

VOLUME V / ISSUE 6

NOVEMBER/DECEMBER 2007

The LOG

SPECIAL CLUB ELECTION ISSUE

Oink Oink ...

Pigs

At Sea

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From the Bridge

Commodore John Murosky



As my term as Commodore of the Erie Yacht Club nears completion, I want to take this opportunity to thank all of our members and friends for their support that you have given to the bridge and board during my seven years as both a director and flag officer.

Representing you on the many projects we have undertaken has been my privilege and honor. The job has not been easy and the challenges many, but with the support of so many members on the various projects it would not have gone as smooth as it has.

Upon election as Commodore last year, I stated that I would work hard for you and along side you. Little did I know how many GREAT

members we have as you worked along side of me during rain, sleet, ice and snow in preparation for our new docks.

Now it is time to step aside so I can join in and help our new Commodore, Dave Arthurs, Vice Commodore Dave Amatangelo, Rear Commodore Tom Trost and the new bridge and board. I will still oversee the basin construction for as long as necessary to complete the project or until everyone is comfortable in their position.

Once again, thank you for allowing me the honor of representing you!



Directory

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On the Cover...

PIGS AT SEA was an amazing sailboat with an amazing owner and many equally amazing crew members making her a highly competitive winner over the years.



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OINK, OINK ...



BY JAN STACHELEK

You are looking at one very proud Papa Pig who is pictured with all the trophies that were fought for and won by himself and all the Piglets who crewed aboard the nationally renowned race boat *Pigs At Sea*. All this booty was the result of *Pig's* trophy rich 1996 EYC Racing Season.

P/C Dick Robertson, 01'-02', has owned and raced sailboats for countless hours over countless years. This veteran sailor is sometimes looked upon with awe, even reverence for his uncanny instinct on the water, and sometimes even with fear for the temper that has been known to arise when things go awry. But however one views him, his numerous trophies, awards, and accolades attest to his competitive spirit and his love of the sport. Much of what Dick has accomplished over the years was done aboard *Pigs at Sea*.

Dick's longtime friend and fellow member, the late Danny Hilbrich, is strutting his stuff as fore deck man in helping *Pigs* win another trophy.

Dick and Deb had owned several sailboats but in 1986, Dick decided that *Cookie Monster* had run its course and it was time for a new boat. He had a specific design in mind and it was not going to be cheap but he was able to convince Deb that it would be worth every penny. The boat was designed by Graham and Schlageter and the hull was custom built by Mark Lindsay in Gloucester, Maine. Dick wanted zero hull deflection so he had the entire thing constructed out of epoxy. He also had an aluminum grid built in the hull upon which the mast was stepped. The 27ft. boat was hull #3 for Lindsay, but Dick now owns the mold for the hull so there will never be another exactly like *Pigs*.

Dick took possession of the boat in the winter of 1987. He trailered it home from Massachusetts arriving in Erie around midnight. Deb had been excitedly pacing the floor waiting to see the beautiful thing arrive. When Dick pulled into the yard, there was just enough light from the moon and an outdoor spot light for her to get a glimpse. She raced outside to get a better view while Dick got a ladder so she could climb aboard. As she was climbing, she noticed that there was something very odd about the boat. She saw no life lines, no stays, no shrouds, no winches, and even no tiller or wheel. One look down the companionway told her that it also was devoid of everything. There was nothing

there! Dick's new expensive boat was a bare hull. Her first reaction was, "You paid all that money for this?" But Dick was clearly excited and not the least bit worried about finishing the boat, so she did what most wives would do, told him "it's a 'nice' boat" and went to bed!

Dick only had about two or three months until the start of the 1987 racing season so he hauled the boat to a warehouse behind his shop and got to work. He and his Dad installed a teak floor, two 13 ft. bunks, a custom staircase, and battery cases below deck. He had several "hardware parties" where Bill Lasher, Pete Gorny, and others installed winches, lines, and rigging. Pete Gorny locked himself into his position in the doghouse where the first step

Off they go in relaxed anticipation of another racing challenge. Note P/C Bill Lasher, in *Pigs* cockpit, calmly applying a coating of suntan lotion to all his exposed parts.





In the midst of ferocious competition Dick still takes along, upon his knee, his favorite wooden puppet "Old Sailor Dave". As a great ventriloquist Dick often uses the puppet to bark out his commands to the crew.

was a platform designed to Pete's height. Dick has had many crew and guest crew members aboard his boats, but the core group has always included Pete Gorny, Kenny Sorenson, Danny Hilbrich, Bill Lasher, Chris Robertson, Ike Robertson, Jeff Porter, Steve Watts, and Marty Robertson. The boat was finished on time and all were on hand for the start of the season. That first summer, *Pigs at Sea* won all 36 races. She would repeat that in 1988.



Two of the *Pigs' Piglets* glance back to view the entire fleet behind. This photo must certainly have been shot with a telephoto lens!

Dick's mind to sell *Pigs* but in 2003, he agreed to sell the boat to a close friend who was very sick at the time. The friend, Fred Hibbert, from Toledo, Ohio, wanted to spend time remaining on the water, so Dick bought *Airrelevant* and let *Pigs* go on the condition that he had first rights for any future sale. His friend owned the boat for one year when disaster struck.

On Labor Day weekend of 2004, Hibbert was pulling out of Port Clinton on the way to the Bay. There was a steady 25-30 knot wind and

by a friend saying that he had seen pictures of the battered boat on the internet. Dick and Deb went online to see for themselves and what they saw made them both physically ill. As soon as they heard from Hibbert, they expressed their desire to him to bring *Pigs* back home.

Dick had to buy *Pigs* back from the salvage company, which, to add insult to injury, had snapped the mast when lifting the boat. But *Pigs* is safe, back in her old pigpen where she wintered every year for 17 years. She spends her days drying out, and is about 85% there. When she's ready, she will get patched up and shined up to her original beauty, and then the fun begins, because it is a sure bet that Dick will want to race her again. Watch out everyone!



As a true yachtsman, Dick frequently took Reyburn Sailing School students out on *Pigs* as an invaluable lesson in expanding their skills.



