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From the Bridge

by Fleet Captain Brad Enterline

I would like to take this first opportunity to address the membership to thank you all for your support. I am honored and blessed to be given this opportunity and will work hard to make every moment you, your family and guests spend here at the Club truly enjoyable.

What a warm winter it has been! Mother Nature has been kind to the Erie Yacht Club with no ice damage to the docks. As of this writing, Ravine Drive survived in good shape and Bill and his crew did a great job of keeping the debris out of the drainage areas. As we approach Memorial Day you can feel the excitement as everyone works to get their boats prepared and in the water. As we near the end of our basin reconstruction project I would like to thank all of the volunteers who worked so hard to continue to make EYC an outstanding club.

Please remember that all boats should be launched before Memorial Day so be sure to contact the front office to schedule a time to go in. As always, make sure you have enough help to get your boat launched and clean up your area ahead of time. For those of you out there with boats as old as mine, you know it is always a good idea to make sure the engine runs before she is in the water!

Let's work together to make this 117th summer fun, safe and joyous at the Erie Yacht Club!



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On the Cover...

The Brig Niagara was recently in Cleveland for repairs to some large sections of her hull.



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Brig Niagara's Repairs Made in Cleveland

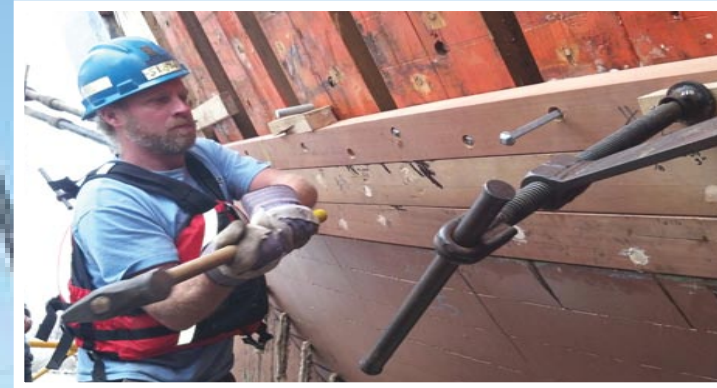
by Captain Wes Heerssen, US Brig Niagara



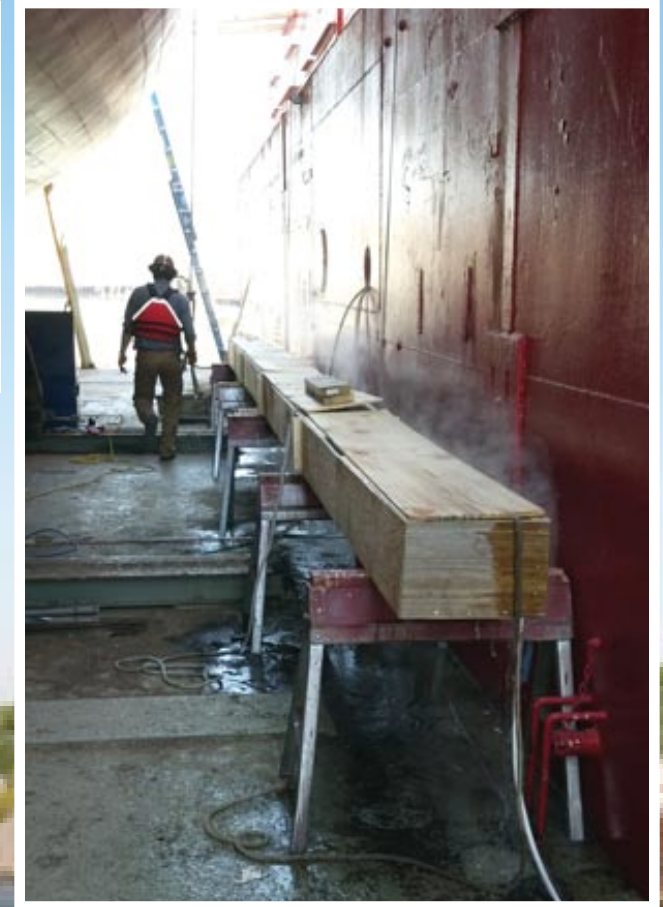
All the areas that were affected by the "dry rot" problem have to be removed before installation of new planking.



The planking is held securely in place with a series of clamping devices.



Then the planks are secured to the ship's ribbing.



This is a "boiling box" where planks are boiled for three hours each prior to installation.



The ship motors into the drydock then air is pumped into its side tanks and up it all goes. It is a simple yet effective method as you can see.

This March, as most folks in Erie seem to have heard, the US Brig Niagara spent about a month in the Great Lakes Shipyard in Cleveland to make repairs to the port bow of the vessel. Few people, however, are in a position to understand the bigger questions surrounding this project. Why was rot present in the structural framing of the vessel? Why was it not found earlier? Is the ship going to waste away like she did in the early and mid 20th century? The short answer is that rot is the natural inevitable end to everything that is made of wood, and moisture is the cause, but it can be success-

fully defended against with consistent regular maintenance. Consistent regular maintenance is the primary reason Niagara remains in excellent condition and will continue to sail for many years to come.

In this article, I will endeavor to spare the reader what could be viewed as a pedantic use of naval architectural nomenclature. For those who understand terms like "frame fut-tocks", "knightheads", and "cant frames", please forgive this over-simplified description of what some might consider a bit of a complex project.

During the fall dry-docking in October, 2011 we found a very small pocket of rot inside the rails of the ship, above deck and in the vicinity of the hawse pipe on the port bow of the ship. This finding identified the need for a repair and alluded to the worst-case scenario that the rot may have spread from the inside (from the under-lying hull frames), outward. However, the best case scenario was that rot was spreading inward rather than outward, and would require only a lesser repair that could be made during the winter months in our home berth. This area of rot was located about seven feet

above the waterline and much of this area was repaired with new wood in 1993, 1997, and again in 2001.

The rot in these frames is believed to have begun twenty years ago. During the initial construction of Niagara in 1988, yellow pine was used for the rail cap, which caps the top of the bulwarks and hull structure. This pine rail cap was about two inches thick and fourteen inches wide, was laid horizontally across the top of the frames along the rails of the ship, and was exposed to the baking heat of sunlight. Within two years, the pine railcap shrunk, developed

"checks" (cracks that run parallel to the wood grain), and opened up to allow water intrusion into the rails.

From 1993 to 1995, the entire rail cap was replaced with kiln-dried pressure-treated pine along its length and with mahogany across the curvature of the bow. These replacements have served their purpose well since then. However, survey of the damage area revealed that water intrusion through a failed joint between the mahogany section of the rail cap and the pine section located aft of it dripped water on top of the end grain of the

frames within the bow of the ship and started a rot problem that required repair in 1997, and again in 2001. When the problem was addressed for the second time, we believe that while we attempted to remove all the rot, it is possible that some of the rot-producing micro-organisms that were present before the repair remained deeper within the wood grain of the remaining original frames, and that those micro-organisms have been at work producing more rot ever since.

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Thank God It's Thursday!

Another Sunset Happy Hour Season Begins on the EYC Deck

by Dan Dundon



Our Winter Solstice Party in December kinda put us into a Happy Hours on the EYC Deck way-of-thinkin'. Our 124 Days 'til Summer Party in February continued our warm-weather party momentum, for sure. Now, it's time to get ready for the real-thing! What great times we will have at the Thursday Evenings Happy Hours on the EYC Deck again in 2012!

Some time ago, the Thursday Evenings Happy Hours on the EYC Deck got started with disc-jockey entertainment. Many years ago, we transitioned to live entertainment with duos, trios and full bands. Again this summer, look forward to enjoying live entertainment with great groups like Acoustic Gypsies, Uncharted Course, The Sam Hyman Band, Key West Express, and Endless Summer, among many others!

As you have come to expect, every Thursday Happy Hour will include drink specials! Sometimes we will enjoy our traditional free snacks. Other evenings EYC will be serving nominal-cost-specials such as Shrimp-on-the-Barbie, grilled Urbaniak's Bratwurst, BBQ Ribs, and Specialty Burgers.

Last year, everyone enjoyed our on-going

series of Crazy Contests! Participants good efforts with wild and imaginative entries paid off with EYC "Dinner for Two" Gift Certificates. Remember, all contests are "people's choice" judged by official applause-o-meters. Everybody has a chance to win!

We intend to run three contests in 2012. Start working now on your creative entries for Crazy Hat Night which is always a crowd-pleaser with so many great wild-n-crazy entries! The Hawaiian Shirt Night, draws-out many folks wearing their best flowery and tropical shirts. Island girls and cabana boys never had more fun! What a variety of costumes appears at Dress Like a Pirate Night, arrgh most recent addition to arrgh line-up of happy-hour contests. We can't have too many pirates at happy hour, eh, matey? Why not make 2012 your year to jump-in? The more the merrier, so, start thinking about and working on all your contest entries, today!

