREAMER* stored in her cradle in a boat yard in an adjoining state while the probable owner was motoring past in an auto. This rather cursory view of the curvaceous lines of *DREAMER*’s exposed hull attests to the fact that these would-be new owners had a profound knowledge about shapes (boats).

In the EYC yard it was an eye-popping experience to stand some distance aback from *DREAMER* esconced in her now custom-designed multiple cradles to behold the symmetry of her flowing lines - a designers’s masterpiece and an owner’s dream.

John Keats had it about right when he stated, “A thing of beauty is a joy forever.” Of course, Keats was speaking of a Grecian urn, the curves of which are not too dissimilar from an Alden hull. In or out of the water, *DREAMER* is a sight to discern.

It is a sad day when a fine boat is in such a state of deterioration with the basic structural components in such a state of decay that the boat is, for all practical purposes, both functionally and economically dead. It is even more distressing to observe the beauty and condition of the cabin interior which literally

The Painter, not the Sculptor, was just making a few rather important suggestions which Dave Bierig seemed quite interested in.



involved hundreds of hours of re-finishing and re-conditioning only to be lost to the rot about to overtake the sub-structure. This spectre is analogous to a beautiful home on South Shore Drive about to slide into the bay because of subsidence of the foundation.

It will never be known how close the ketch, *DREAMER*, was to becoming a victim of “the dumpster”, but for the vision of MESSRS. Arlet, Bierig and Company, and their “Spirit of Preservation”. In fact, the instant event may best be articulated as the “Born Again” episode of *DREAMER*.

Your writers’ upon becoming aware of the magnitude of the repair proposed to be undertaken by the new owners, on this seventy seven year old ketch, were engulfed, in not only disbelief, but doubt, that such a repair could be achieved in the back lot by the fence at the EYC. Surely such a major repair could only be done in a fully fitted-out boat yard with overhead cranes, graving docks and hydraulic lifting cradles, obviously, none of which were available to the owners.

A word about the projected repairs - complete wooden keel replacement, and replacement of: rudder, rudder post, horn timber and lower forefoot adjoining the stem, numerous hull planks removed, renovated and reinstalled and every hull fastening bored out, head coated and replugged. These repairs enumerated are exclusive of the literally hundreds of additional tasks attendant to the major repairs.

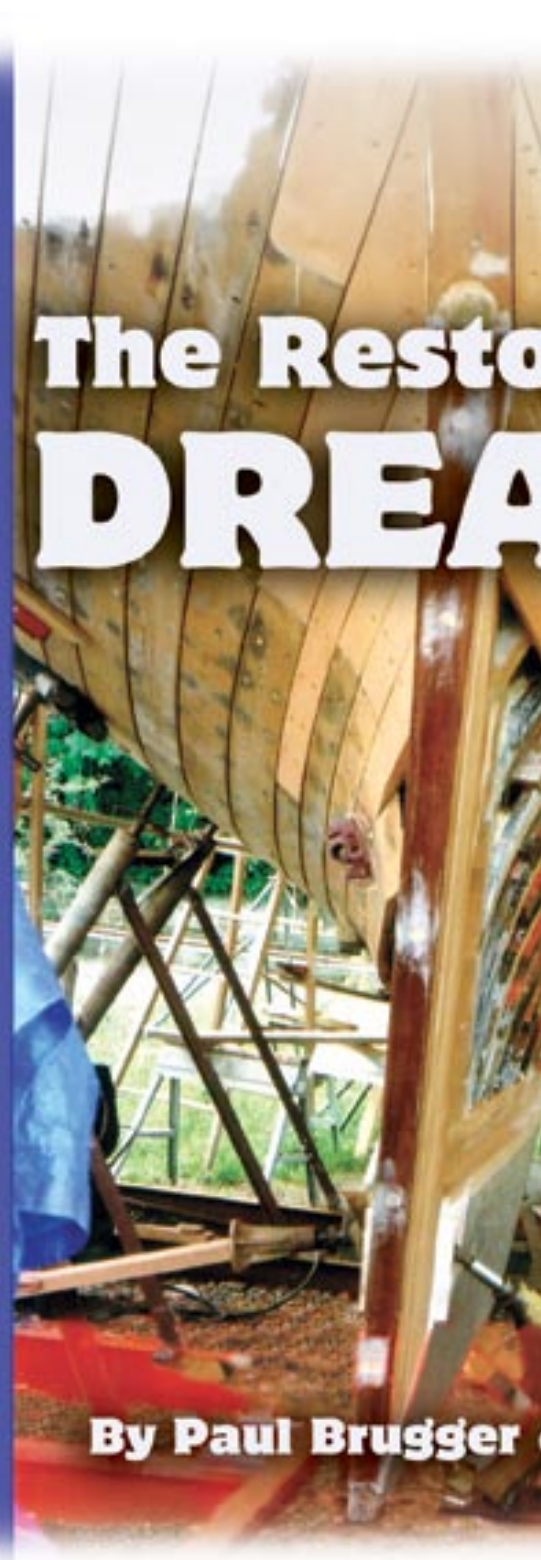
Needless to say, your writers, having some experience in boat ownership and repair, were awestruck with the magnitude of the repairs undertaken on *DREAMER* before their very eyes.

It boggles one’s mind: Where to start? How far do you go? Where do you stop? How do you remove and replace a keel as required on *DREAMER*? It would seem very risky to disassemble a hull to the extent proposed and not have the entire hull implode with a violent collapse inward, but not so.

Initially, two near identical structural steel cradles were designed and constructed over I-beam skid bases with four vertical large diameter steel pipe jack-stands angled to support the hull. The ingenuity in the design of the jack-stands was later manifest in the jack stands capability to support the 21,000 pound hull and raise it a distance of 10 inches above the 15,000 pound iron keel to accomplish installation of the new wooden keel.

The wooden keel in *DREAMER* was no ordinary heavy plank, but simulated a timber like found in a dugout canoe without the dugout. The sheer size of the keel removal was managed by chainsawing the keel into four pieces approximately 61” length and dubbed “the Alligator” by some wag in attendance of which there was no shortage. In fact, interest in the project was so intense, and the visitors to the *DREAMER* so frequent, a small sign was posted adjacent to the cradle which stated:

“If you are patient, and you watch quietly, you will learn.”



The knowledge, ingenuity and creative craftsmanship of these guys is simply remarkable.

This wisdom is attributed to the great boat designer, N.C. Herreshoff, advising his inquisitive son to just watch quietly.

The owners have been most congenial, warm and friendly, despite the admonition on the sign which does little to stop the endless flow of questions, and visitors.

The opening of the *DREAMER*’s hull upon removal of the aforementioned planks revealed a hull shaped by metal frames to which the white oak frames were firmly attached. The

oration of DREAMER

& Doug Painter

DREAMER not only had a metal frame, but also wooden frames, truly a magnificently designed hull. Securing the new keel to the metal frames was facilitated by the steel straps joining the port and starboard frames perpendicular across the keel.

With the hull planks removed and the deadwood exposed, some very clever owners proceeded to remove the hull from the 15,000 pound keel. How did they do that? The iron keel was attached to the wooden keel with

four 1-1/2" diameter bolts, 40" long, with a nut on each end. Miraculously they were able to loosen the nuts after 77 years and remove them, freeing the keel.

With respect to hull plank removal and replacement most homeowners experience is limited to working with boards. Planks are merely heavy boards, but only a homeowner who has attempted to hang a screen door appreciates the intricacies that can be encountered while working a boat's plank, with all its complications. Now picture a ship's carpenter fitting a plank that has a bow, bevel, crook, angle, cup, twist and on and on, plus the plank must be secured to an invisible frame.