Here the crew is cleaning the race boat's bottom. As with life itself, a smooth clean bottom is paramount to true happiness and also extremely necessary for speed through the water.

Dick raced *Pigs at Sea* for 17 years. During that time, he won the MORC/Commodore's Cup five times. In the Trans Erie race, *Pigs* still holds the lowest elapsed time in MORC class racing, and Dick was inducted into the MORC Hall of Fame. He has raced the boat in Milwaukee, Toronto, Miami SORC, Samia, Deltaville, VA, Maryland, Sandusky, Annapolis, Tampa Bay, Grosse Isle, the Chesapeake Bay, and North Cape, each numerous times. He has been a PHRF measurer for many years in addition to everything else. It was never in

three to four foot swells. Coming out of the channel with sails down, the engine flipped off the back of the boat. Without the ability to maneuver, *Pigs* was pushed into the breakwall. Hibbert walked off the boat and left her to lie there for two days until a salvage company could be hired. She was battered against the wall repeatedly during the two days. Her rudder was torn off, there were gaping holes in the hull, and while she was only in 8 ft. of water, it too caused extensive damage. Dick and Deb knew none of this until they were contacted



SAFETY FIRST

“KNOW YOUR CLUB”

BY ALEX WEBSTER SCHULER

Safety is a word that many of us use in passing. At the EYC it is a word that is and should be practiced every day by not only the EYC crew but each and everyone of us as members. Although many of us may not be aware of all the safety measures and facilities available at the Club, it is and should be a number one priority for the EYC crew and each and every one of you

Did you know, for example, that the EYC has a defibrillator located in the clubhouse laundry room? It was donated by Brad and Randee

One of many “Emergency Call Boxes” located outside on the grounds of the Club.



The Club is installing new “pull down” safety ladders as pictured above at the end of the new finger piers.

Robertson in memory of Brad’s late father, long-time Club member, Bill Robertson. These devices are fairly easy to use, and have been shown to save lives in the event of a heart attack. It is in the laundry room inside the Clubhouse’s west entrance. There is a red sign on the door that indicates its presence. It is available year round and at any time of the day, as that entrance is not locked, nor is the laundry room door. In addition, the management staff is trained to use the defibrillator and in CPR.

Since safety was a main topic of this article, I went first to Bill Vogel, our EYC Dockmaster, to pick his brain about safety measures on the Club grounds. There are many areas for an accident in the yard, and I found that Bill is very

prepared for many of them.

One of the first things I discussed with Bill is a hot button issue that everyone gets fired up about ... “speeding on Club property”.

The EYC has no streets. We have parking areas, the main parking lot and docks. As with all areas of the Club grounds they are all utilized by both cars and people both day and night. Therefore it is important to abide by the speed limit on both the hill and on grounds property in protecting all members, guests and their children from harm. So be aware of your surroundings and slow down!

So here are ten things that I learned from

This is a lowly sign asking us all to not exceed the Club grounds speed limit of 15 mph.





Our fuel dock has many safety features meeting and exceeding requirements as well as instructional signage to assist all boaters.

meeting with Bill Vogel in discussing Club safety:

1. Bill has a "panic manual" in his office. In this binder, he has procedures outlined for almost every foreseeable accident. There are steps to follow, as well as the forms to be process for certain incidents. This binder would help the employee deal with both an accident on the hill or one on the grounds. For instance, a fire anywhere on the grounds or a spill of oil or gasoline on the grounds are listed in the manual.

Every year, we have a number of new employees on the crew and it is important to know that even a new, summer employee has the ability to deal with most any unfortunate incident.

2. There are forty safety ladders in the basin. I was amazed by that number. When I walked the Club for this article, I realized how many of them I have never noticed in the past. They are located on the ends of the finger piers. Many are painted yellow for high visibility but the new ones on the new finger docks, in the new construction areas, are stainless steel with a yellow strip. These are "pull down" units and within reach from the water.

3. There are 4 fire "call boxes" or "alarm boxes" located on the Club grounds. They are at B-14, L-20/21, at the gatehouse and the beginning of O- Dock. They all have a blue light on top of them.

And those big yellow tubes protruding from the ground? They are fire hydrants. The fire-hoses attach to them and pump water directly from the basin. The fire department tests them at least once a year, usually in the spring. They use them as a test for their trucks as well. It is pretty neat to see them being tested!

To insure a clean environment and maximized safety at the Club is this gas and oil disposal unit.



4. There are 7 ice rescue stations and 6 life rings located around the Club. They are located at A-8, B-1, G-19, L-21, and the Beginning of J/K and O-docks. The fuel dock also has an ice rescue station. So you can see that it is important to know which dock are which!

While we are talking ice safety, the ice rescue boat is located by the picnic table on L-7 on the Bay side. It is always near the ice boats staging area on the east bulkhead.

5. There is a designated area for gas, oil, steel and battery disposal. It is located on the south



One of many "fire hydrants" located around the Club docks that pump water directly out of the basin.

side of the large maintenance building.

6. The Club is well prepared for an oil or gas leak. Fuel dock attendants are trained to use the kits that will contain and clean up a spill if one occurs either on the land or on the water. If a spill takes place, immediately notify a grounds employee and they will go to the fuel dock to acquire the kit for a proper clean up.

7. I now know a bunch more reasons "NO Swimming is allowed in the Basin. First lets mention the safety factor. Boats may not be able to see you, and getting run over by sharp propellers can be fatal . Then let's add in the presence of danger from any under water obstructions to say nothing about water quality in the basin, both could be very dangerous.

8. The reasons for not drinking the basin water should be obvious, but remember water sediment getting into your system could make you very ill.

9. We went over gas dock safety as well and remember there is "NO Smoking" on or around this area. Before fueling remember to turn off the engine and all electrical equipment. Then after fueling up turn on your blower for at least

As an additional service a parts cleaning station is located in the new maintenance building.



At various locations around the Club near the water are Life Ring stations for use in both water and ice rescue situations. Learn their locations and tell all your family members.

5 minutes before restarting the engine.