This summer we will again see beautiful special automobiles and motorcycles as we share Happy Hours with Lake Erie Mustang Owners Club, Presque Isle Corvette Club, Beaner-run Hot Rods, Erie Harley Owners Group, Lake

Erie Classics, Antique Automobile Club of America and Tri-state Mopars. If you know of other such clubs that would like to participate, by all means let me know!

How about "Island Night" with the terrific beach-band, Endless Summer? Come on down and try to win the Hawaiian-Shirt contest! Then there's "Cruising Night" where we will enjoy Jimmy Buffet music by Key West Express and admire beautiful rides of the Presque Isle Corvette Club. In September, we will be eating mini-reubens and enjoying the Irish duo Deuble and Vogan at "Half-way to St. Patrick's Day". Be sure to wear-your-green!

I can't remember who told me this last summer? (Imagine that!) In case you need something to ponder, "Every time I start thinking too much about how I look, I go to EYC Thursday Happy Hour on the Deck. By the time I leave, I look just fine".

Watch your summer 2012 mailings and check the EYC web-site and lobby easels for this summer's contests, entertainment and food specials. What great times we will have at the Thursday Evenings Happy Hours on the EYC Deck! Woo-hoo!





One of the many tour boats found at Alexandria Bay, the "Alexandria Belle" and her tour guide, gave us an informative tour of the islands.

Thousand Islands

"a Glimpse of Paradise"

by Captain Eric M. Marshall, US Navy Retired



Blue and Gold crews meet and spend a short time together before Frank and Dan depart for Erie. Left to right - Frank Toskin, Hal Baker, Dan Arnold, Dave Bartak and the author Eric Marshall.

When you are a cruising sailor it's fun to have new and exciting places to visit. Several years ago we cruised the North Channel at the top of Lake Huron and had a wonderful time. Last summer we headed to the Thousand Islands at the head of the St. Lawrence River at the eastern end of Lake Ontario and found that paradise comes in small packages but what a beautiful part of paradise it is!

Probably the most difficult part of cruising is the planning stage and picking the right crew



"Piper's Due II" departing EYC on 5 July 2011 with Captain Marshall providing a Scottish farewell on the pipes forward.

is the most important. In my case it was picking the right two crews because we were dividing the trip into the "Blue" and "Gold" crews due to time constraints. Msgr. Dan Arnold of St. Mark R. C. Church in Lawrence Park and I



In the Welland Canal at lock 7 (which needs serious repair) a piece of concrete hooked our portside teak rail and ripped off a six foot piece.

had sailed before and he was a "known quantity" who would be a welcomed "blessing" to any crew. However, Frank Toskin, a retired maintenance supervisor and former power boater, would be experiencing his first trip on a sailboat. As things worked out, Frank loved it and fit in like an old shoe. He enjoyed being at the wheel so much that Dan gave him the moniker "Helm Hog."

We were underway from EYC on 5 July, 2011 at 0930 with Dan on the helm and me on the bagpipes, piping us out of the EYC basin as we headed toward the lake. We decided to enter Canada at Port Dover since it was a familiar port and we knew that PDYC had a phone to

call Canada Customs. After mooring and the formalities were concluded we headed into town for a perch dinner and a little relaxing back aboard "Piper's Due II", my Morgan 38. The next morning we were underway for Port Colborne to moor at Sugarloaf Marina where we made preparation for entering the Welland Canal and the decent of 326 feet to Lake Ontario through eight locks in its twenty six mile length.

Before entering the Welland it is recommended that you do a little homework. A guide for pleasure craft is available from the St. Lawrence Seaway Authority free of charge which will answer all of your questions. Once you understand what you are required to do, your transit will be easy on the way "down" but can still be a hellish experience on the way back "up." Our transit down began at 0600 with the payment of the \$200 fee and following several lengthy waits due to commercial shipping, which has priority, ended at 2000. We spent the night at St. Catherine's Marina where we took on fuel and water. The marina's facilities are average but watch the water depth on the sill. We bounced our way in.

When you are a sailor you have to decide if you want to be a purist and not use your engine or rather swallow your pride and start the "iron wind." Our sixty three mile transit across Lake Ontario was a motor-sail to Cobourg. We found the marina at Cobourg to be

a very nice, modern facility, located right in the downtown area where stores and restaurants are available, all within walking distance. We enjoyed it so much we stayed over a day just to experience the town.

Cobourg is about sixty miles east of Toronto and a major tourist attraction for Torontonians on the weekends. They have a great farmer's market where you can buy fresh produce, maple syrup, handmade goods and excellent baked items. There are several nice restaurants in the downtown area and the folks there were very helpful in getting us to a hardware store to pick up a few items. Much of the architecture was Victorian and the most prominent building in town is Victoria Hall, a large sandstone edifice, which is the seat of local government.



Alan and Margaret Gibson from Richmond Hill, Ontario advised us to continue west and not cross Lake Ontario from Cobourg but to proceed west to Toronto for better wind.

Background photo is sun setting behind Boldt Castle on Heart Island in the St. Lawrence River.

On 10 July we departed Cobourg. Using the "Ports" Cruising Guide for Lake Ontario, a Canadian publication which is a great aid to cruisers, we obtained the phone number for the Canadian Forces Base Yacht Club in Trenton, Ontario. I figured I might get some mileage out of my military ID and it proved I was right. I called ahead for a berth and found that it would be free for the evening.

We entered Presqu'ile Bay being careful to stay in the buoyed channel. The Murray Canal connects the bay to the Bay of Quinte. It is a five mile long canal that has two swing bridges which work only during daylight hours. A toll of \$4.90 is collected at the Brighton Road Bridge and is collected in a cup on a long pole extended by the attendants. They will even make change - upon request.

After transiting the Murray Canal into the Bay of Quinte we moored at CFB Trenton and received a warm greeting from Carlo, the dock master who informed us that we could stay the night free of charge. We ate in the "Yukon Galley" on the base, inflated the Odyssey tender for use in the islands and enjoyed the hospitality of the base which is mainly a training base for the Canadian Air Force.

The next day we continued east through the Bay of Quinte past Belleville through the Telegraph Narrows and into the Long Reach, with its picturesque hills on each side, to arrive at the marina in the town of Picton by mid-afternoon. Again, we motor sailed most of the day given the wind. Picton is a small town but



Dave paying a \$4.90 Murray Canal toll. The five mile canal was dug by hand two hundred years ago for commercial purpose. It connects Lake Ontario and the Bay of Quinte opening up a large area of southern Ontario to cruising sailors.

has a well protected, landlocked harbor. We found a great restaurant and had a wonderful meal and enjoyed talking to the locals who would "cruise" the marina in their cars much as we cruise Dobbins Landing. Morning found us underway for Kingston through Adolphus Reach.

Adolphus Reach is a long body of water that connects Long Reach to Kingston and the St. Lawrence. It was filled with sailboats and is excellent sailing when the wind is from the south west. Kingston is the "jump off" point for the Thousand Islands and is a large community which has an interesting history that is intertwined with American exploits during the

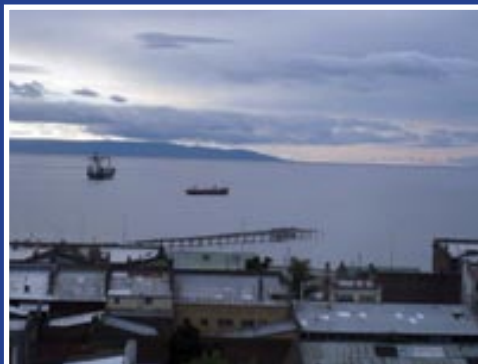
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How Far We Went South ... Way South

Going Cape Horn

by P/C Dave Amatangelo

The Amatangelos are very close in age, as a matter of fact, we're 17 days apart. So, when the time came for a milestone birthday, we decided we wanted to do something adventurous. Rounding Cape Horn was a bucket-list adventure that fit the bill perfectly. After much discussion about the method of rounding, we decided a small cruise ship would be adventuresome enough, without being too life threatening.



We are in Punta Arenas, Chile. This is a view overlooking the Strait of Magellan at its widest point.

On February 1, we left Erie, PA and headed for Punta Arenas, Chile on the Strait of Magellan. The Strait of Magellan is one of three passages around South America and is a few hundred miles north of Cape Horn. In Punta Arenas there is a replica of Magellan's ship, it's a miracle anyone survived.



We are heading to Cape Horn in a water way known as "The Avenue of the Glaciers."

Day 1 we headed down the Strait of Magellan and to Beagle Channel and the Avenue of the Glaciers. The channel was somewhat narrow with the mountain coming straight out of the water. The best way to describe the scenery is



Beagle Channel Light House.