Another major accomplishment in the spirit of preservation on the *DREAMER* was the tedious project of re-caulking the full length of the seams between every hull plank on *DREAMER*. Re-caulking *DREAMER* was accomplished only after raking out all the existing cotton from the seams on the hull. An onlooker observing the driving of the rolled cotton into the open seams of the hull is not fully aware of what all is transpiring. The caulker has a certain feel of how the seams are receiving the cotton. There must be a certain twist to the cotton strands as they are compressed into the seam with the caulking iron being struck by the hammer. The compression of the cotton must be uniform and not too compressed as over-compression of the caulk will force the cotton out of the seam as the plank swells producing disastrous results. It should be noted also, that each plank has a bevel that results in the interior sides of the adjacent planks just touching and the exterior (water) side of the adjacent planks have about a 3/8 inch gap making a vee groove between the planks to receive the cotton caulk. Compressed too tightly the caulk is squeezed out, too loose the caulk leaks. Either way the seam leaks, so it is important to have the caulk expertly pounded in for the optimum - no leaks.

Replacement of the forefoot, the timber running along the boat's bottom, forward from the iron keel to the stem, involved the extremely difficult duplication of the decayed forefoot. The replacement of the forefoot had to be literally sculptured out of four inch thick mahogany plank selected as the material for replacement of the object. The fit of the new forefoot was so skillfully executed that it is impossible to discern the near seamless fit of the mahogany wood but for the difference in the coloration of the materials. Once again "the spirit of preservation" has triumphed over the natural and inevitable deterioration of a wooden hulled boat.

The removal and replacement of the rudder and its components was the next application of the "Spirit of Preservation" in the *Dreamer* saga.

The original rudder was an easy removal resultant from years of rot and deterioration. Once the old rudder was laid on the horses, the hardware, unharmed by the elements, was removed to again be refitted to the newly fabricated 3-1/2" thick rudder. The metal rudder straps not only bound the rudder planks together, but were beat so as to be formed around the rudder shaft securing the shaft to the rudder on each side of the face of the rudder, similar to a vertical hinge. The rudder metal straps were neatly indented into the mahogany rudder planks giving the appearance of a smooth surface on the surface of the coved new rudder was a 3-1/2" mahogany plank and the trailing edge on the new rudder was feathered down to 3/4 of an inch at the trailing edge.

Dreamer's 67 foot main mast and 51 foot mizzen mast were of solid construction and round configuration which made them unnecessarily heavy and less rigid. The solution to the mast problem involved making a lengthwise saw

(continued on page 24)

Those guys suggested "WHAT", quips master craftsman Bob Arlet.



HERE'S ONE FOR ALL YOU WOMEN CAPTAINS OUT THERE!

By Sandy Will



Throughout much of history, women weren't particularly welcome onboard sailing vessels. In fact, some men thought that simply having a women onboard ship was unlucky. For them, the only welcome female was a figurehead in the form of a woman attached under the bowsprit. Some believed that this figurehead would calm the waters under the ship's hull.

Despite this prejudice, it turned out to be a good thing for the crew of the clipper ship *Challenger* that Hannah Rebecca Burgess was aboard in 1856. Hannah was the wife of *Challenger's* captain, William Burgess. On previous trips, Hannah studied and practiced how to navigate a ship out of sight of land.

Captain Burgess became sick on a trip around Cape Horn, the southernmost tip of South America. This area is noted for its ferocious sailing conditions and Hannah stepped in to navigate the ship toward the port of Valparaiso, Chile. Although Captain Burgess died on the three-week journey, Hannah remained in charge until the ship made it safely to port.

See all you male captains out there—women can do almost anything. (Did I say "almost"?)

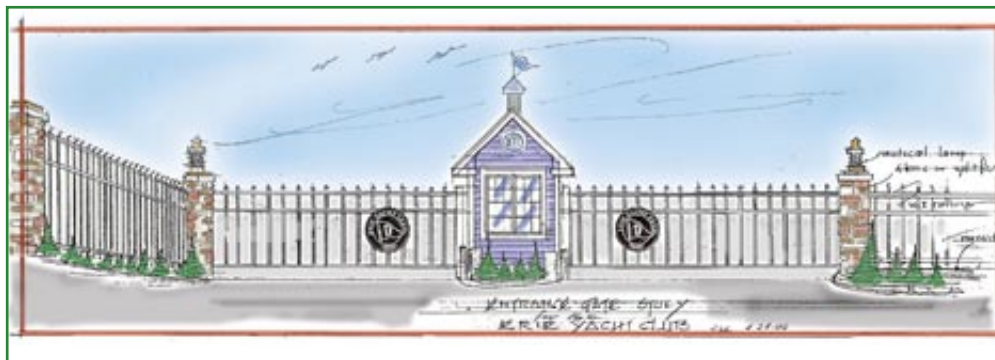


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EYC Grounds Also Get a Facelift!

by F/C Tom Trost

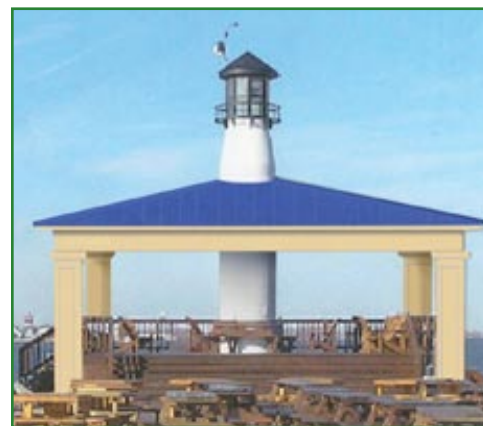


Your Club is getting a facelift from the south entrance gate all the way to the north side of the property to the lighthouse.

The new Entrance Gate and Lighthouse Projects should be completed by the time you are reading this article.

I mean things around here are really looking up just in time for summer. The Basin project is turning out to be more beautiful than we were able to anticipate, the Entrance Gate is really a handsome addition and makes an excellent first impression for visitors and guests and Billy Vogal, our Dockmaster, shaved his winter beard and is also looking "clean and neat" for the upcoming boating season.

The attractive new roof will help protect our members from both the harmful effects of too much sun and even though skin is water proof it will keep the rain off. This will also add to the comfort of the growing number of members and their guests who are taking advantage of our Sunday afternoon and evening event at the lighthouse called "Lazy Lighthouse Sundays"



which features the convenience of great food, an on location bar and live musical entertainment for your listening and dancing pleasure. This is one service your Club makes available to you that you have to take advantage of... it is a truly great time. Enjoy.



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131 DAYS "ANOTHER SUCCESSFUL MID-WINTER BEACH-BLAST"

BY DAN DUNDON




On February 10 Erie Yacht Club Members and Guests thoroughly enjoyed our eighth annual mid-winter beach party. Of course, Erie temperatures will be cold for a while longer, but this did not stop the sell-out crowd from "living summer" at EYC!

As always, the buffet of terrific summer foods was "a hit". The non-stop music of West Side Steve, skipper of the Lake Erie Booze Patrol, from Put-in-Bay and Erie's own Key West Express, kept us in the summer-mood all evening.

Special thanks to Elizabeth and her wait-staff, Chef Jim and his galley-folks and all the EYC staff for a job very much well done!

Mark February 02 on your 2008 calendar. We are going to do it all over again!





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In February 2007, a Team Racing Summit was held at the Larchmont Yacht Club to discuss "Where is the sport of team racing?", "How did we get here?" and "How do we move forward?" All who attended pledged to grow team racing locally, nationally and internationally. A great team racing regatta is typically qualified by having a great dinghy racing venue. Presque Isle Bay certainly is that. After a short discussion of the Erie Yacht club, all attendees were very excited about the opportunity to bring the US Sailing Team Racing Championship for the Hinman trophy to Erie.