10. There are at least 3 employees that are certified in CPR - Bill, Mike and Mark. All of the grounds crew is trained in fire safety and boat safety. Bill has regular meetings to be certain that they know all proper safety procedures.

A lot of thought and planning is in place for keeping you safe at the EYC. The management has spent a lot of time and training to plan for any emergency that might arise while you are on the grounds. It is equally important that you are prepared in the event of an emergency. As members, we all share this responsibility to keep each other safe at the EYC.

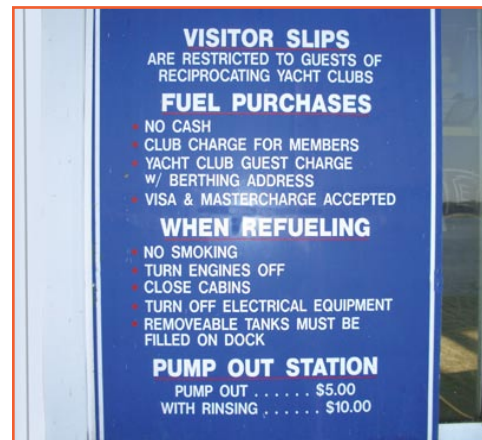
Look around. Be aware of things that could be a danger to yourself and to other members. Be sure you know where the nearest safety ladder is located near your boat, or near the areas you frequent. Locate the nearest fire alarm and life-ring. Just this knowledge will save time in an emergency. And time is important for those few seconds could make the difference.

Be prepared. Be sure your boat safety equipment is up to date and working. Be alert to all the locations for safety equipment and what is available all around the club as well as your own dock. And remember your insurance to protect your property and that of others.

All in all, it is important to be ready to handle any crisis. It is apparent that the EYC staff is prepared and equipped to handle most all emergencies, but it is equally important that we, as members do our part to make any emergency situation less of a threat for everyone.

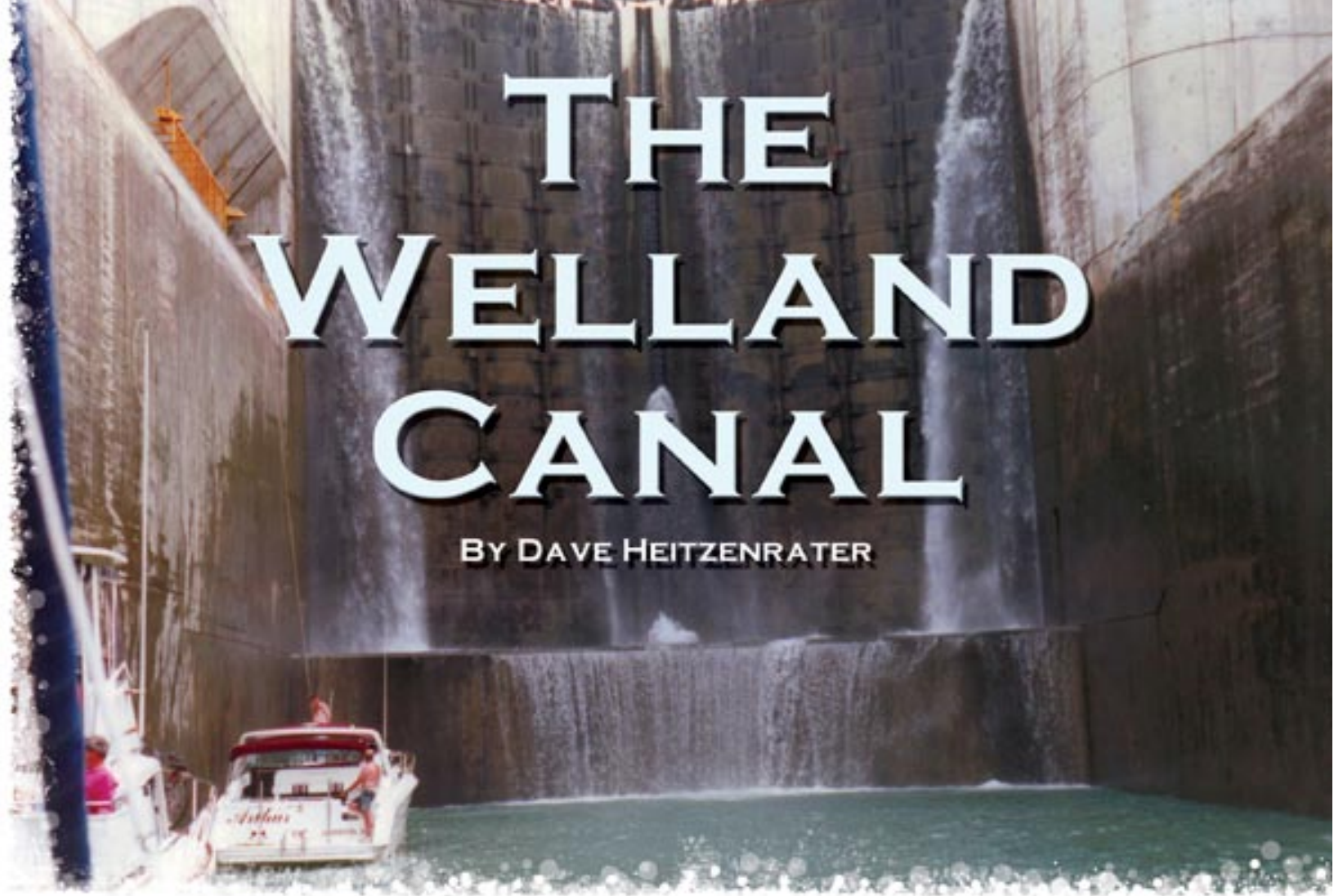


Typical signage found at the gas dock covering both refueling rules and general information.



THE WELLAND CANAL

BY DAVE HEITZENRATER



There is an awesome beauty and majesty in looking up from the bottom of a Welland lock prior to its filling.