One of the many glaciers nearing the Horn in the Andes Mountains.

to say that it was like watching a National Geographic movie. For about 2 hours we cruised past 6 glaciers, blue in color, some with waterfalls, some reaching the water. Utterly breathtaking. At that point the weather was pretty nice, sunshine, rain, some hail, windy, but nothing drastic. The captain announced around 3:30 that the weather was going to be nice enough for us to round the Horn in a couple of hours. In fact, the weather was so nice we would be able to go completely around.



Weather rolling in as we round Cape Horn.

We think weather changes quickly on Lake Erie, we can't hold a candle to this part of the world. In one hour's time, we had sunshine, rain, snow, sleet, hail, 75 knot winds (90 mph), and rainbows. As we rounded the Horn, winds were 35 knots (considered moderate), swells were 20 to 30 feet with the water blowing right off the top of the waves. What a ride! When we ventured out onto the deck, we held on for dear life. We asked a crew member what would be considered bad weather that they wouldn't be able to round the Cape. He said they don't like 35 to 50 footers, I guess everything is relative. The ship was able to talk to the lighthouse tender as we rounded., a Chilean sailor living there with his family for 1 year. No thank-you.



The light house on Cape Horn, manned by a family from the Chilean Navy for a one year stint.

On Sunday we went to Ushuaia, Argentina, the southernmost city in the world. There we took a train to the End of the World, saw the southern end of the highway that starts in Alaska and the most southern golf course in the world, a little rough by our standards. It was summer there, but the temperatures are in the 40's. This was a difficult trip to pack for, we packed and wore everything from longjohns to bathing suits. Ushuaia is on Beagle Channel and a boat ride took us past Seal Island, Island of the Birds (quietly not to scare any of them for fear of a messy "shower") and the End of the World Lighthouse. Next adventure, find the Ushuaia Yacht Club and exchange burgees. Ushuaia is not big, so we figured that if we walked along the water, we would come upon it sooner or later. Forget directions, no one speaks English and putting an o on the end of English words doesn't make them Spanish. Finally we found it, tiny, but everyone was having a good time. Dave exchanged burgees so now the Erie Yacht Club is represented at the end of the world. One gentleman who spoke a little English asked where our boat was, we pointed at the cruise ship. He said, next time you sail. Yeah right, not in this lifetime.

The next day we were suppose to go to the Falkland Islands. Twice they dropped the an-



After rounding the Horn we traveled to the town of Ushuaia, Argentina which is the farthest south city in the world.

chor, but due to the heavy winds, it wouldn't hold. So instead of seeing 5 different kinds of penguins, we spent the day at sea. Darn.

Puerto Madryn was the next stop where we went on an excursion to see sea lions, el-



Exchanging burgees at the "Club Nautico". This is the farthest south Yacht Club in the world and we have their burgee and the EYC Burgee is flying in their club house.

ephant seals and Magellanic penguins. There were several groups of elephant seals on the beach, each with a large male and several females and babies. As we were viewing the elephant seals, the tour guide asked if we had ever seen the National Geographic show where the Orcas come up out of the water, onto the beach and grab the babies. She said this is where they filmed the show. I asked if it could happen now and she said yes. I



This is their club house and bar, imagine that.

told Dave we had to go to the bus, now. He wouldn't go and told me to watch for fins. I did, wondering that if I saw one, would I have enough time to get over the railing, down to the beach, and get the babies away in time. Luckily, nothing happened. Onto the penguins, 300,000 of them on 5 kilometers of beach. A little smelly to say the least.

Leaving Puerto Madryn was interesting. As the ship was moving away from the dock, a gust of wind pushed it back into a small dock at the end of the pier. Men on the small dock were yelling and waving their arms, then jumped onto the pilot boat just as we hit. A large piece of the cement dock broke off and 3 windows in the dining room on the ship were

broken. With camera in hand, we watched in amazement, but no pictures. Later the Italian captain said, "Quite unfortunately, we toucha the dock". Toucha must be Italian for smash. Now the weather was calm, warm and sunny. We headed to Montevideo, Uruguay with its sidewalk cafes serving Argentine beef. Incredible. Musicians played and as people waited for their food, they would get up and dance the tango in the street.

Buenos Aires was the last stop and again time to find the yacht club. The Yacht Club of Argentina, a little older than EYC, is the complete opposite of the Ushuaia Yacht Club. Large yachts complete with a uniformed, armed guard at the gate. Again the English-Spanish problem. Finally, he let us in and we exchanged burgees, not anywhere near the fun of the last club. Oh, one last thing we had to do, find a jewelry store. Legend has it that sailors who rounded the Horn and lived to tell the tale, would have the ear that faced the Horn pierced. See Dave for the rest of the story.



Deb and Dave with Cape Horn in the background ... I even have on my EYC fleece.



Do you want to Interclub?
Discover the wonders of each port
Enjoy the Blue Water Sailing
Experience the Hospitality
It is with great pleasure that we
invite you to join...

Preparations are in full swing to make this a great experience once again. Each year, old friends unite and new friendships are made; and as one of the veteran sailors of the regatta stated last year, "Great memories are created for my crew and me each year."

The international 5-day event has become one of the premier regattas on Lake Erie and features some of the best competitive sailboat racing ever experienced. With about 60 boats competing in the 5-day event between Canada and the USA, it offers skippers and crews a unique and challenging experience! Both Divisions, Racing and the new Rally Division for Cruisers, participate fully in the regatta and compete for awards within their own divisions.

The event starts in Erie this year with registration on June 22nd at EYC. The first race will be the Erie Race Course on June 23rd, and on Sunday the fleet will leave Erie for 4 days of racing in Canadian waters. EYC's very own, Ron Busse is Chairman of the 2012 Interclub Cruise.

What's new for the 55th Anniversary year?

Start your engines, find a few friends and rally the crew because we are introducing a whole new concept for the Cruising Fleet which will now be called... The Rally Division for Cruisers

With a new modified scoring system, the Rally Division will be allowed to motor during the race and still remain competi-

55th Lake Erie InterClub Cruise

June 23-27, 2012

by Diane Mitra

tive. The Rally Division will sail under a modified Time on Time Scoring System utilizing PHRF and a Motoring Factor for all races. All Rally Boats must Start and Finish under Sail. Read more about this exciting change on the website in the Notice of Race (NOA)

Also new this year, first-time entries get 50% off when they register (late fees still apply). It's a great deal and a fabulous way to try the Interclub for the first time. I guarantee you'll be hooked!

What remains the same?

The generous hospitality of each club as they welcome the fleet each day of the regatta cannot be described - it is something you have to come and experience for yourself. The food, entertainment and just the camaraderie of the sailors make the Lake Erie Interclub Cruise the event you can't miss!

What can I find online?

All the information you need can be found on the website: www.erieinclub.com including:

- A fabulous show of photos from the 2011 Interclub
- Notice of Race (NOR)

- Registration
- Event Schedule
- Long Pointer Club Application (25 or more Interclubs)
- A link to our sponsors and a list of advertisers

Seasoned interclubbers should be sure to read the rules and regulations. A few changes have been made to the rules and the safety requirements for each boat.

So what are you waiting for?

Go on line and register now for the 2012 Lake Erie Interclub Cruise. With a great kick-off event at EYC, this is the year to gather the crew and give it a try - if you're an old hand, WELCOME HOME! BECOME A SPONSOR OR ADVERTISER AND REACH AS MANY AS 500 SAILORS! Any questions?

Contact: Chairman, Ron Busse:

busseron@aol.com

Or Event Organizers:

Diane Mitra: dianemitra@gmail.com &

Heather McBrier: hmcbbrier@gmail.com



... and they're off.



Good looking crew!



Always a great time.



Congratulations EYC crew!



Relaxing in Dover.



Awesome!



Rafting off in Port Dover!

Each year, tens of thousands of Guests walk through Waldameer's gates to enjoy the park's historic charm as well as its wide variety of rides, food, games, and attractions. People travel from all over the country, and the world, to see Erie's hometown amusement park. Some of these Guests are lucky enough to sneak a peek behind the scenes at the park, walking through the Ravine Flyer II's structure as it roars overhead. While this view of the park seems exclusive, I would argue there is an even more exclusive view of the park that even fewer get to experience.

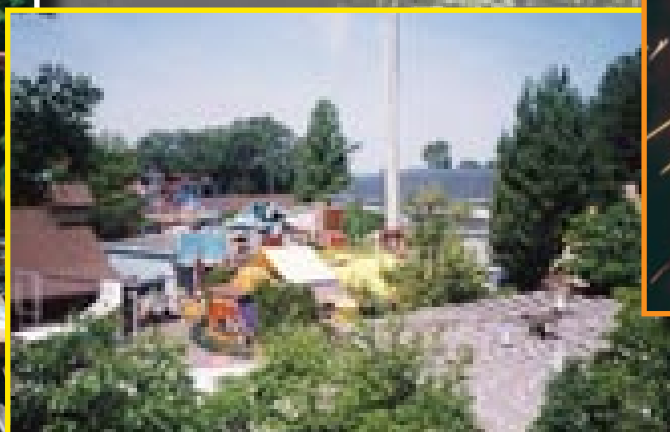
The view of Waldameer off the shores of Lake Erie is, in my opinion, the best view of the park. This might be because I give up my summer each year to work at the park six days a week, but there is something about being out on the water looking up the shore and seeing the flags flapping in the breeze of the Ravine

Flyer II that is majestic.