Who are the team racers of today?

Fifteen years ago, team racing was primarily sought after by college sailors and optimist racers as a niche "side-project" they would do to cross-train for their fleet racing events. Today, many top team racers (including former fleet racing national champions) have given up fleet racing and team race exclusively, as they no longer have to worry about having the newest sails, the stiffest hull, the smoothest wet sand job or the optimal mast step placement ... they can just concentrate on sailing and having fun! Even if they have a bad start, today's team racers can continue to have a good time, as their next start is just minutes away and not several hours away like in fleet races. Today's team races are often under 10 minutes long.

Today, team racing includes active adult (including both younger adults and masters) keelboat team racing circuits in several regions, as well as high school, collegiate and post-collegiate team racing throughout the country. Many yacht clubs have organized club team racing challenges in small keel boats, and an increasing number of clubs are acquiring dedicated fleets for team racing events. The yacht club circuit currently thrives on Long Island Sound and is growing in eastern New England, the Gulf region, Chesapeake Bay, and San Francisco. Finally, US SAILING's Team Racing Championship (the Hinman Trophy) has evolved from a niche regatta of current and former college sailors to a coveted trophy in which all-star teams of Olympians, Olympic aspirants and others train throughout the year and race in a dedicated dinghy class - the Vanguard 15. The Hinman Trophy is no longer geographically restricted and teams earn an invitation from one of three qualifying events or submit their team's racing resume for selection. The Hinman Trophy is now recognized by many as the US Sailing Championship with the highest level of competition.

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Erie Yacht Club hosting 2008 US Sailing "Team Racing Championship"

By Gavin O'Hare, Chairman,
US SAILING Team Racing Championship



Why are sailors attracted to team racing?

Some of the growth of team racing is directly attributable to a gathering of team race enthusiasts who competed in the 1992 US SAILING Team Racing championship. A group of visionaries, including Mike Zani, Gary Bodie, Zach Leonard, and Gavin O'Hare, pledged to grow the sport through a 'grass roots' approach, with a pointed emphasis on spreading and maintaining the "culture of team racing." They committed to educate, train, and foster participation by the greater sailing community in team racing. All agreed that a concerted effort to market the core values of team racing would ensure the sport to gain critical mass and would be the foundation upon which the sport moved forward. They understood that, in order for team racing to grow and be fun for everyone, it needed to be largely self-policing.

The USTRA Creed, written in 1992, was adopted as the guiding principle for the future of team racing in the US.



"More team racing events mean more fun racing for everyone involved. The emphasis at our regattas is on close, competitive and above all, fun racing between sailors. The operative word here is fun! Although protests are infrequent, when confronted by necessary and fair protests, we hold "three minute justice" protests to keep the regattas rolling. Sailors are expected to control themselves and act with the highest level of sportsmanship in order to ensure that these events will continue to be fun, enjoyable events for everyone involved."



These core values were respect for rules, strategy and competitors, and appreciation for having a good time. Learning was emphasized as a key aspect of successful events. All agreed that team racing is NOT ABOUT THE TROPHY! A premium was placed on boat handling and execution of tactical situations. All understood that team racing was the most exciting aspect of the sport, for both competitors and spectators.

Fifteen years later, these core values are still evident and exhibited at numerous events around the country, and help to make the US SAILING Team Racing Championship successful.

2005 Hinman regatta chairman and Larchmont Yacht Club member Ed Padin describes team racing as "the ideal means of attracting younger members into a club, ensuring a prosperous, sailing future. Team racing is [also] something new for "established" sailors who think they already know all there is to know about sailing through their years of buoy racing."

Team racing has come a long way in the last two decades. The sport now attracts young competitors, the not-so-young, experienced team racers and sailors who have never team raced before, race management gurus, and judges of the highest caliber. All appreciate the core values of the sport and the reality of the adrenaline rush it inspires with participation. Each month brings more opportunities to learn and compete. Team racers across the nation and US SAILING are excited for 2008 at Erie Yacht Club!

To find out more about the championship, visit US SAILING's website:

<http://www.ussailing.org/championships/adult/ustrc/>

For more info on Team Racing in general:
<http://sailingeducation.com/tools.html>



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"and their off with Twinkle Toes taking the early lead"

You'll love seeing the "Fastest Three Minutes in Sports" right here at the Erie Yacht Club. There is limited seating in the grillroom this year so get here early ... "First Come, First Served". And ladies what about those HATS!



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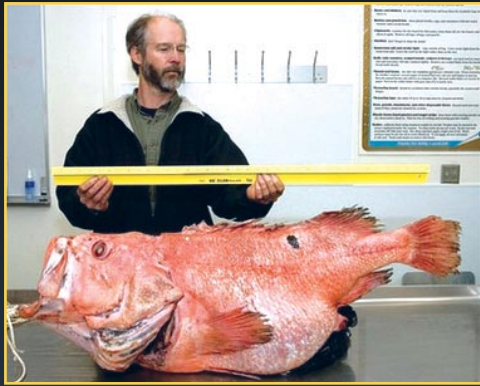
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Big, Old Alaska Rockfish



This March 2007 photo released by the National Oceanic and Atmospheric Administration, shows Dr. Chris Wilson of NOAA's Alaska Fisheries Science Center in Seattle, Wash., holding a 38-inch ruler up to a Giant Shortraker Rockfish. The fish, according to NOAA, was caught in mid-March when the Kodiak Enterprise was trawling at about 350 fathoms in the Pribilof Canyon at night just south of the Pribilof Islands in the Bering Sea.

A commercial fishing boat hauled in what may have been one of the oldest creatures in Alaska, a Giant Rockfish estimated to be about a century old. They estimate the Rockfish was 90 to 115 years old.

The 44-inch, 60-pound female Shortraker Rockfish was caught last month by the catcher-processor Kodiak Enterprise as it trawled for pollock 2,100 feet below the surface, south of the Pribilof Islands in the Bering Sea.

The Seattle-based vessel, owned by Trident Seafoods, pulled up an estimated 75 tons of pollock and 10 bright-orange Rockfish.

Scientists at the National Oceanic and Atmospheric Administration at the Alaska Fisheries Science Center in Seattle measured, photographed and documented the fish. They removed an ear bone, the otolith, which contains growth rings similar to rings in the trunks of trees.

"That's toward the upper end of the known age limit for Shortraker Rockfish," said Paul Spencer of the science center. Other estimates put the fish's maximum age at 157 years, Spencer said.

The contents of the Rockfish's stomach were examined and scientists took tissue samples to measure her reproductive potential. "The belly was large," Spencer said. "The ovaries were full of developing embryos."

Scientists said the specimen is not the biggest on record. A 47-inch Shortraker Rockfish was recorded, according to the book "Fishes of Alaska."



"Double Dog Dare Ya Last One Out!"

(Competition's Exclusive Results Right Here)

*by P/C Bob & Mary Morrison
as told to P/C John Ashby*

Hey look it's Port Dover. Why it sure is and just look at all that ice on the Lynn River behind the Port Dover Yacht Club's clubhouse!

Now what the heck is that? Why it looks like a boat! By golly it is a boat! Boating in December? It sure looks like it must have been the last boat out of the water, or should I say the last boat stuck in the "ice" at the PDYC this year. My question is why would anyone leave their "pride and joy" in such a precarious position. Do you think the owner actually believes that he'll save money on winter storage?

Hey, wait a minute. I think I recognize that boat. Yea ... that's it. It's *Funnel Vision*, who's owner is none other than PDYC Past Commodore Craig McFarlane.