There we were ... being cheerfully entertained in a huge chamber being overwhelmed by the melodious baritone voice of the singer. No, we were not in Toronto's Pantages Theater, Erie's Warner or Cleveland's Blossom Music Center. We were alone at the bottom of a huge lock in the middle of the night with Captain William Burke perched behind the wheel of his J-Boat singing a medley of stage musicals and Irish Ballads. His voice echoed amid the wet walls of the now drained lock while we awaited the huge doors to

slowly open. The 44' sloop *Mary Lou* seemed dwarfed by the enormity of the chamber as she slowly continued forward once the exit became fully open marked by the doors thundering against the unyielding concrete walls. This emotionally moving experience was just one of the memorable moments enjoyed whilst traversing the Welland Canal during a delivery to a Lake Ontario regatta.

The Welland Canal is that big ditch that connects Lake Erie and Lake Ontario via a 27-mile passageway from Erie's Port Colborne to Ontario's Port Weller. This man made wonder initially opened to traffic over 178 years ago in 1829. The entrance to this amazing engineering feat is just a short 59 nautical miles from the Erie Yacht Club Light. This fully Canadian owned and operated canal is the key element of the St. Lawrence Sea Way that bypasses the dangerous Niagara River rapids and the 176-foot drop over Niagara Falls. The canal opens the Great Lake's Cities and the industrial center of North America to ports around the globe. Principal cargos include, wheat and other grains, iron ore, coal and petroleum products. Some of the items that have passed over the docks of our Erie Marine Terminal have included locomotives, large boilers, scrap metal, iron slabs and various bulk materials.

The Welland Wonder is the fact that the canal lifts huge commercial ships as large as 740' long and 78' wide while they are carrying a cargo of over 30,000 tons 328' to the level of Lake Erie while using only water and the power of gravity. That is the equivalent of lifting the ship with its cargo straight up the height of a 33-story building by natural forces



This is the location of the Welland Canal, just west of the Niagara River in Canada.



"Everybody fend off" commands P/C Fritz Busse to his wife Sue, twin sons Joe and Fritz and daughter Abby, as he sits behind the wheel contemplating possible damage to his boat if they should fail to do their jobs!



Chris Bloomstein's *Masego* and Dave Haller's *Linada* are waiting to enter the next lock en route to the LEVELS Regatta in Youngstown, NY.

alone without energy consuming pumps or lifting equipment. Today's canal has an operational depth of 30' and each lock is 80' wide and 766' long. They take approximately 11 minutes to fill or drain their 20 million gallons of water. That's one big bathtub. The average transit time is about eleven hours.

The current canal modification was completed in 1932 and is the most recent of three major improvements made to the original canal. Each modification was made to increase the efficiency of the canal. The most notable improvement is the reduction from the initial 40 wooden locks in place in 1829 to a mere 7 concrete lifting locks with one leveling lock. at the higher southern Lake Erie port currently. The improvements included shortening the canal by moving the northern entrance from Port Dalhousie several miles east by building an artificial port with piers extending 1.5 miles into Lake Ontario at man made Port Weller. Another huge modification was constructing a man made channel east of the city of Weller and filling in the portion that had trav-

"The Wall", as I call it, is an imposing sight to say nothing of the huge lake freighter that is poised 80 feet above your head in the next lock.



eled through the city. A major addition was the construction of three "flight locks" which decrease transit delays by building double locks (two locks side by side) allowing vessels to travel up bound and down bound simultaneously. The remaining 5 locks permit only a single commercial vessel to enter and travel either north or south one at a time. Another addition situated at Lock #3 in St. Catharines is the Welland Canal Museum as well as an observation deck that permits visitors to view the ships and lock operations from deck level of the ships. There is a fourth revision contemplated for the year 2030 that would have a single "super lock". This historically would be the fifth Welland Canal.

The canal is open 24/7 with no exact annual dates of operation since the canal opens when the ice has departed in the early spring and it



This is the Railroad Lift Bridge at Port Colburn on the Lake Erie end of the Welland System.

closes when the ice forms on the lakes in the winter. The operating dates obviously vary depending on the arrival, departure and severity of the winter. 2007 brought the record for the earliest opening ever on March 20th. These very cold winter months are used as an opportunity to make needed repairs and for any other construction projects while the canal is drained and not in use.

Meanwhile back to the Opera ...
the singing continued and a good time was had by all as the Captain and crew motored north

Here comes another of the new modern "self-unloading" container ships on its run to Lake Erie.



This is one of the three adjacent double "Flight" locks.

through the night down-bound to Port Weller. The point is that the canal is also used by pleasure craft to explore the Great Lakes east and west. The trip through the canal is well worth the experience especially if you haven't previously made the trek. Viewing the commercial traffic and experiencing the operation of the locks first hand is well worth the present \$200 one-way fee for pleasure craft. Simply enter Port Colburne, tie up at the public dock, contract the Welland Canal Control and wait for further instructions via marine VHF radio and don't forget your canal boards!



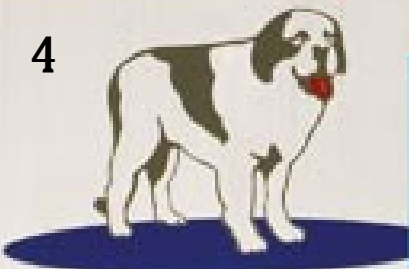
A spectator viewing platform is available for all those who want a bird's eye view of the action taking place down in the lock



Guess the



4



5



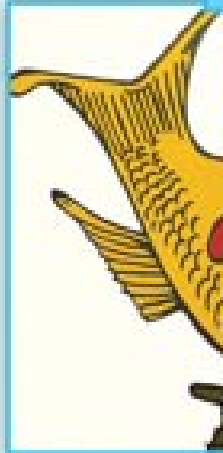
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Boats?