Fortunately, I do get a day off each week in the summer to have the opportunity to get out on the water. Every Monday is sacred in my family, the one day a week we all can relax and at the same time, prepare for the week ahead. A majority of those days are spent on my grandfather Paul Nelson's 48' Sea Ray, dubbed *Carousel* for obvious reasons. Having his vessel at the Erie Yacht Club for over 25 years makes the trip out around the peninsula a quick one, passing the Bicentennial Tower, Perry's Monument, the channel's lighthouse and around Gull Point.

Once out in open waters, it is harder to spot Waldameer than you might think. Most of the trees and greenery mask the parks attractions. The park blends beautifully with the seemingly endless shore. But there is no hiding the 140' X-Scream drop tower, the 120' Ravine Flyer

My grandfather Paul Nelson and I enjoying a Monday aboard his boat *Carousel* on beautiful Presque Isle bay.



A View From the “Carousel”

by Brian Gorman

II, and the 100' Ferris Wheel. These signature rides tower over the trees giving their riders wonderful, fleeting views of Erie's great lake. Although I haven't experienced the view when the park was open, I can only imagine hearing the faint screams as the coaster whizzes over Peninsula Drive and the X-Scream plummets safely to the ground.

Another view surely to be breath taking is one of Waldameer's fireworks displays throughout the summer. Again, I can only imagine the tranquility of the dark Lake being broken by the awesome booms of color and fire overhead and the reflections they make on the water's surface. This experience easily makes my bucket list.

The view of Waldameer from Lake Erie has, and will continue to change over the years as the Lake alters the shoreline and Waldameer grows. Already plans are being made for a

new ride for the 2013 season as well as a new eating area in the Merry-Go-Round shelter for the following season. As with any future plans, one thing for sure is that I plan to be busier each coming summer.

Even as each busy summer arrives, I look forward to those Monday vacations and the views they brings. There is something about the water that makes everything seem peaceful, like the view from a plane approaching the runway. As a Junior Member of the Yacht Club, I hope to enjoy these views for years to come from the Carousel and eventually from my own boat as well.

As the famous Mark Twain once wrote, “the only two certainties in life are death and taxes.” While these things are undeniably true, I for one can add two more certainties in my life to that short list; the water and Waldameer.



The Club's racing fleet finalized the race schedule in March. Not surprising to this fun loving group, the highlights include seven different party and awards presentations as well as the season finale, the annual October Chili Race Off. The duel event pits the fleet's best chili chefs against each other and combines their sailing abilities for great awards and fun. Back to the racing, the local schedule is very full with 46 separate races plus a Le Femme Race and a Junior Racers cup race. The two day 2012 Koehler Cup heads west this year to Ashtabula Yacht Club and return to take possession of that huge silver loving cup in our lobby trophy case.

The annual season highlight is the 55th Annual Interclub Cruise. Regatta chair EYCs P/C Ronald Busse announced the five days of racing will begin here at the EYC on June 23, with a course race, then race to Port Dover, a race in Port Dover then off to Port Colburn and finally a race to Buffalo Canoe Club at Point Abino. See: erieinterclub.com

In addition, our fleet members will participate in the Level Regatta in Youngstown New York, the Interlake Yachting Association Regatta at Put-in Bay Ohio, the Falcon Cup and Cleveland Race Week in Cleveland Ohio. For those brave loners, it's the Lake Erie Solo Challenge finishing here at the EYC.

In addition, our one design racers have the Beneteau 36.7 Great Lakes Championship at Detroit's Bay View Yacht Club and again the Beneteau 36.7 North American Championship in Cleveland Ohio. The J-35s arrive at the Erie Yacht Club for the first time ever in September with their North American Championship with our own Aaron Hertel as Regatta Chairman.

There are plenty of opportunities to get involved in the fun as a racer, crew member or volunteer. Just click on the Racing Fleet Menu button when it turns red for the fleets' home page that contains the complete schedule, crew sign up list and all details. (erieyachtclub.org)

2012 has a very ambitious schedule but always fun and rewarding thanks to 2012 Chairman Jon Tushak, our many volunteers and these valuable sponsors:

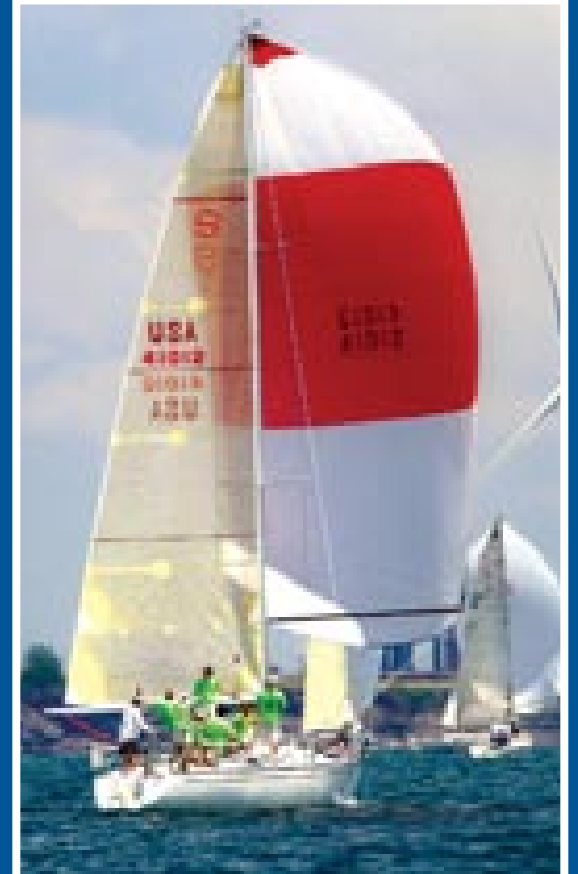
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JOIN THE EYC RACING FLEET

by Commodore Dave Heitzenrater

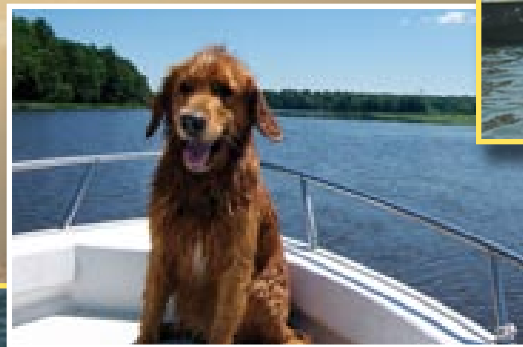


YOU'LL BE GLAD YOU DID!



Know Your Boating Etiquette...

Refresher Course - #2 in Series



Raft ups can be great fun, but don't encroach on boaters seeking serenity.

In our first etiquette refresher article we discussed the importance of watching your wake. Hopefully it reminded us all to be more wake considerate this boating season. This issue we are going to discuss the issue of "noise".

Be "Noise" Considerate.

Some boat owners are social animals, but many boaters love to spend time on the water for its sense of calm serenity. Try not to spoil it for them.

Respect your neighbors. Please remember that sound carries much farther on the water, and you can be heard clearly from a good distance away. Voices, music, engine noise, outboard motors, unmuffled go-fast boats, ski boats and jet skis, are all examples of the most egregious disruption of anchorage serenity.

That is not to say that you should not enjoy a good party. If you are planning a raft up or just an evening of revelry with friends, try to be the first in the anchorage. Remember, the first boat in sets the precedent, and that can apply to the use of the anchorage as well. People who see a raft up will expect some degree of rowdiness, although excess can be hard to tolerate for anyone.

So, if you're having a social gathering with other boats, try to do it away from the shore and other boat owners who may just want to enjoy their solitude. And if you are that boater seeking solitude, don't throw anchor near a raft up and then complain about the noise.

Be particularly sensitive to very late night and early morning noise near areas where other boaters, homeowners or campers may be sleeping. Respect their right to sleep in peace.

Of course, we all have stories of loud parties going well into the night keeping everyone else up. In some cases, you know there is no amount of training that will overcome a particular boater's rudeness and it is best to just move on.

Let's consider some other noise makers that can be particularly annoying to your neighbors seeking a peaceful anchorage.