Oh sure, now it all makes sense to me. Believe it or not it's all part of this thing that some of the PDYC Past Commodores do. It's a somewhat strange "Canadian custom or ritual like event" that they do that has actually become a kind of a quirky "Right of Manhood" sort of "Double Dog Dare Ya" contest like thing called "Last One Out".

Here's a little history that may help you understand. You see last year, as previously reported in the LOG, P/C Bryan Gillespie stole

the honors right out from under the nose of P/C Craig McFarlane. And what a dirty dog deed that was. So this year P/C McFarlane sure did a fine job showing P/C Gillespie how to make his hull and the ice merge into a force to be reckoned with ... now didn't he?

Boy oh boy! Don't some of our Canadian brothers really have some interesting ways to "make fun and games" out of what some people would actually consider "really strange and even bizarre behavior."

Keep it up guys and keep us informed cause while you are entertaining yourselves with your quirky contest you are also entertaining all of us.

And thanks again to P/C Bob and Mary Morrison, of the Port Dover Yacht Club, for their keen insight in updating the LOG. It has been great fun. The only question that remains is "who will it be that wins the 'Double Dog Dare Ya/Last One Out' Competition in 2007?"

The anticipation builds as the world awaits the announcement of the next winner again to be exclusively published right here in the hal-
lowed pages of the Erie Yacht Club LOG.





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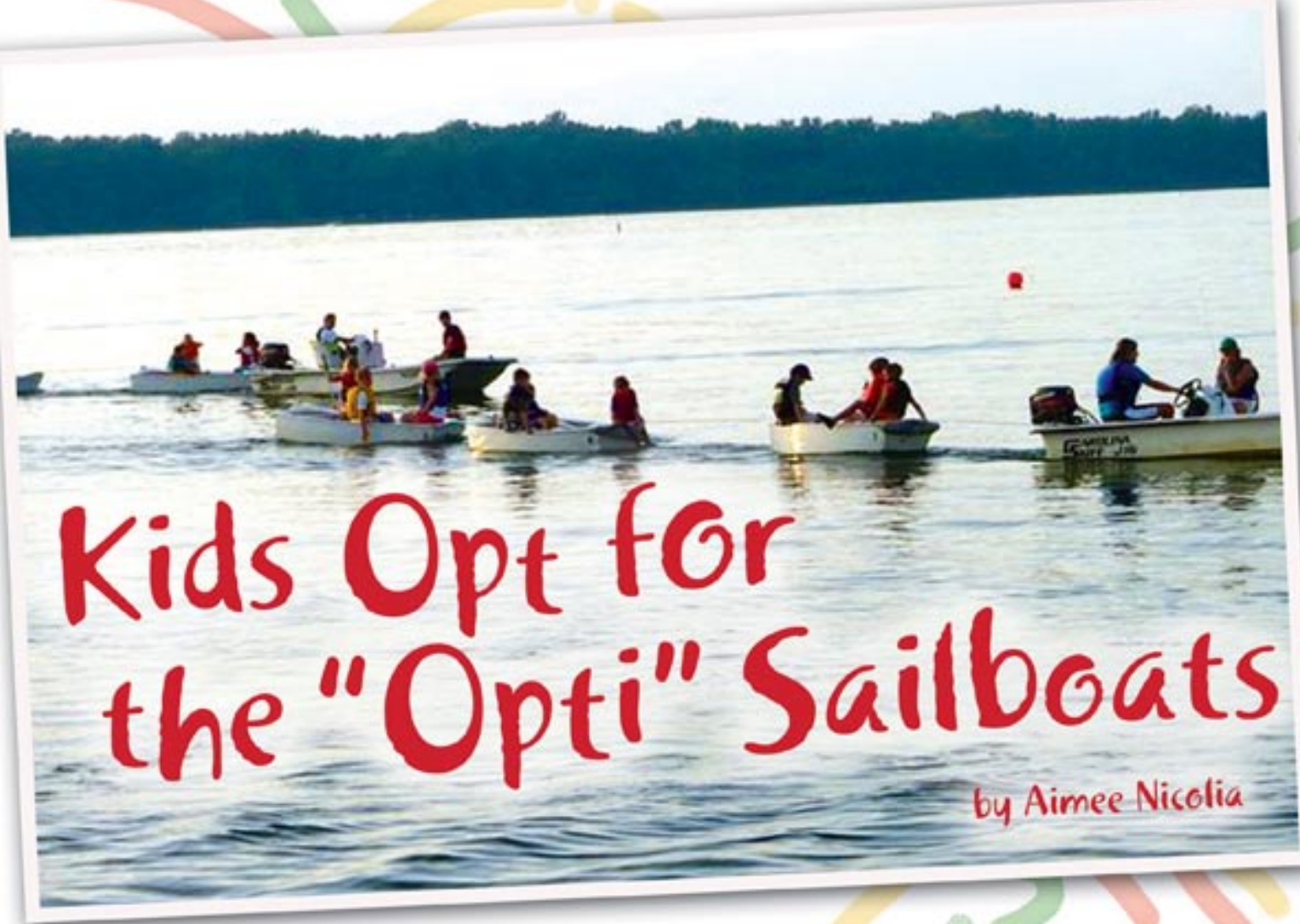


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Kids Opt for the "Opti" Sailboats

Ever see those tiny little sailboats out on the bay with just the top of a little person's head peeking out? If you've wondered just who is in control of those boats, you might be surprised that at the helms of those boats are the Yacht Club's youngest sailors - some as young as 6 years old! And what's more, they really are in control of those boats.

The Reyburn Sailing School's Optimist Program teaches these very young children to handle the tiller, trim the sail, tack and jibe all on their own. No small feat for a kid who can barely see over the bow of the boat.

Over his many years with the Junior Sailing Program and Race Team, instructor Pat Bloomstine has consistently been an advocate of the Opti classes.

"I feel that the Opti Program is the best way to teach young children how to sail," Pat says. "It is the perfect class for kids as young as six and as old as thirteen or fourteen."

"Whether you want your kid to become an accomplished dinghy racer in the future or you just want them to learn the basics of sailing, the Optimist Dinghy is the boat of choice. It provides a very safe learning environment, yet still allows kids to learn such fundamentals as points of sail, tacking, and jibing at a very young age."

Learning the Ropes... uh, make that Lines

Ten-year old Derek Loesel has taken the Opti sailing lessons for two summers. In his first year, Derek learned the basics in the Opti Starter classes two evenings a week for four weeks. In this class, children are gently eased into sailing. For example, the first evening students sit in an Opti sailboat without the sail, while an instructor boat tows them around the basin of the club. As confidence is built over

the next classes, the children progress to sailing around in the basin and eventually in the bay.

Last year, Derek took the Opti Seaman classes which meet five mornings a week for four weeks. In this class, he and his classmates were able to learn more advanced aspects of sailing and get a taste of sailing a racecourse. This summer, Derek looks forward to sailing in the Opti Mate classes in the afternoon. Meanwhile, his little brother Donovan will begin the Opti Starter lessons this summer.



Sink or Swim

While Derek and Donovan sail the Opti's, there's a good chance their grandfather, P/C Gib Loesel will be cheering them on from ashore.

Gib says, "I want my grandchildren in the program so they can learn about the wonderful world of sailing, a sport that I have enjoyed my entire life."

"More importantly," Gib adds, "once a kid is placed in a boat such as an Opti and expected to sail it by him or herself or with only one oth-

er small person, the world changes for them. The words sink or swim come to mind. All of sudden they realize that life is not just pushing a button on a TV or Game Boy that can be turned off if things are not going well."

As for the choice of sink or swim, clearly Derek would go for the swim. When asked what he likes best about the sailing classes? "Capsizing, of course!" says his mother, Marni Loesel. But she's quick to add, "he also really likes the other kids in the program, the camaraderie of it, and just being out on the water."