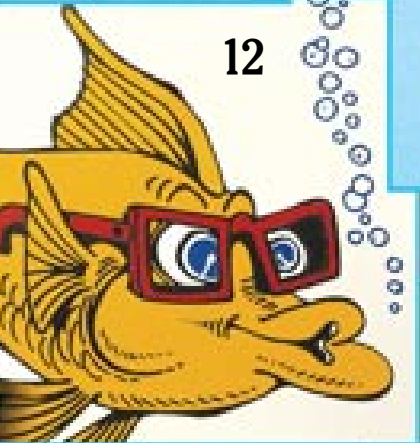
by Aimee Nicolia



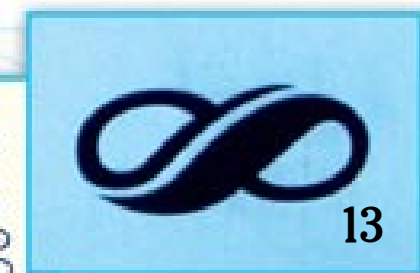
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20

"Every picture tells a story don't it?" Well, these ones certainly do anyway. Each of the graphics shown below can be found on the hull of a sailboat or powerboat at the Erie Yacht Club.

How well do you know the boats at the Club? Think you can you guess all of their names just by looking at the pictures? Some of them are dead giveaways. But some of them might be harder to guess than you suspected. So don't be fooled.

Heck, you might never look at a boat graphic the same way again!

When you've guessed as many of the boats' names as you can, turn to page 38 of **The Log** to find out how well you did. Don't peek!



Artist Frederic Church and his other masterpiece Olana

by P/E John Ashby



In August, I went to visit friends, Pam and John Franzen, who reside in Athens, New York. This rarely taken yet highly required and massively overdue mini-vacation spurred some rather interesting experiences of which "Olana" is but one.

So one day, as the rain trickled down making yachting explorations of the historic Hudson River a less than appealing prospect aboard



"Heart of the Andes" is 10' wide by 5' high created in 1859 building Church's reputation as a master in the world of art.

the Franzen's new boat, John suggested a tour of Frederic Church's home "Olana". So off we trekked on a somewhat "different yet highly enlightening" adventure that I had previously not anticipated.

John, a native of Erie, joined the Club with Jack Schultz and yours truly on the same summer day back in 1965 ... which is part of another whole chapter in the saga of my life growing up at the Erie Yacht Club.

Not being an avid scholar in the world of early American art or artists, I was nevertheless mesmerized during our one hour tour and historical narrative given by our very astute guide into the amazing home and remarkable life story of this creative artistic genius.

Frederic Church, one of our premier American landscape painters, will forever be associated with the Hudson River Valley where he painted and made his home. Immensely popular in the mid-19th century, his paintings

My lifelong friend and host for a week, John Franzen, strikes the pose of a laid back, retired and the happy new owner of a 36' trawler named Pearl. The boat was named by John's lovely wife and gracious hostess Pam.



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are characterized by a calm, tranquil sense of hope.

Born in 1826 in Hartford, Connecticut, Church studied for several years with Thomas Cole, widely regarded as the first exponent of the "Hudson River School" of painting. Church moved to New York in 1849 and began his remarkable career. Within a year he became the youngest artist ever to be elected to the National Academy of Design, a distinction that remains to this day.

Church traveled widely throughout his career, using his sketches of New England, South America, Europe, the Arctic, the Middle East, and North Africa to create his majestic landscapes. Church's masterpieces brought him fame, respect, and wealth.

When people today when ponder the term "sketch", they normally relate it to black and white, hastily executed drawings without detail. In contrast, Church's sketches were

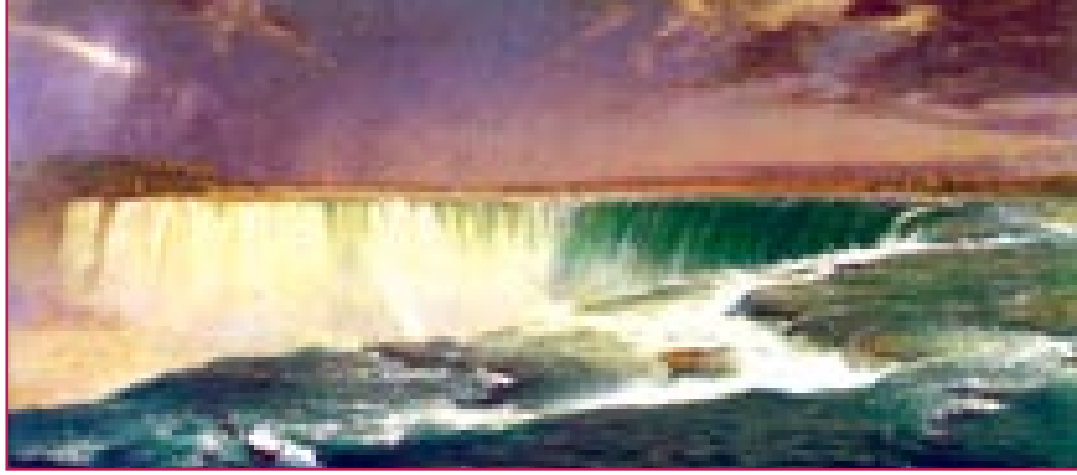


This is the front of Olana which faces east across the 250 acre estate overlooking the Hudson River.

beautiful full color paintings which are highly touted valuable works of art today. These he used as his guides in producing his finished masterpieces.

Church's paintings were immensely popular and sold for large sums of money. His "Heart of the Andes" sold for \$10,000 in 1859, at a time when a very good salary was \$1000 a year. He reached a wider audience when he reproduced his works in large editions of chromo-lithographs and engravings.

Church became the consummate entrepreneur. In the 19th century, art, science,



A favorite landscape subject of Church's was Niagara Falls and was the subject of some of his best and most popular works.

engineering, and business were considered highly complementary activities. He became a highly read proponent of such in developing his keen sense of business and his marketing awareness. Hence, Church's paintings were immensely popular and sold for large sums of money.

In 1858, having completed his painting "Niagara", Church marketed the work in a spectacular fashion. He presented it by itself in a commercial gallery and charged the public \$.25 admission to view the painting which is the equivalent of \$5.00 today.

A few years later, he improved on this presentation with his painting "Heart of the Andes". This work was presented by itself in a darkened room with painting lit by gas lamps focused on from behind silver reflectors. Enormous palm leaves were suspended over the painting's gold frame. Crowds of viewers peered at the work through opera glasses to clearly see the details that he had so carefully depicted. This presentation took in \$600 a day for weeks on end!