Kids. Most of us have them, we love 'em but let's face it having fun and making noise go hand in hand with kids. This is how it should be, kids should be allowed to be kids. However, remember that not everyone will find your screaming, laughing children "adorable". If you are boating with children it is probably not a good idea to anchor around those that are not. This will also help prevent your children from being exposed to any less than kid-friendly language or behavior that may occur as the adult only boaters enjoy their down time. Of course, even children should be taught to be respectful of others and should have a cut off hour when "quiet time" begins.



Dogs. For many of us our pets are part of our family and as such some of them share in our love of boating. However, if you bring your dog, be prepared to be aware of their needs and see to them. There is nothing appealing about being awakened by the incessant barking of your neighbor's little dog. It's Sunday and he wants to go, but his master was partying last night and is sleeping in. Calling on the VHF won't do it because they are not listening. This is one of those things that may make you move on. So again be thoughtful of other boaters. If your dog is a "barker" he is probably best left ashore if you are going to be anchored out overnight.

Generators. If you've got a generator, again remember that noise carries great distances over water. Respect the fact that most cruisers appreciate tranquility. Many people do not realize that a generator can be very disturbing to fellow cruisers who do not have such mechanical gear on board. Sailors in small vessels have little aboard to generate noise. Anchoring a power vessel that has constant refrigeration or air conditioning that generates incessant noise of an engine and water running is inconsiderate. Try to anchor near other similar vessels that will not notice this type of disturbance to which you are accustomed.

Cell phones. The proverbial nemesis of calm and quiet and getting away from it all is the cell phone. There is nothing pleasant about having to listen to a cell phone's persistent beeping or irritating ring tone. Nor is it particularly enjoyable to have to partake of someone else's lengthy and loud conversation as they go on and on about Aunt Martha's arthritis or the state of the economy. On land or at sea, this is just plain annoying!

Many people like to socialize and meet other boaters while they are out. Chatting with other boaters is quite a pleasant way to spend an afternoon. But please remember, not all boaters are this social. Some people go out on their boats for peace and quiet, to escape from it all, and don't want to be disturbed. If someone you accost provides any indication that they don't feel like chatting, simply bid them a pleasant day and head off on your way.

It is easy to see that common sense can prevail in predicting what will not be appreciated by your fellow boaters. Think ahead, be considerate and protect the serenity for the common good.

One final note: Remember sound travels very well on water. Any innocent comment you make in private about someone else's boat, choice in swim wear, or latest weight gain may be overheard! So let the old saying apply, "If you don't have anything good to say....."



My brothers and I grew up at the EYC all attending the Reyburn Sailing School, fishing in the slip, racing in the small boat fleet and hanging out at the Canoe House with all the other kids and Marty Pomorski. Marty was our first shift "could do everything" yard and maintenance genius. Marty was our friend and we loved the guy. How many of you remember "Marty's Hash House"?

The size of the Club property at that time was a little smaller than the southwest section shown below. The three floored clubhouse was looking down the east slip. It had the bar, the living room for dancing and a front covered patio for summer

events. The second floor was the galley and dinning area which had bayview windows offering a breathtaking view of not only the EYC basin but all of Presque Isle Bay and the Peninsula. That was a great feature of having a second floor.

When I was young all the docks in the old slip were wooden and maintenance was high from both painting and replacing the wood which did not last long in

Our Beautiful Erie Yacht Club... it's one of the Best.

by P/C John Ashby



Note how the old Center Dock had a strange twist in it. As you can see in the large background photo it is now straight as an arrow.

Erie's four season climate. Also note the strange twist in the center dock (Small photo at left). It is twisted to the right then back to the left halfway out. Well I am not exactly certain why that jog existed. So, if you think you have the correct answer to this question please write up your explanation and send me an email with your answer. Send to log@ashby-adv.com. I will be sure to place all your answers in the July/August issue. So remember to attach your name with your thoughts.



The U.S. Brig Niagara is tied up at our Lighthouse pier/picnic dock with a large number of crew members and guests doing what sailors do best "partying".

This is the location of the EYC "haulout well".

The EYC has fueling dock facilities for both gas and diesel customers.

This is the small boat mast crane.

This is the construction project for the removal of the old angle dock pier opening up the area for additional slips on the west wall.

This is the big kids' play area.

Today the new Center Dock is as straight as an arrow.

Little kids' play area.

This is the location of our neighboring community known as "Ferncliff".

This is the new site for our Reyburn Sailing School Complex now under construction. It is scheduled for completion and use this summer. The Sailing School has programs for both children during the days and adult evening classes. You are never too old to learn the art and pleasures of sailing.

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Two & A Half WHAT!

by David Perry, US Navy Retired

As leading navigational petty officer on a U.S. Navy Guided Missile Frigate one of my duties when entering port was to sing out distances to the U.S.S. "New Jersey" which we were supposed to "nest alongside."

Our new Assistant Navigator, as Ensign fresh from Officer Candidate School, was anxious to impress the Captain with his recently acquired navigational skills, so one day while we were entering port he relieved me of my duties on the ship's bridge. I went to the level from which the ship was being "conned."

Seeing me there the Captain asked with some annoyance why I was not on the bridge. I answered that the new Ensign had relieved me and was standing by there to handle my duties.

On hearing this the Captain called the bridge for the distance to the "New Jersey," but there was no reply. Frustrated and getting madder by the minute, he repeated his request in a loud voice, but still there was no answer. Finally in response to a third bellowed command a weak voice answered from the bridge: "Two and a half inches Captain."



TEST YOUR MARITIME KNOWLEDGE

1. A vessel is approaching you from off your bow and you are unsure of it's intentions. You sound the danger signal which is?

- a. One long blast
- b. Two short blasts
- c. Three blasts
- d. Five or more short blasts

2. If you were coming up on another power-driven vessel from dead astern and desired to overtake on the other vessel's starboard side, which whistle signal would you sound?

- a. One short blast
- b. One prolonged blast
- c. Two short blasts
- d. Two prolonged blasts

3. You are crossing Lake Erie in a twin screw powerboat with the rudder amidships. Suddenly the port screw stops turning. The bow will

- a. Turn to port
- b. Turn to starboard
- c. Not veer at all
- d. None of the above

Answers on Page 30.

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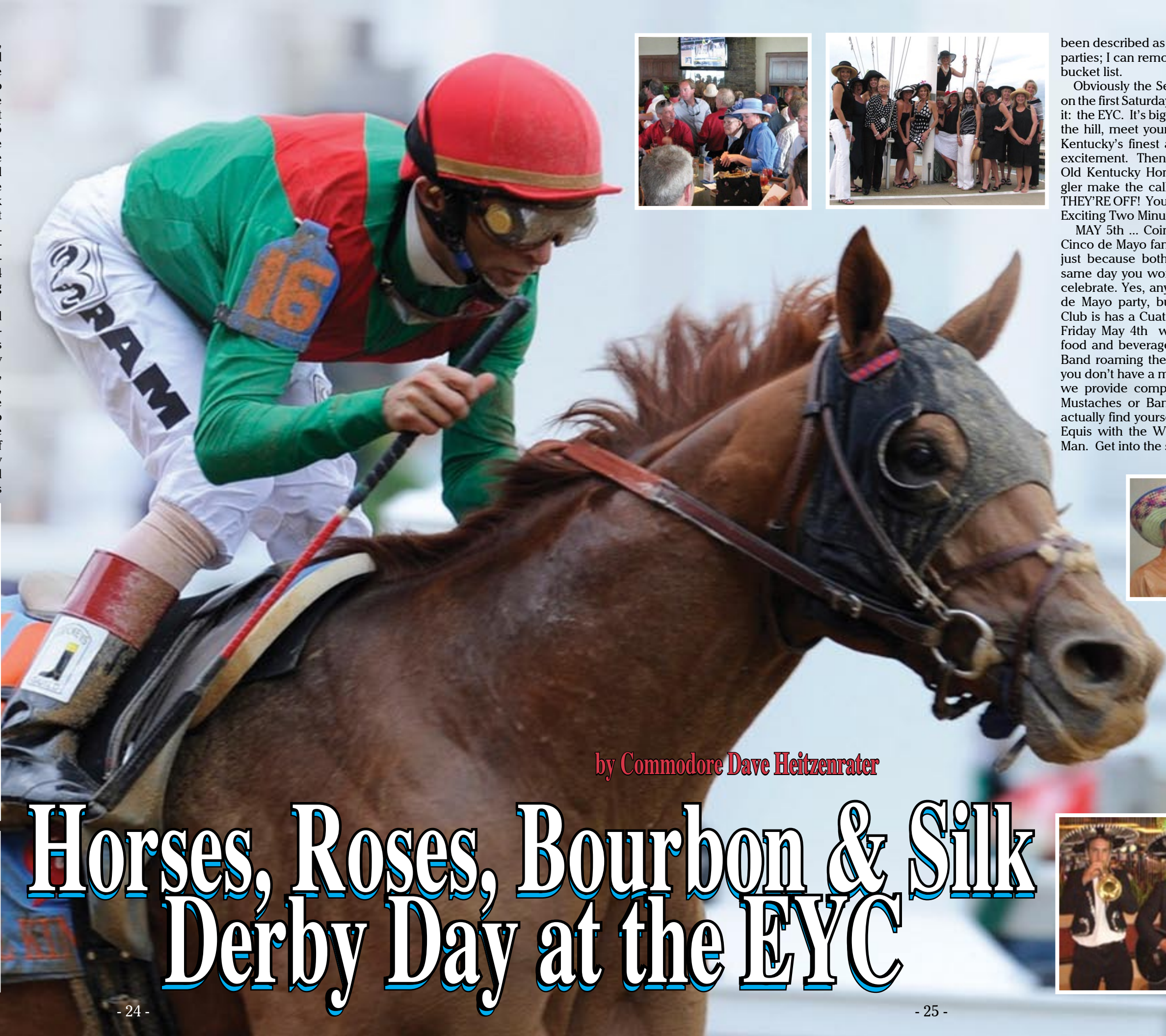
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6:24 PM Saturday May 5th, 2012. Yes, that's the ringing of the starting gate bell of the 8th race at Churchill Downs, the Kentucky Derby, the most exciting two minutes in sports and the first leg of the Triple Crown of Thoroughbred racing. It all began with the initial race held in 1875 with 2012 being the 138th "Run for the Roses". The roses are in reference to the green satin garland adorned with 554 red roses ceremonially positioned over the winner. Last year's Animal Kingdom took possession of the sweet smelling blanket with victorious jockey John Velazquez recipient of a long stemmed red rose bouquet presented by the Governor of Kentucky. Last year's race took only 2:02:04 over the 1.25 mile track with a winning purse of \$2,000,000.