Sharing the Love

Julya Polaski who has also taken the Opti classes for two years couldn't agree more that capsizing is the best part of sailing. But mom Karyn sees it a little differently.

"I just like Julya having the experience of being on the water and knowing how the wind works," says Karyn. "I like that she can be in control of her own boat and can make it go and understand it."

Karyn's husband Tim Polaski, a former sail-

(continued on page 38)





The Annette Cup

Since 1907

by Dave Heitzenrater

The Most Historic racing trophy in the Erie Yacht Club display case is the Annette Cup. The initial challenge for this silver loving cup occurred when the Erie Yacht Club was a youthful dozen years old. The race began in Erie and continued past both the tip of Presque Isle and Long Point though Long Point Bay to Port Dover, Ontario as the racecourse remains

today, a full century later. The rhumbline course is about 41 nautical miles and passes above the deepest portion of Lake Erie at approximately 212' to the dark cold bottom. The course also navigates the racing fleet above numerous recorded shipwrecks, one being a 1972 Erie Yacht Club causality *Gus*.

A common landmark normally observed by

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the racers is the Long Point Light House. It is interesting to note that as the contemporary fleet spy's the lighthouse through their glass as they approach Long Point, it is the third lighthouse that was constructed at this eastern tip



of this long sandy Canadian peninsula. Those participants in the initial Annette races viewed the second version of this famous Lake Erie marine beacon as they raced North towards the finish.

The inaugural race was awarded to the Erie Yacht Club's Annette on July 1st, 1907 and as the deed of gift directed, the cup should carry the name of the first awarded forever. Close examination of this prestigious award reveals



The Annette Cup reigns as the EYC's oldest trophy and one of her finest traditions.

the yacht Annette had topped the fleet for the initial three consecutive years.

All competitors' race for the trophy using a unique Annette Cup rating that is derived from a simple formula. The rating is equal to half of the sum of the average length of the yacht and the square root of its rated sail area. The distance of the race is applied to the rating to determine the individual handicap for the race each season.

The race has been run for almost all of the years since its 1907 beginning except during the two World Wars and a few other miscellaneous dates. There are many stories to be told regarding the events of these races including numerous groundings, rig failures, wild weather and seasickness.

On the other hand there have been a number of drifters such as the 1947 contest when virgin Annette Cup racer, now veteran racer Skip Loesel crewed on Merle Crowell's motor sailor Hurricane. As Skip tells it, they got a not so good start in the light air and then things went down hill from there and with fleet ahead and out of sight and not yet half way across the

(continued on page 38)

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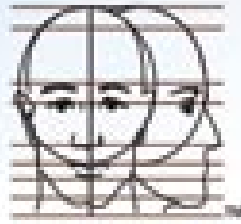
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Dreamer Restoration

(continued from page 11)

cut through the center of the entire length of the mast producing two semi-circular sticks. It should be noted the owners were absolutely brilliant in the lengthwise split of the masts. They mounted a band saw on a four-wheeled dolly and dragged the band saw mounted



A makeshift outdoor woodworking shop is all that the *Dreamer* renovators need. Wow!

dolly through the mast in ten foot increments. This activity resulted in a cut with perfect surfaces sufficient to receive the planned two inch spacers laminated between the mast halves, creating an elliptically shaped mast. The owners then determined the re-designed mast should be hollow to accommodate certain internal electrical wires. To achieve this result each half section of the mast was routed



out lengthwise to install a 2" diameter plastic pipe conduit placed in the routed out center of the mast running from top to bottom. Upon re-assembly of the mast halves, a 2" spacer was installed lengthwise on each side of the mast in order to accomplish the desired elliptical cross-section shape. Once again the owners knowledge and utilization of hi-tech laminates and fasteners made this extraordinary procedure on the *Dreamer's* mast possible.



The writers having had the opportunity to observe the repairs on a daily basis gained an appreciation of how basic and elementary the tools utilized actually were.

In observation of the use and application of the three hundred year old carpenter's brace

A boat built in 1929 gets a high tech wood worker's "scarfing" joint as described in the article. Note the unique double tapered shape of the scarfing joint that Paul is holding.



If this seems to be a little confusing to look at and comprehend as to what is exactly going on here ... you're not alone. The exception here was of course the remarkably skilled *Dreamer* team, for them it was a "piece of cake".

and bit, it was pointed out this early tool had all the features of a modern electric drill, namely, the brace and bit was variable speed, cordless and reversible.

Use of the electric router accomplished just a multitude of necessary tasks that would have consumed innumerable hours of labor if the task were performed with mallet and chisel. It was the use of this tool that made possible the "scarfing joint", used so often on *Dreamer's* repair.

accomplished by use of a network of hose soakers hung over the wet burlap blankets that retained the water from the hose soakers.

After approximately one week of soaking the launch was executed on Sunday, October 29, 2006, and the owners' "spirit of preservation" had made full circle.

Dreamer will have a new set of Bierig sails and a special ship's bell with the names Colosimo Bierig Arlet Klaber cast in bronze by one of the writers, a sculptor not a painter, and



In this project, no screw was left unturned, every plug was removed, every hole re-sealed and every screw was replaced and replugged in the entire wooden hull.

Before the caulking was completed the owners had to create a sufficiently wet surface on the hull so as to cause the dried out hull to expand prior to launching. This "soaking" was

there you have it, a short chronicle about the Restoration of *DREAMER*.



The America's Cup

By Sandy Will

The America's Cup—that go-fast modern sailing race where millions of dollars are spent on boats and gear, where the sailing crews are muscular tanned guys (and some women too), where national pride and rivalries run high, and where a lot of us don't know anything about it.

The America's Cup is the oldest trophy in sports. It was originally called the "hundred Guineas Cup", and was renamed the "America's Cup" (named for the winning boat, America, not for the country) after a famous race in 1851 when the New York Yacht Club accepted an invitation from Great Britain's Lord Wilton, the Commodore of the Royal Yacht Squadron, to send over a boat to race against the British yachts. Think about this—1851 was 45 years

before the first modern Olympic games were held; the America's Cup precedes soccer's World Cup, tennis's Davis Cup, hockey's Stanley Cup, and golf's Walker Cup. The actual cup (or trophy) was one of three solid silver



In 1901 Reliance and Shamrock III dual for the lead at the start ... Reliance is in the favored position and won the race.

ewers made in 1848 by the Royal Jeweler in England. The Royal Yacht Squadron acquired it in 1851 and offered it as a prize for a race around the Isle of Wight.

This was no small race. The course around the Isle of Wight was approximately 53 miles where the lead changed hands plenty of times. In the end, America trounced her competitors—8 cutters and 6 schooners. With her victory came the cup, which was brought home to the New York Yacht Club. Since then, the Cup has been challenged 30 times and will

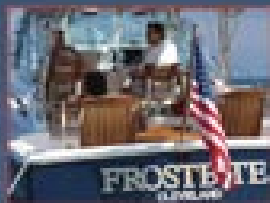
have its 32nd competition in June 2007. The winning boat's home country (actually its yacht club) gets to take the trophy home and keep it until another competitor challenges and wins it from them. The New York Yacht Club held onto the Cup from 1851 to 1983 when the Australians upset the American team and took the Cup home to Australia. Since that time, the Cup has been won by New Zealand two times, the US three times, and most recently by a Swiss team.

In the early races, the boats were one- or two-masted, made of wood, and sailed to the race location across the oceans. There have been several evolutions of the rules and design of the boats in the last 150 years. Today, the race itself is a "match race" between just two boats, and the boats are very high-tech both in design and materials used to construct them. About 50 years ago, rules were changed so that the new smaller-class boats (the 12-meters) were not required to sail to the race locations across the oceans. Today, competitors' boats are transported across the oceans in larger ships and even on airplanes. The Cup has been challenged by the US, England, Australia, New Zealand, Italy and Switzerland. In 2003, the Swiss team, sailing in Alinghi, brought the Cup back to Europe for the first time since that first race in 1851.