Church circulated his paintings through all the major cities of Europe – London, Paris, Dusseldorf, Berlin, Vienna, Florence, Rome, Naples, Madrid, Lisbon, and more expanding and cultivating his reputation at every stop. He made his work accessible to the widest possible audience with engraver William Forrest engraving several of his major works.

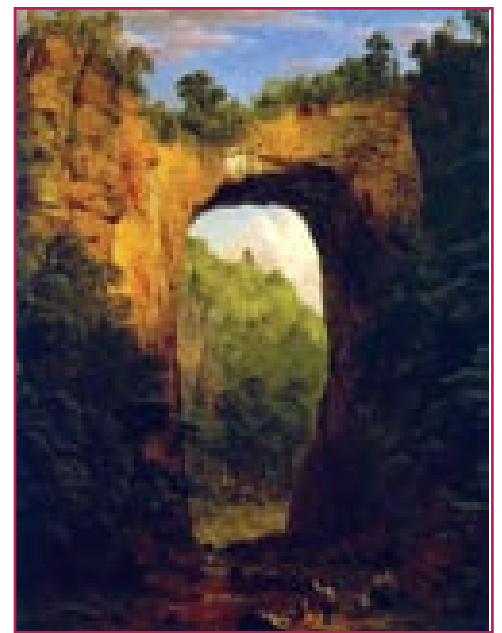
In 1859, at the opening exhibition of his painting "Heart of the Andes", Church first saw Isabel Carnes. He introduced himself and

began courting the lovely 23 year old woman. The following year they were married, just 3 months after Church purchased 126 acres of property on which he built his remarkable home "Olana".

Isabel Church gave birth to their first child,

(continued from page 16)

"The Natural Bridge" in Virginia is a breathtaking oddity of nature and a dramatic testament to Church's brilliance in choosing subjects.



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Enjoy Your Holiday Events With Us!



by
Elizabeth Dougan

How time flies by. Another Holiday Season is just around the corner. Soon the snow will be falling and Holiday entertaining will begin.

We decorate the entire Club in the beauty of the Holiday Season affording you and your guests the finest setting in the Erie area on the picturesque shoreline of Presque Isle Bay. So please join us when celebrating with your annual holiday parties this year. Whether it's for business or pleasure, for a large group or for a friends or family affair, we will do our very best to make sure your special event is a memorable one.



We offer you a myriad of options for your Holiday Party pleasure from Elegant Formal Dinners and Magnificent Buffets to casual gatherings featuring Holiday Cocktails and Hors D'oeuvres. Or get creative and challenge us to make your event a "one in a million" affair. The choices are yours ... for we're here to serve you.

The schedules are filling up fast so call us soon to reserve your dates. There are still select dates available in both November and December. Simply give me a call at 453-4931 or contact me by e-mail with your ideas at catering@eriyachtclub.org.

I look forward to serving you and helping you to have a Happy Holiday Season.

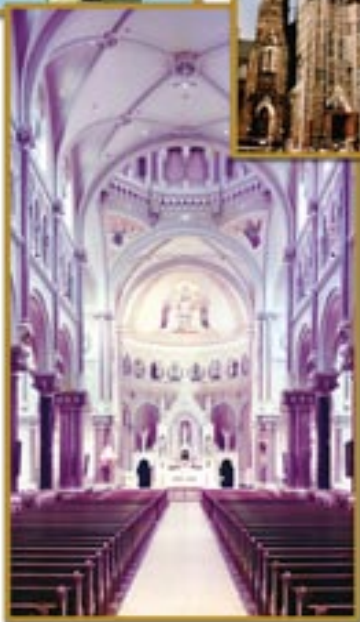


pre·serve (pr-zûrv)v.

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

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

See: Fiske and Sons.



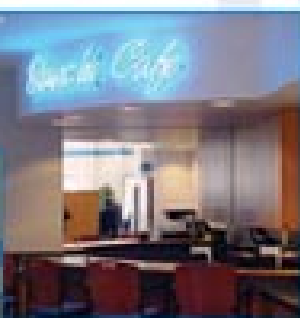
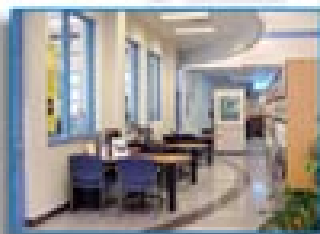
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Church's masterpiece "Chimborazo" was painted in 1864 in Ecuador.

Church's Olana

(continued from page 13)

Herbert, in 1862, followed by Emma in 1864. Tragically, both children died of diphtheria in a 10-day period in 1865. The following year, shortly after the birth of their son Frederic Joseph, the family left for an extended trip to Europe, North Africa, and the Middle East. Upon their return in 1870, Church began working in earnest on Olana.

Church hired Calvert Vaux (who had worked with Frederick Law Olmsted on the design of Central Park in New York) as architect of the house, but it was Church's vision of a Persian design that guided the construction and floor plan. The house took two years to design and build, and after some 13 years of continuous modification and updating, Church achieved the building that stands today.

Church was as involved in landscaping the grounds as he was in designing the house at Olana. He viewed the development of the grounds as equal in importance to painting a landscape. His style was naturalistic, with a focus on building views both of the landscape and from the landscape. Olana today is much as Church envisioned it, with expansive views of the Hudson River from the house and grounds.

In the 1870's, public taste in the arts began to change. No longer were Church's huge,



A portrait of Frederic Church as a young man, already a highly respected landscape artist.



The back of Olana is also architecturally unique. The servant's entrance is in the center.

detailed, atmospheric canvases appealing to collectors. Instead, the public was looking for the looser canvases of the Barbizon and Impressionist painters.

What is more, by 1877, severe rheumatism had crippled Church's right hand, and though he attempted to paint with his left hand, his career as a painter was essentially finished. Not one to feel sorry for himself, for the next 20 years Church continued to paint for his own enjoyment and to work on Olana, his own three dimensional landscape masterpiece.

Even in his final years, Church continued to travel regularly. Although he spent the bulk of his time at Olana, he wintered each year in Mexico, seeking respite from the New York cold. In 1900 Church returned from Mexico for the last time and, too ill to make it back to his beloved Olana, he died in New York City.