The Churchill Downs track is jam packed with excitement with a week long celebration and the influx of 155,000 fans. It is the place to be on the first Saturday in May with a crowd that includes dignitaries, movie stars, rock stars, movers, shakers, the rich and famous. Many others jam the infield and unless you are situated next to the rail about all you may hear and see of the races is a cloud of dust, the roar of the pounding hooves and a flash of jockey silks as they charge by. Having survived this fantastic infield scene and what has



been described as one of America's great parties; I can remove it from my personal bucket list.

Obviously the Second best place to be on the first Saturday in May is, you guessed it: the EYC. It's big hat day so come down the hill, meet your friends, have a sip of Kentucky's finest and enjoy the fun and excitement. Then just after they sing My Old Kentucky Home, you hear the bugler make the call and then famous cry THEY'RE OFF! You will witness "The Most Exciting Two Minutes In Sports"

MAY 5th ... Coincidence ... Maybe but Cinco de Mayo fans have nothing to fear, just because both events occur on the same day you won't miss the chance to celebrate. Yes, anyone can have a Cinco de Mayo party, but only the Erie Yacht Club is has a Cuatro de Mayo Fiesta. It's Friday May 4th with authentic Mexican food and beverages plus a live Mariachi Band roaming the club house. WHAT... you don't have a mustache? Not to worry, we provide complementary Sombreros, Mustaches or Bandanas and you could actually find yourself enjoying a cool Dos Equis with the World's Most Interesting Man. Get into the spirit ... Fun !



The one in the big hat is our Commodore and the author of this article.



by Commodore Dave Heitzenrater

Horses, Roses, Bourbon & Silk Derby Day at the EYC

Thousand Islands

"a Glimpse of Paradise"

continued from page 9



Frank and Dan in front of Boldt Castle, Alexandria Bay. The castle is gradually being restored and attracts many visitors from around the world.

War of 1812. Fort Henry, a well fortified complex, is located on the height of land east of the town and is a major tourist site. The marina at Kingston's Confederation Basin has excellent facilities for transient boaters.

On the 13th we were off via the Bateaux Channel enroute the picturesque town of Gananoque (Gannon - awk - quay) on the north shore of the St. Lawrence River. We moored at the local marina, headed into town to buy steaks and Dan did his magic on the grill with the steaks and veggies. We uncorked a bottle of Cabernet Sauvignon and celebrated having arrived in the islands. The following day we began our exploration of the Thousand Islands.

There are actually over a thousand islands in the group of islands at the western end of the St. Lawrence River. The rock in these islands is ancient, almost a quarter of the age of the earth. They were actually the roots of mountains that were once the primary backbone of the continent. At one time they were as high as the Rockies and as time passed, they be-

came buried quite deep in the earth where they were recycled into granite which eventually became the islands we see today. The formation is called the Frontenac Arch which forms a ridge like link between the Canadian Shield and the Adirondack Mountains. Four ice ages and the action of the river have worn these islands down to where some of them are protruding from the water only a foot or two and other are permanently below water.

The individual islands in the Thousand Islands are divided into various groups. Our first stop was at Lindsay Island which is in the Admiralty Islands group. On 14 July we anchored in the Lindsay Island anchorage which is four miles from Gananoque via the Wanderer's Channel. It was the perfect place to be for swimming and socializing with those on other boats. I piped "sunset" from the deck of "Piper's Due II" and got a round of applause. They were probably glad I was finished!

The next day we headed for Clayton, New York several miles directly south of the Lindsay anchorage to visit the world famous Wooden Boat Museum. After mooring and checking in with U.S. Customs we headed for the museum. If you are a wooden boat fanatic this is the place for you. Dan and I enjoyed it but Frank was like a little kid in a toy shop. Some boats are in the water, others on display "on the hard" and some in progress in the various work shops. It's truly remarkable! While in Clayton we grabbed some groceries and did our laundry, which is important to get done when the opportunity arises and then sailed back to the Lindsay Island anchorage.

Anchoring can be a problem in the islands due to the rock bottom and the shallowness of the water which enhances growth of a proliferation of weeds. Most of the time the wind blows from the south west but in unsettled weather the wind often swings to the north east. On Sunday, 17 July Dan and Frank piloted the Odyssey to Half Moon Bay on the southern shore of Bostwick Island for an Interfaith Church Service. Attendees arrive by tender and the boats themselves are the pews. I decided to stay aboard because the weather

Blue Crew's Dan Arnold enjoyed the view from the companionway which gave him a great view but caused the helmsman some consternation.



report warned that high winds were due in our area and I wanted to be aboard incase we would drag anchor. It was a good call! Right on time the winds piped up and I noticed that we were beginning to drag. I weighed anchor and had the boat repositioned when the crew returned.

Early Monday morning I awakened to the alarm of my GPS warning me that we were dragging anchor again. This time the wind had shifted again and we had swung 180 degrees and were just yards away from a lee shoal. I roused the crew, weighed anchor and headed down the Wanderer's Channel. It was cloudy and we had little light and the wind was whistling through the rigging. I was proceeding at about one knot. At one point we grounded in the narrow channel which is only about thirty feet wide in some places. The engine wasn't powerful enough to get us off but we were able to kedge off using the auxiliary anchor which Frank, who was in the Odyssey, dropped on our port quarter. "Piper's Due II" is equipped with electric winches and they proved their weight in gold that night! By 0530 we were moored in Gananoque and tucked into our bunks.



Frank Toskin on anchor watch off Lindsay Island.

The next several days found us navigating east through the Navy Islands in the St. Lawrence Middle Channel. We piloted through the "Fiddler's Elbow," a narrow channel between Lynedoch Island and Wallace Island north of Wellesley Island, one of the largest

"It's a long way up," as the massive gates of Lock 7 cause us to realize how small and insignificant we are when compared to the power of the water on the other side.

islands in the group. East of the town of Rockport, Ontario the river starts to narrow to about two miles in width. We were getting near our crew turnover date so we headed for Alexandria Bay, NY to moor at Riveredge Resort Marina just across the river from Boldt Castle on Heart Island.



The quaint town of Picton near the junction of Long Reach and Adolphus Reach gave us the opportunity to meet many Canadian cruisers.

Boldt Castle is the undisputed centerpiece of Alexandria Bay. It was built by George Boldt, a New York City hotel magnate, as a demonstration of his love for his wife, Louise. The island on which it was built was blasted into the shape of a heart and the castle itself would be one of the largest private homes ever built. All things came to a halt in 1904 when Louise died and George ordered that all tools were to be laid down and all activity would cease. Over a hundred years later the castle is being restored to as it was in 1904. It is quite unique and well worth a visit.

While we were in Alexandria Bay we also replenished the boat and took a sight seeing boat ride to learn more about the area. On 24 July the "Blue" crew packed their bags and waited for the car to arrive from Erie with the "Gold" crew which consisted of Dave Bartak and Hal Baker who live in Peoria, IL. Dave is related

through marriage to my wife, Nancy and Hal is a good friend of Dave's. They are both sailors and I had sailed with Dave in the past so had no problem inviting them to join us.