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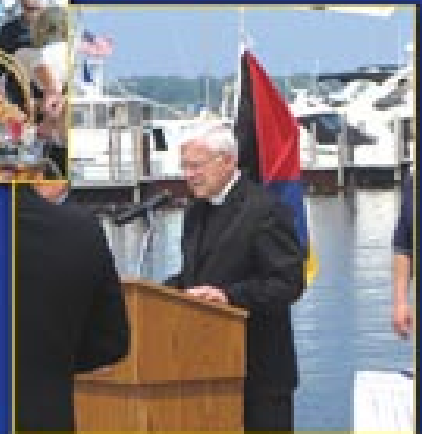
2007 Opening Day Ceremonies



Memorial Day
Monday, May 28th

Memorial Day at the Erie Yacht Club is the kick off of the summer boating season. This year the EYC is celebrating its 112th Opening Day with all our rituals and traditions in memory of friends, family and those who have and are serving in our Armed Forces insuring our freedom.

So join us, bring the kids and have a great time at the EYC's kickoff to summer. The Trumpets will sound "Call to Colors" at 1130 hours.



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50th InterClub Cruise

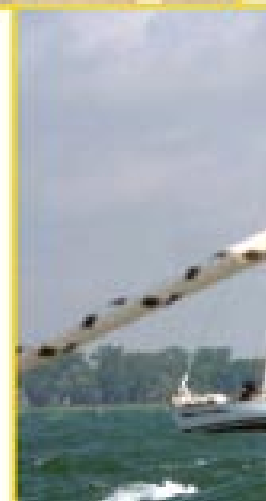
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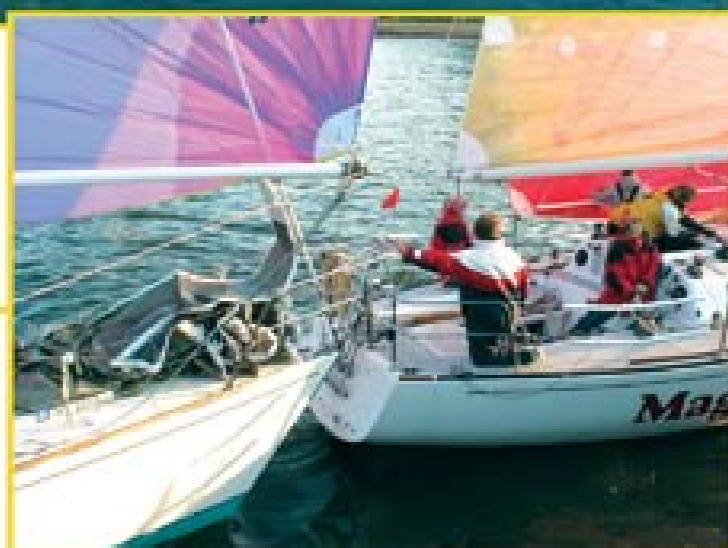
visited BCC, you will appreciate how picture-perfect the setting is for an evening of special events on the beach. We are planning a lobster boil, which will be followed by a very special flag ceremony at sunset.

The fleets' final destination is the Buffalo Yacht Club for the closing ceremonies and overall trophy presentations. For the first time in several years, the perpetual trophies of the Interclub will be on display and presented to the winners. (Great photo ops!)

Since we are expecting up to 100 boats, alternative docking space has been arranged to accommodate any overflow at Port Dover and Point Abino. Transport will also be provided to and from the events.

The Interclub is looking for any history, stories and photographs to help commemorate this historic event. P/C Gib Loesel is coordinating the collection of "Stories from the Past." So to be part of the commemorative race program, please send your stories and photographs as soon as possible to, gloesel@comcast.net.





Chris Crafts

(continued from page 9)



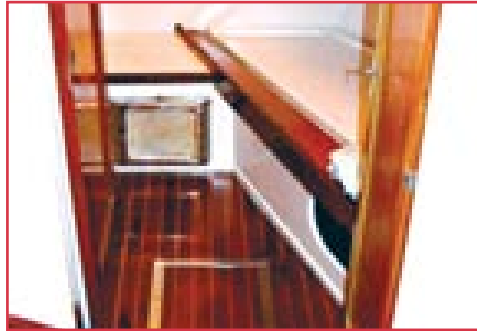
This is the master stateroom's head which is matched by the guest stateroom's head with a shared shower located between them.

the elderly owner and as the story goes, they got along famously. Well it must have been "famously" because before Dad returned to Erie he had made a deal to but that 55 foot "Connie" since the elderly gentleman had just ordered a brand spankin' new 65 footer from the Burger Boat Company. So now the elderly gentleman, since Dad bought the Connie, had only one boat but Big John ended up

The main salon was roomy with sofa bed, stereo system and tape deck, ice machine, TV and of course Big John's Wurlitzer ready to play.



with two boats and that is just not good being the owner of both a 46' footer and his new 55' Connie. Well maybe he bought the "Connie" to please our mother because her name was Connie. "NO Never Mind!" He just really loved his Chris Crafts.



The crew's quarters forward with bunkbeds and a third head. This was where the kids got stuck but it was cozy and quiet.

Therefore, as it often happens, dear old Dad was stuck with the 46 for another three years until the "Atlantic Weather Man", Atlantic Refinery sponsored weather TV Shows all over this part of the country, from Buffalo bought the 46 and retired to Florida. How many of you remember Vance McBride being our Atlantic Weather Man here in Erie? He was on WICU



Yours truly, in 1964, fine tuning his gin game on the aft deck of the 55' JED III.

TV Channel 12 for many years.

The fourth JED was also called JED III Simply because of the name being fashioned after we "three" sons and it would have been expensive to get all new plastic glasses, matches, cocktail napkins and the house flag all redone with JED IV on them to say nothing of having a fourth "Sun"!

I can tell you this much, I am sure glad my Dad loved his Chris Crafts, because I sure have loved the last sixty years boating, fishing, sailing, adventuring and growing up at the Erie Yacht Club.



This is the forward crew's head. It was small but convenient and comfortably snug in heavy seas.



Things Young People Don't Have to Know!

submitted by Adrienne Ashby Levis



GAMES FOR WHEN WE ARE OLDER

1. Sag, you're It.
2. Hide and go pee.
3. 20 questions shouted into your good ear.
4. Kick the bucket
5. Red Rover, Red Rover, the nurse says Bend Over.
6. Musical recliners.
7. Simon says something incoherent.
8. Pin the Toupee on the Bald Guy.

SIGNS OF MENOPAUSE:

1. You sell your home heating system at a yard sale.
2. You have to write post-it notes with your kids' names on them.
3. You change your underwear after a sneeze.

OLD IS WHEN:

1. Going bra-less pulls all the wrinkles out of your face.
2. You don't care where your spouse goes, just as long as you don't have to go along.
3. Getting a little action means I don't need fiber today.
4. Getting lucky means you find your car in the parking lot.
5. An all-nighter means not getting up to pee!

THOUGHTS for the WEEKEND:

- Wouldn't it be nice if whenever we messed up our life we could simply press 'Ctrl Alt Delete' and start all over?
- Just remember, if the world didn't suck, we'd all fall off.
- If raising children was going to be easy, it never would have started with something called labor!
- Brain cells come and brain cells go, but fat cells live forever.
- But Most Of All, Remember! A Good Friend Is Like A Good Bra. Hard to Find, Supportive, Comfortable, And Always Close To Your Heart!