Olana's front view over her estate grounds to the Hudson River flowing off in the distance.



The 1854 work "La Magdalena" was painted from a scene along the La Magdalena River in Columbia.



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Why Did Bill Martin Join the EYC?

MEMBER PROFILE

by Brad Enterline



Approximately four years ago, Bill Martin joined the Erie Yacht Club. Many of you have surely run into him at the Club, as he is an enthusiastic and active participant in the Club's activities. As Bill tells it, he began coming to the Erie Yacht Club as a guest of friends. He described the events as fun and enjoyable. As he was at the Club as a guest, he noticed other acquaintances and friends who were also members. He noted that the setting was

a comfortable place to be, and as we all know, he describes the views of the bay as "unbeatable". Even before Bill was a member, he was involved in co-sponsoring some Christmas parties at the Club, and he had the opportunity to work closely with the banquet manager, as well as the food and beverage manager. According to Bill, the parties went off without a hitch, and the guests had a great time. What really happened was that Bill began to realize

that he enjoyed the time he was spending at the Club and wanted to be here more often.

The fact that Bill does not currently own a boat puts him in good company, since approximately one-half of our membership are non-boat owners. Like the others, Bill has always enjoyed being near the water.

Not only does Bill enjoy the Club and its functions, but also since becoming a member, he has entertained guests from Cleveland, Ohio; Portland, Oregon; Germantown, Maryland; Santa Barbara, and San Francisco, California. According to Bill, all were impressed with the Club and its facilities.

When I took Bill's photo for this article I remarked that it was good to take his picture at the Thursday deck party since it is a day he is usually here. Bill just smiled and said "yep, Wednesday, Thursday, Friday, Saturday. ...!" Now here is a member who really uses the Club!

So next time you come down to the Club for an event, a meal, or just to have a drink at the bar, look around, and say "hi" to Bill. Because chances are, he will be there.

Marital status: Single
Education: B.A. Mercyhurst College
Employment: Sales Rep. for QTG Sales, a unit of PepsiCo



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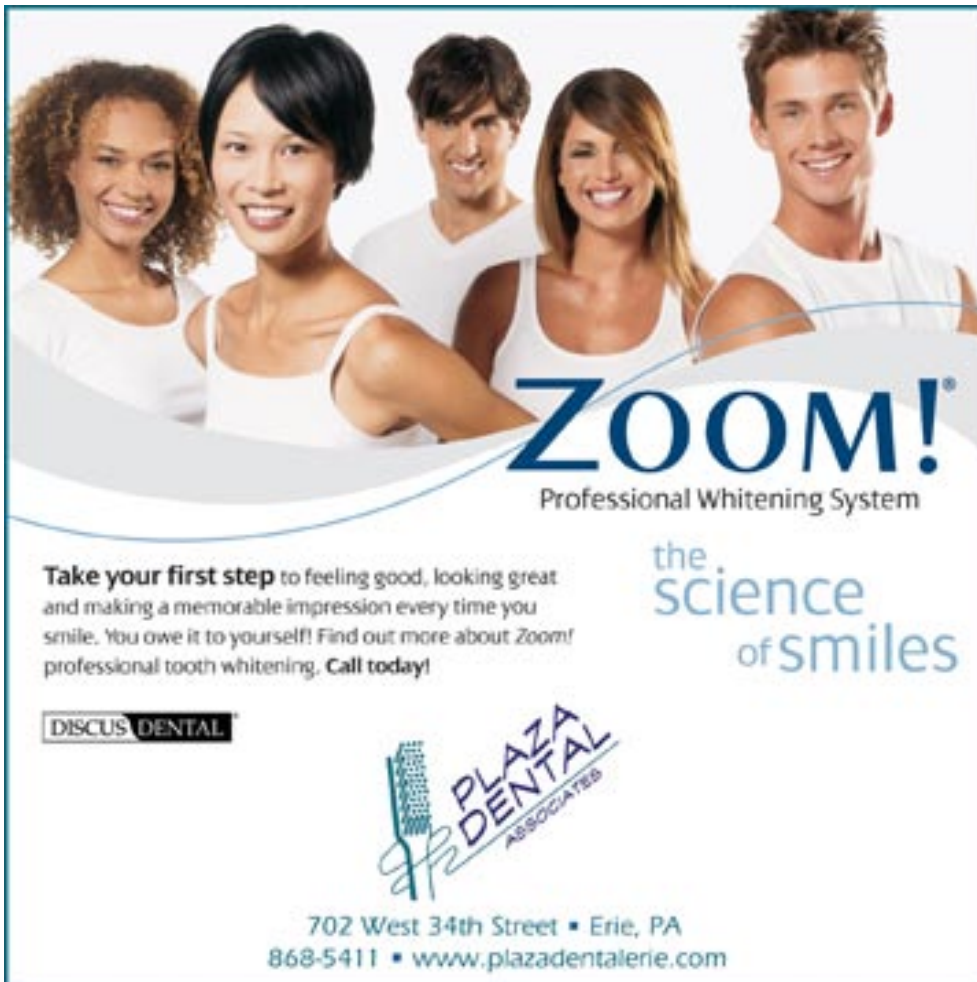
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Now that's a **Big Gator**

Submitted by P/C
Robin McFarland, P.D.Y.C

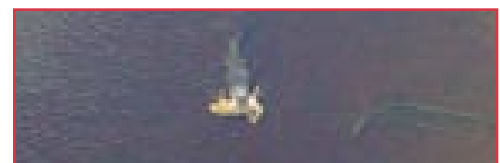


Game Warden Joe Goff, who is 6'5" tall, walks past the 23'1" alligator he had to shoot in the backyard of Jayne and Don Hobkirk.

If you fall while water skiing in Lake Erie all you get is wet and a little embarrassed. Not so on Lake Istapoka located near Sebring, Florida.