After the "Gold" crew arrived and we had our turnover we got underway on 25 July to make our entrance into Canada at Gananoque. Once we had our customs admit number we continued on to Confederation Basin in Kingston for the night. From then on we reversed our "Blue" course all the way to Cobourg. Once in Cobourg we linked up with a couple on a Canadian sloop who advised us to continue west 48 miles for another day and moor at Bluffers Park YC just east of Toronto. This we did and found that the winds crossing Lake Ontario to the Welland were from a much better angle.

On 31 July we crossed Lake Ontario, dodging rain showers most of the way, to moor at St. Catharine's Marina. The next day headed for the Welland Canal at 0730, gained immediate entrance and moored at Sugarloaf Marina in Port Colborne by 1610. Remember I mentioned that going "up bound" can be "hellish?" We took what we thought to be the necessary precautions by using oversized fenders and a "Welland Board," a gift from Dr. Buzz Tarno of EYC, but we still had some trouble.

In Lock #7, where the water floods the lock from the side rather than the bottom, we were pushed so hard by the incoming water that we couldn't push off far enough and a piece of cement on the side of the lock ripped off a six foot piece of the teak rub rail on "Piper's Due II." I wasn't a happy camper as I pointed this out to the supervisor when we got to the top. He said, "I've been working here for over twenty years and I'd never bring a boat through here." So, a word to the wise, supposedly they sell bails of hay in St. Catharine's which you drape over the side that is next to the wall of the lock. You may have to swing them from side to side given the lock but USE



We knew we were almost home when the Gold Crew enjoyed a perch dinner at the Erie Beach Hotel in Port Dover, Canada.

THEM! It's worth it. We asked about the bails in St. Catharine's but couldn't locate them.

2 August found us back in Port Dover and the Erie Beach so Dave and Hal could enjoy some fine perch. On the 4th we headed back for Erie and had the best sail of the entire trip as "Piper's Due II" headed for the barn in 15 to 20 knots of air on the port quarter. We managed to stay ahead of Dave Bierig's "Dreamer" all the way home.

It was a great cruise and I'd do it again in a heartbeat. In planning the route I used my

East of Toronto, Cobourg, Ontario was one of the friendliest and best organized marinas we visited.



Raymarine Chart Plotter and Richardsons' Chartbook for Lake Ontario. I intentionally avoided the American side of Lake Ontario simply because many of the ports are industrial and have all the accompanying noise and grime. We could have avoided the Murray Canal and Bay of Quinte by staying in the lake but we would have missed all the beautiful scenery along the northern route.

The Thousand Islands are, indeed, a little glimpse of paradise.



GRAB YOUR BOW & LETS GO... FISHING



Samples of bowfishing arrowheads



Example of bowfishing rig.

Believe it or not, there are some people who enjoy the challenge of fishing with a bow and arrow. While the sport is kind of a niche one here, bowfishing tournaments are big in some parts of the country -- there's even a Bowfishing Association of America that runs an annual World Shoot (www.bowfishingassociation.com).

So what exactly is bowfishing? Bowfishing or archery fishing, is quite simply the technique of hunting fish with a bow and arrow. Fish are shot with a bowfish arrow that is attached with special line to a reel mounted on the bow. Bowfishing fans say it combines the thrill of hunting with the skill of archery and the sport of fishing.

A good bowfisherman can shoot a carp as deep as five or six feet underwater. Of course, the deeper the fish, the harder they are to see. According to accomplished bowfishermen, the key is not to look for a whole fish. You have to learn to look for a tail, their lips, maybe an eye. You can also look for "clouds" of mud and silt stirred up a fish rooting around the bottom.

Knowing where to aim is one of the most difficult skills to master in bowfishing. The refraction of the water optically distorts the location of fish in the water, so aiming straight at the target usually results in a miss. For that reason, archers must learn to aim much lower than what seems correct to the eye. Depth and distance also impact how far below the fish to aim. It takes a great deal of practice to learn to shoot fish below the surface.

Many who have tried bowfishing find the challenge of the sport exciting. When the carp are spawning and the light is hitting the water just right, making the fish easier to spot, the action can be fast and furious, like rabbit hunting. However, even then, it's not easy. Archers floating through the shallows in a boat have to learn to spot carp and take their shot quickly because once a fish sees you, it's gone. But an accurate shot results in a tremendous fight, which at times can be much more exciting than hooking a fish on rod and reel.

There are no regulations governing what type of equipment you have to use. Bowfishing can be done with a traditional, compound or

crossbow. (Of course experience with a bow is a big plus and much safer to those around you!) Many beginners will choose to convert an older hunting or target bow or look at purchasing a cheaper bowfishing crossbow. This is a cost-effective way to get started. There are also some affordable bows currently on the market designed specifically for bowfishing. Draw weight is not overly important, so basically it's best to shoot a bow you're comfortable with.

If converting a bow, you will need an attachment that can hold 30 yards or so of 140- to 400-pound test line. Many beginners will start with a reel that feeds line off a spool and then must be rewound by hand. These are inexpensive, but are cumbersome and most people will quickly decide to go with something better.

Bowfishing arrows need to be very heavy, and sturdy to slice through the water, penetrate the fish and hold it during the ensuing fight. The arrow must also be tough enough to withstand impacts with rocks and other obstacles. These arrows are fitted with special points that can

pierce and impale fish. . It needs to be a strong point that can hold the fish during a fight while still allowing for easy removal of the arrow once the fish is hauled in. There are a variety of different heads designed for special uses.

Bowfishing is permitted in and along Lake Erie and in Presque Isle Bay, however it is only legal in Pennsylvania for carp, suckers and catfish. Fish can be legally taken day or night, although bowfishing is often found to be most effective at night using lights. It is also legal year round, but the best fishing lasts just a few short weeks in the spring, when fish move to shallower water to spawn. Bowfishing is not permitted in approved trout waters during the closed season and in or along Lake Erie tributary streams.

The sport of bowfishing is said to be making a comeback. So if you're the type who likes to try new and challenging sports, it may be worth a try. Check the local regulations and make sure you have the required licenses before you begin. Then get together some bowfishing gear and go shoot yourself some fish!



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continued from page 23.

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2. (a) One short blast
- 3.(a) to Port



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May Calendar of Club Events

- 4th Cuatro de Mayo Fiesta • 6pm
Five Mexican Food Stations \$14.95
Mariachi Band • Mexican Beer
- 5th Kentucky Derby Party • 4:30
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Ballroom Reservations at 453-4931
- 6th Champagne Sunday Brunch
11am - 2pm • \$12.95
- 13th Mothers Day Dining
#1 Buffet style lunch • 11am - 2:30pm
Entertainment by the Marty O'Conner
Duo
#2 Traditional dinner menu
5:30 - 7:30 Entertainment by Keys
& Strings
Reservations Required for both
453-4931
- 17th Spring Launch Bawl
Entertainment with The Breeze
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- 18th Single Malt Scotch Tasting Event
7pm - 9pm • \$35.00 pp
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- 20th Champagne Sunday Brunch
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- 27th Champagne Sunday Brunch
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- 28th Opening Day Ceremony
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by P/C John Ashby



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June Calendar of Club Events

- 2nd Sam Hyman Summer Saturday
Solo • 8:30pm - 11:30pm
- 3rd Champagne Sunday Brunch
11am - 2pm • \$12.95
- 8th Thursday Sunset Happy Hour
Entertainment with the Acoustic
Gypsies • 6pm - 9pm
- 10th Champagne Sunday Brunch
11am - 2pm • \$12.95
- 14th Thursday Sunset Happy Hour
Lake Erie Mustang Owners Club
Entertainment by Key West
Express • 6pm - 9pm
- 15th Dock Party G, H, I, J, K
- 16th Sam Hyman Summer Saturday
Solo • 8:30pm - 11:30pm
- 17th Fathers Day Sunday Champagne
Brunch • 11am - 2pm • \$12.95
- 21st Thursday Sunset Happy Hour
Crazy Hat Night
Entertainment by Sam Hyman Band
6pm - 9pm
- 22nd Inter-Club Regatta Night #1
Entertainment by The Uncles
9pm - 12am
- 23rd Inter-Club Regatta Night #2
Entertainment by Chasing Moira
9pm - 12am
- 24th Champagne Sunday Brunch
11am - 2pm • \$12.95
- 28th Thursday Sunset Happy Hour
Brat & Brew Night
Entertainment by Uncharted
Course • 6pm - 9pm
- 30th Bay Swim Breakfast Buffet • \$8 pp
Hosted by EYC Auxiliary • 9:30 - 11:30
Sam Hyman Summer Saturday
Solo • 8:30pm - 11:30pm

Opening Day 2012

by Aimee Nicolia



This Memorial Day, Monday, May 28th, marks the 118th Opening Day Ceremonies of the Erie Yacht Club. Commodore David Heitzenrater and his wife, Sarah, along with the club's officers invite all members and their families in an official welcoming in of the 2012 yachting season.