PONDERISMS:

- I used to eat a lot of natural foods until I learned that most people die of natural causes.
- Garden Rule: When weeding, the best way to make sure you are removing a weed and not a valuable plant is to pull on it. If it comes out of the ground easily, it was a valuable plant.
- The easiest way to find something lost around the house is to buy a replacement.
- Never take life seriously. Nobody gets out alive anyway.
- Have you noticed since everyone has a camcorder these days that no one talks about seeing UFOs like they used to?
- In the 60's, people took acid to make the world weird. Now the world is weird and people take Prozac to make it normal.
- How is it one careless match can start a forest fire, but it takes a whole box to start a campfire?
- Who was the first person to look at a cow and say, "I think I'll squeeze these dangly things here and drink whatever comes out?"
- Who was the first person to say, "See that chicken there? I'm gonna eat the next thing that comes outta its butt."
- If Jimmy cracks corn and no one cares, why is there a song about him?
- Why does your OB-GYN leave the room when you get undressed if he's going to look up there anyway?
- Do illiterate people get the full effect of Alphabet Soup?
- Why doesn't glue stick to the inside of the bottle?

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Erie Yacht Club

Informational Insert

Give Yourself and Your Family the Gift of an Erie Yacht Club Membership

The Erie Yacht Club, founded in 1895, is one of the oldest and finest yachting organizations in the entire nation. The EYC features year round activities including summer yachting and Club activities such as Sunset on the Deck Thursday Evenings; Sunday Dining and Dancing at the Lighthouse; terrific local, regional and national Sailing Regattas; the Frolic-On-The-Bay Cruise for Special Needs Children; the Sailing Regatta for MS Fund Raising Extravaganza; EYC Family Summer Picnic with clowns, rides and games; a highly active weekly EYC Racing fleet; and Winter on the Ice activities including Ice Boating, Cross Country Skiing and Ice Fishing on Presque Isle Bay's ice. You'll enjoy all the year round series of Club Events and Parties to choose from including Bingo and Boating Educational presentations. The EYC features year round full service dining in the Club's Grill Room and the Commodore Bliss Room, Ballroom events, and catering services for Receptions and Parties featuring a full service bar and the best in member entertainment. Member events include 'Oktoberfest', '131 Days 'til Summer Party', 'Valentine's Dinner with Mary Alice Brown', 'The Wines of Southern France Banquet', and 'Sunday Jazz Brunches' to name a few. You'll enjoy over 100 events during the course of the year! For boating enthusiasts, how about a host of nationally recognized boating events like the Snipe National Regatta, The Lake Erie Inter-Club Cruise and the US Sailing Team National Competition, not to mention the Club's Spring, Summer and Fall racing series and one of the top notch Sailing Schools for both children and adults to be found anywhere in the country. Or perhaps you would just like a beautiful place to spend your evenings with unquestionably the

most scenic view on all of the Great Lakes ... that is second to none.

Then there are our state-of-the-art boating facilities that represent the finest to be found in the entire region. All this, and great camaraderie, all available to you as an EYC member. So begin building your Erie Yacht Club gift of memories by becoming a member today.

Adults

Must be over 21, and have two EYC Regular Member sponsors. Membership begins with 'Associate' Status, where candidates share all privileges of membership except access to boat dockage. Immediately after your Associate Membership is approved, you can apply for 'Regular Membership' which gives you unlimited use of the Club and its facilities, including dockage (based on a point system) and voting rights. Initiation is \$4500 USD. The annual dues for an Associate Member is \$520.

Juniors

Junior Membership - Any person (age 16-34) who is sponsored by two EYC Regular Members. Will share all the same privileges as the Associate Members. These members automatically become Associate Members on their 35th birthday, and can apply immediately for 'Regular Membership'

Junior Family Membership

Any person (16-34) sponsored by a parent, or custodial grandparent who is a Regular Member of the EYC. These members automatically become Regular Members on their 35th birthday. This class is reserved for children, (or grandchildren) of Club Members.

Junior & Junior Family Fee Schedules

Your Age	Initiation Fee	Dues
16-20	\$ 0	\$ 67.00
21-25	\$450.00	\$167.50
26-30	\$1,125.00	\$335.00
31-34	\$2,250.00	\$502.50
35- Jr. Members Transfer to Associate		\$520.00
35- Jr. Family Member Transfer to Regular		\$670.00

Interested in applying? It's simple! 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 by Email at: cstachelek@stachelek.com. We welcome your membership inquiries.





May



Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1 Dinner Special: Homemade Meatloaf	2 Stir-Fry Mid-Week Buffet \$10.95	3 Dinner Special: Veal Piccata	4 Dinner Special: Baja Snapper	5 Kentucky Derby Day 5:00 pm Dinner Special: Dijon Pork Tenderloin
6 Champagne Sunday Brunch 11am-2pm \$11.95 Dinner Special: Southern Fried Chicken	7 Lounge Opens at 4pm	8 Dinner Special: Chicken & Biscuits	9 New England Seafood Mid-Week Buffet \$10.95	10 Dinner Special: Creole Catfish	11 Dinner Special: Stuffed Jumbo Shrimp	12 Dinner Special: Stuffed Jumbo Shrimp
13 Mothers Day Buffet Brunch 10:30am-3pm Marty O'Conner Dinner Buffet 5:30-7:30pm Jim Madden	14 Lounge Opens at 4 pm	15 Dinner Special: Swiss Steak	16 Race Night 7:00pm Brier Patch #1 Mexican Fajita Mid-Week Buffet \$10.95	17 Dinner Special: Chicken Marsala	18 Dinner Special: Parmesan Crusted Halibut	19 Dinner Special: All You Can Eat Mussels
20 Race Day 11:00am Brier Patch 1 & 2 Champagne Sunday Brunch 11am-2pm \$11.95 Dinner Special: Stuffed Shells	21 Lounge Opens at 4 pm Monthly Board Meeting 7pm	22 Dinner Special: Wild Mushroom Ravioli	23 Race Night 7:00pm Brier Patch #3 Italian Roma Pasta Mid-Week Buffet \$10.95	24 Dinner Special: Breaded Pork Chops	25 Opening Weekend Tex-Mex Party 6:00pm with Dr. Zoot Dinner Special: Chili-Lime Duck Breast	26 Opening Weekend Lobsterfest Party with the Blue Bombers 6:00pm Dinner Special: Veal Oscar
27 Opening Weekend Race Day 10:00am Mork Trophy Lighthouse Race & Brier Patch #3 Champagne Sunday Brunch 11am-2pm \$11.95 Dinner Special: Butternut Corn & Spinach Salad	28 113th Opening Day Ceremony 11:30am Lounge Opens at 4 pm Club Hours 11am-8:30pm	29 Dinner Special: Spaghetti & Meatballs	30 Race Night 7:00pm Brier Patch #3 Backyard Barbecue Mid-Week Buffet \$10.95	31 Dinner Special: Chef's Choice Dinner Special		



June



Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1 Dinner Special: Mesquite Scallops	2 Dinner Special: Live Lobster Night
3 Race Day 11:00am Spring Series #1 Champagne Sunday Brunch 11am-2pm \$11.95 Dinner Special: Homemade Meatloaf	4 Lounge Opens at 4 pm	5 Dinner Special: Barbecue 1/2 Chicken	6 Race Night 7pm Spring Series #3 Mid-Week Buffet \$10.95	7 Sunset Happy Hour 5-9pm with Boyd & Beth Dinner Special: Chicken Broccoli Alfredo	8 Dinner Special: Grecian Snapper	9 Dinner Special: Live Lobster Night
10 Champagne Sunday Brunch 11am-2pm \$11.95 Dinner Special: Chicken Stir-Fry	11 Lounge Opens at 4 pm	12 Dinner Special: Swiss Steak	13 Race Night 7pm Hilbrich Electric Summer Series #1 Mid-Week Buffet \$10.95	14 Brat & Brew Night Featuring Urbaniak Bros. \$2.00 Sunset Happy Hour 5-9pm with Dick & Jane Show Dinner Special: Key Lime Salmon	15 Race Night 7pm Bort Insurance Regatta de la Femme #1 Dinner Special: Grilled Shark Skewers	16 Dinner Special: Live Lobster Night
17 Race Day 11am Hilbrich Electric Summer #2 Fathers Day Champagne Sunday Brunch 11am-2pm \$11.95 Dinner Special: Prime Rib Buffet	18 Lounge Opens at 4 pm Monthly Board Meeting 7 pm	19 Dinner Special: Linguini & Clams	20 Race Night 7pm Hilbrich Electric Summer Series #3 Mid-Week Buffet \$10.95	21 Crazy Hat Night Sunset Happy Hour 5-9pm with Unchartered Course Dinner Special: Potato Crusted Trout	22 50th Interclub Regatta Day 1 with J.J. Swing Band	23 50th Interclub Regatta Day with Manhattan
24 Champagne Sunday Brunch 11am-2pm \$11.95 Dinner Special: Black & Blue Portabella	25 Lounge Opens at 4 pm	26 Dinner Special: Country Fried Steak	27 Mid-Week Buffet \$10.95	28 Mustang Club Night Sunset Happy Hour 5-9pm with Rodger Montgomery Dinner Special: Pecan Chicken	29 Lighthouse Dock Party J. K. L. Docks 7pm Dinner Special: Mixed Seafood Broil	30 Dinner Special: Live Lobster Night

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

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- 2.) To keep in perfect or unaltered condition; maintain unchanged.
- 3.) To keep or maintain intact

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Old Dover

(continued from page 7)

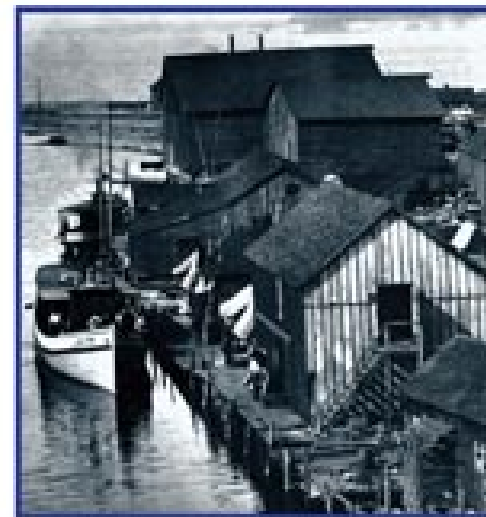


TALLSHIPS IN THE CREEK - Circa 1895 The schooner *Erie Stewart* and the sloop *Viking* can be seen along with the steam tug and a number of smaller sailboats in this view from Brant Hill. The *Erie Stewart* was built in Port Dover in 1873 and was wrecked at Southhampton in 1908. The old swing bridge can be seen in the background. The large building behind the *Erie Stewart* is the vinegar works. Photographer unknown.



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NET SHANTIES - 1910 A view from the swing bridge or possibly from the mast of a sailing vessel. In this picture we see an old-style sail-powered fishing boat in between two steam fishtugs along the docks. The railway station can be seen in the upper right. Photographer unknown.



THE MARGARET L. AT THE DOCK - Circa 1930 The wooden steam tug *Margaret L.* is shown here at the docks along Harbour Street. Within a few years most of the fishtugs working out of Port Dover had been converted to gasoline or diesel power. Part of a series of shots by the Kolbes in the 1930s, this picture hung for many years in the offices of the port Dover Fish Co. Photo courtesy of Pat Murphy.



THE CITY OF DOVER ENTERS THE HARBOUR - Circa 1925 The *City of Dover* was built along the banks of the Lynn River in 1916 by shipbuilder John E. Paasch. She was used by W.F. Kolbe to ferry both fish and folk to Erie, PA. Photo by Carson Bushell. Courtesy of Norwich and District Museum and Archives.



YAWL MOORED AT BRANT HILL - Circa 1900 Brant Hill (along the east bank of the Lynn River) was named for the large number Brantford residents who began to cottage there in the late 19th century. Photographer unknown: Glass plate negative donated by Harry Barrett.



THE MOUTH OF THE CREEK - 1930 This photograph, taken by Carson Bushell, shows the newly enlarged harbour of 1930. The white mast on the left was used to raise weather signals. The boat livery, directly behind it is the only building in the picture still standing. Courtesy of the Norwich and District Museum and Archives.



SALVAGE OPERATIONS - Circa 1900 Members of the Lowe family pose in front of their tug *Jim & Tom* along with a hard-hat diver. Others look on in their Sunday best. The diver was helping to raise the sloop *Julia Larson* which had sunk at its moorings along the east pier. On the left is a hand-powered air pump. Photo probably by Wm. "Winky" Gordon. Donated by Doug McCloy.



Kids Opti

(continued from page 21)

ing instructor, has sailed his whole life. So sharing his love for sailing with his children was a given.

"We have our own Opti," says Karyn. "And Tim used to bring Julia out on it when she was only three of four years old."

As Julia got a little older, Tim would put her in their Opti and tether her boat to his kayak, so that she could get the experience of sailing. Now she's off on her own sailing with other kids her age.

"Kids at this age just get it," Karyn said. "They are so willing to be experimental. They aren't afraid to get out there and try it and make it work while still keeping it light-hearted and fun."



Julia's younger brother, Andrew, will also begin the Opti Starter classes this summer.

"We have three children, so we're in it for the long haul," says Karyn. "We expect to get involved in the Race Program eventually. And who knows, maybe they'll even be the instructors one day!"

For more information about the Reyburn Sailing School and the Opti Classes, visit our website at <http://www.erieyachtclub.org/reymburn/reymburn.html>.



The Annette Cup

(continued from page 23)

lake, the skipper made the strategic decision to fire up the iron jenny. It seems that maybe a hurricane or close to it would have been more advantageous for Captain Crowell and his crew than the light air. The flat conditions determined that the Hurricane was a much better motor sailor than a light air rocket as she motored passed the entire fleet and was first to the dock in Port Dover.



Obviously over the decades, there have been many yachts' names engraved on this beautiful cup as you can see by the professional photo provided by member and race competitor Gary Fritts. There are many famous and recognizable yachts' names etched into the trophy, enough data to have had the base enlarged twice in order to receive the inscriptions adorning this prestigious trophy

There are a number of top competitors for this year's race. Most are not necessarily the newly designed or fastest yachts because of the parameters of the Annette Cup handicap. One majestic boat in the pre-race spotlight is the vintage 1929 newly rebuilt 55 foot Alden



ketch *Dreamer* vying for the award. Many other large and some not so large yachts will join her with their sights set to win the cup.

Despite the hype and preparations of the racers, the wind velocity, direction and the most capable crew with along with a big dose of luck will determine the victor. In the end, the race and the post race celebrations will have made it fun for everyone evolved.

This years contest for the cup is on June 24th as the race begins in Presque Isle Bay. It is pure maritime coincidence that the 2007 race dovetails with the running of the 50th Interclub Cruise. In 2007 Interclub Cruise Series is scheduled to commence racing on June 23rd with big plans of celebration, special events and activities. Entries are limited to the first 100 yachts. This 50th running of the Interclub Regatta makes the Annette Cup even more special.

So, see you on the starting line for that 5:30 AM start of Century Number Two!

Additional information and entry forms:

<http://www.erieinterclub.com/>

<http://www.erieyachtclub.org/sailingfleet/default.htm>



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