In the traditional ceremonies, members and their families will gather on the lawn of the club overlooking our

beautiful basin and boats decorated with burgees. Call to Colors will begin promptly at 11:50 am with a bugle call and shots fired. Past commodores and officers will line up at the flagpole for the raising of the flags, blessing of the fleet and remembrance of all members who have died during the last year.

After the ceremonies, a casual deli buffet lunch will be served in the club

along with punch. Entertainment this year will be provided by G3 a trio that features jazz and pop with favorites from Sinatra to Motown artists.

It's always a great way to begin the summer by seeing old friends and boating neighbors and looking forward to the new boating season ahead!



Our Benevolent Spirit



by Commodore Dave Heitzenrater

The Erie Yacht Club is widely known for its facilities, boating activities and numerous events however we are extremely proud of the benevolent nature of our members. We have an honored tradition of generously supporting many needy organizations. Our members are charitable, hard working and passionately committed to each sponsored event and that effort enables various local agencies funding that aids their clients or helps ensure the success of their project. A wonderful additional benefit of our generous membership is the awareness of the Erie Yacht Club it provides and illustrates our support of our fellow Erie County citizens.

The EYC along with support and sponsorship of other organizations will hold the 5th Annual Bay Swim. The inaugural swim was staged in 2008 to celebrate a swimmable Presque Isle Bay. You may remember there were 178 brave participants who safely swam the near 1 mile course from the south shore of Presque Isle to the EYC lighthouse. Today's event has grown in popularity and participation to a situation limiting the swimming entrants to 300 adventuresome souls young and old. The Presque Isle Partnership receives all proceeds obtained from entries and sponsorships. The success of the swim continues with EYC member Michelle Curtze chair. The 2012 Bay Swim #5 is Saturday June 30.

The 22nd Annual Frolic on the Bay will be hosted by the Erie Yacht Club with the aid of the Zem Zem Zailors, Presque Isle and Commodore Perry Yacht Clubs. This unique event held at the Erie Yacht Club provides a wonderful boating experience and barbeque lunch for children and their families with physical, chronic and life threatening conditions. Paul Huntley, James Finn and current chairman Dan Dundon are responsible for its success but rely on the boat owners who make it all

possible by donating their time and boats with the help of numerous volunteers who assist with the boarding of guests. The 2012 benefit will occur on Monday July 9th.

August 26th will mark the 28th running of the Erie Yacht Club Charity Regatta. The annual event has always been a fun and exciting party with as many as 115 boats on the water including both racers and spectator vessels. The boats range in size from a 14' Laser to a 198' brig. Due to the hard work and planning of the many volunteers, approximately \$858,000 has been raised since its inception and provided directly to the regatta partners. No monies are retained by the EYC.

We thank past Regatta Chairman, P/C John Ashby who stepped forward to organize the original event in 1985 and continued for ten years and P/C Andy Hanks who helmed the event for a another wonderful 13 years. Our immediate Past Commodore Gerry Urbaniak has now driven the program for five years including 2012. We thank these men and the many volunteers and generous sponsors for their years of dedication to this worthy event.

Historically, 100% of the regatta proceeds are received by our Erie County regatta partners who include the Multiple Sclerosis Society, the American Red Cross and the St. Martins Center in 2011. The EYC Bridge Officers proudly announced at their mid March Board meeting that the 2012 Regatta Charity Partner was awarded to the Flagship Niagara League. The August 26th race dated is expected to be very exciting with it coinciding with the commencement of the huge 200 year celebration of the War of 1812.

Due to substantial unfunded and necessary repairs to the ship, the coincidence of the commemoration of the War of 1812 and specific mission of the Erie Yacht Club in part "to encourage and develop yachting and other

aquatic sports, to promote social recreational activities connected therewith, and to improve yachting and boating facilities at the Erie Yacht Club basin and in the area of Erie Harbor generally" the Flagship Niagara League was the natural choice as the 2012 partner.

In the recent past the EYC has also held other events including the annual August Pirates Night benefiting St. Vincent's and the annual Humane Society Fund Raiser. A perennial program is the Christmas Shining Star Gift Tree in our front lobby benefitting the children from St Martins Center.

The Erie Yacht Club Foundation was established just three short years ago, it has an independent Board of Directors with a mission to carry out the philanthropic goals of our membership. It raises funds from Erie Yacht Club members for specific community programs in and around Presque Isle Bay promoting community youth involvement in all water-related and maritime activities. Foundation grants have been awarded to the Bayfront Maritime Center, the US Power Squadron, the Erie Adaptive Sailing Experience, Reyburn Race Team, Reyburn Sailing School, the Flagship Niagara League and the Perseus House among others since its inception.

An often overlooked item is the Erie Yacht Club itself that annually provides capital funds to the Reyburn Sailing School separate from the school's operational budget specifically for instructional boats, safety boats and school related equipment. The club's generosity allows the school to operate at an affordable tuition level.

We hope these impressive programs make you as proud as I am to be a member of the Erie Yacht Club family. Come join in the fun, volunteer, donate, help showcase the heart of the Erie Yacht Club!



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Brig Niagara's Repairs

continued from page 5

The repair to the port hawse-hole structure was scheduled to begin on January 17, 2012 and was estimated to take about six weeks with the use of one shipwright and two carpenters. Upon beginning the repair, interior planks were removed and the framing located underneath the planking was found to be rotten. This framing in the bow of the ship consists of three roughly 18" wide by 9" thick frames that are made of Santa Maria, which is a South American hardwood selected by the builder, probably due to its superior strength. US Brig Niagara is constructed with fifty four frames, spaced two feet apart on center, and with nine inches between each frame. However, not many of these frames are made of Santa Maria; only several in the bow, and a few in the stern of the ship. The rest are made of pressure-treated yellow pine. To date, none of the pressure-treated pine frames (or other Santa Maria frames in other areas of the ship) have shown any signs of rot. This gives us hope that this year's repair to the port bow will be a much longer lasting solution (because these frames that have been repaired so many times before are now being completely replaced), and that similar repairs in other areas will not be needed in the near future because we have

not yet found any signs of rot deterioration in any other frames in the vessel.

One of the most important lessons one can learn while going to sea is that your ship is all that lies between you and the dark bottom of the deep; that one can have faith in his vessel, but not blind trust. To get home safely, you can trust that she'll hold together so long as those who sail in her know well how to keep her right side up. In the marine environment, knowledge that your vessel's hull is strong and sound brings great comfort indeed. All of the above said, US Brig Niagara was, at least in terms of her structural integrity, well built, and as the ship's master, I owe a great deal of gratitude to those who built her and have worked to maintain her all these years. Thanks to them and to all of our Flagship Niagara League supporters, Niagara will continue to sail as the gem of the Gem City and the Flagship of the Keystone State for many years to come.

Niagara has returned to Erie to complete the port bow repair project by the end of April. No delay in this year's sailing schedule is expected, and a busy and successful 2012 sailing season is looming large on the horizon.




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Fog signal change, Great Lakes marine radio frequency change.

3/20 - Duluth, Minn. - Beginning July 1, mariners must use a new marine radio frequency to activate fog signals on navigable waterways of the Great Lakes.

Since the 1990s, mariners encountering decreased visibility have been able to activate fog signals on certain aids-to-navigation by tuning their marine radios to VHF-FM channel 79A (156.975 MHz) and keying their microphone five times.

Beginning July 1, mariners must use channel 83A (157.175 MHz). Until July 1, the Coast Guard advised mariners to use both channels to activate fog signals. The change in channels is being made to shift radio traffic from channel 79A, a commercial channel, to channel 83A, a frequency owned and operated by the Coast Guard. From the Duluth News Tribune.



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EYC to Host a Single Malt Scotch Tasting

by Capt. Eric Marshall USN, Ret.



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Hear! hear the pipes are calling,
Loudly and proudly calling,
Down thro' the glen.
There where the hills are sleeping,
Now feel the blood a-leaping,
High as the spirits of the old Highland men.*

Aye, laddies and lassies, our spir-its will indeed again rise as we "raise a Cup O Kindness" when EYC will again host a Single Malt Tasting on Friday, May 18th. at 7:00 p.m. This year we will compare single malts of different ages from the same distillery. All will be served with food to compliment each Scotch being sampled. P/C Urbaniak will provide his special haggis which will be "addressed" by Dr. Tim Thompson of Edin-boro University. Captain Eric Marshall will provide pipe music along with providing an interesting commentary concerning the history of Single Malt Scotch along with the distillery being sampled. Space is limited to forty participants. Please call the office (453-4931) and reserve a place now!



Proudly wearing proper Scots attire are (l to r) Captain Eric Marshall, LCDR Roger Jacobs, Tom Halmi, Dr. Tim Thompson and P/C Gerry Urbaniak.



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