Residents living along the shore of this small Florida lake, Jayne and Don Hobkirk, reported to the local Florida Game and Parks Commission "that they could hear a mammoth gator bellowing in the night". Even when neighbors said they had seen the mammoth reptile between their house and the lake the local wardens dismissed the requests of removing the unwanted beast. The wardens could simply not believe that an alligator of the size of the reports could possibly be living in the waters of the small lake and dismissed the allegations as "exaggerations".

On August 6th, 2006, when the wardens finally investigated the reports and ended up having to shoot the uncooperative monster they finally realized that if anything, the Hobkirk's stories, were "understated".



Big gator ... you betcha! That is a full sized white tail deer in the big guys mouth. It's just a "snack".



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This is another one of those stories that is etched into the annals of American history. This sneak attack on our Pacific Naval forces at Pearl Harbor occurred on December 7th, 1941. This act was the catalyst that thrust our nation into World War II. This photo essay is being published in remembrance of the 66th Anniversary as we approach that tragic day in this nation's history which took 2,403 American lives. This act was only surpassed by the loss of 2972 civilians suffered by our nation in New York during the cowardly attack on the twin towers of the World Trade Center, the Pentagon and Flight 93 over the farm lands of Western Pennsylvania on September 11th, 2001. Let us never forget.

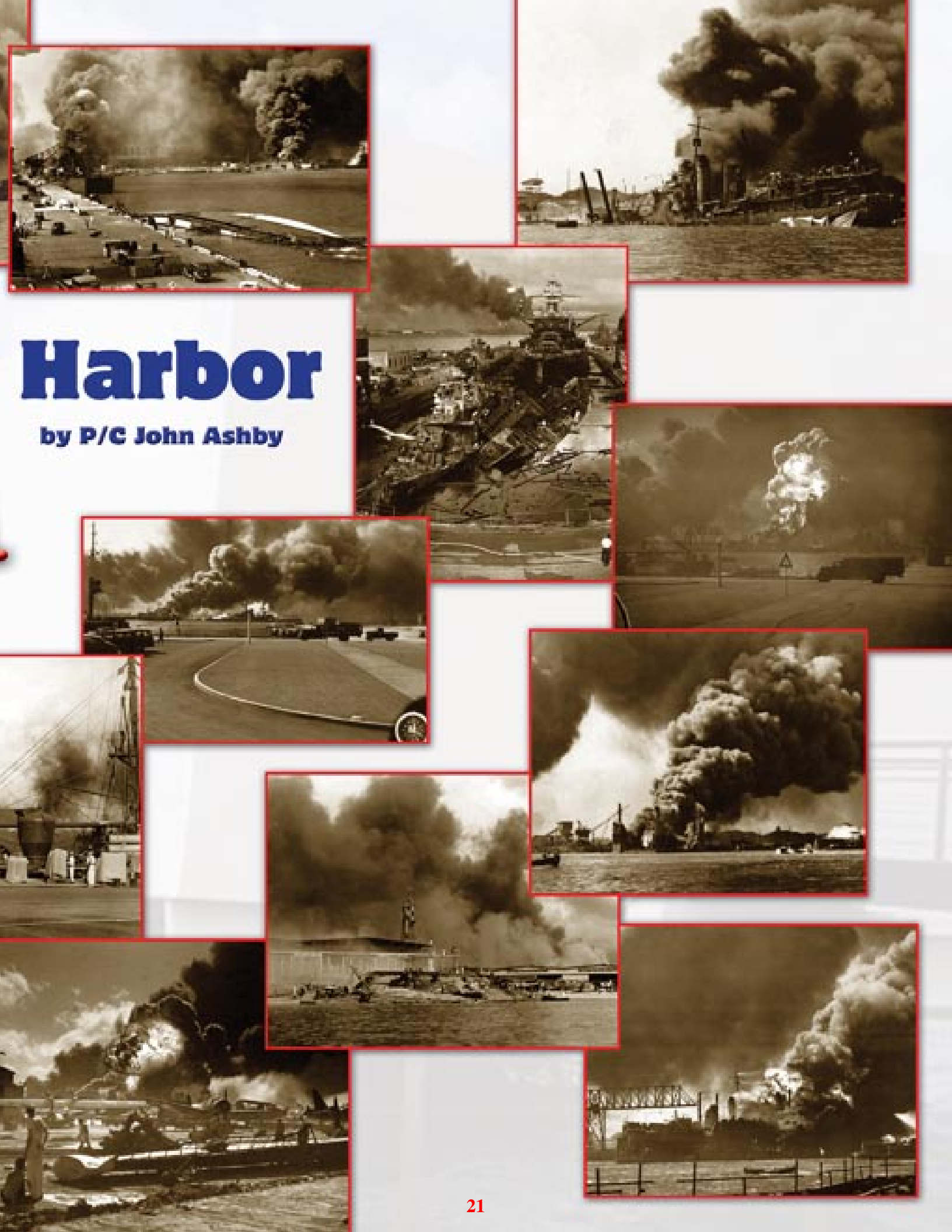


Remembering Pearl 1941



Harbor

by P/C John Ashby



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The following regular members of the Erie Yacht Club have been nominated for the indicated office. The following slate of candidates is for consideration by the regular members at the Annual Meeting on November 16, 2007.

CANDIDATES

COMMODORE - ELECT ONE:

David Arthurs

VICE COMMODORE - ELECT ONE:

David Amatangelo

REAR COMMODORE - ELECT ONE:

Thomas Trost

FLEET CAPTAIN - ELECT ONE:

Dennis Crotty

Gerry Urbaniak

BOARD OF DIRECTORS - ELECT TWO:

Conrad Stachelek

Pete Sitter

Dave Sanner

Ron Santos

NOMINATING COMMITTEE - ELECT FOUR:

Mickey McMahon

John Bauman

Andy Kalivoda

Matt Welford

To assist you in your evaluation of these candidates, each of the nominees was asked to prepare a statement for your consideration. These statements follow. Please plan to attend the Annual Meeting on Friday, November 16th at 7:30 pm to vote for the candidates of your choice.

The Officers and Board of Directors thank the following Board members who have completed their terms on the Board for their dedicated service to the Club:

P/C JIM MEANS, BOB MCGEE AND GERRY URBANIAK

Also Nominating Committee members:

CHAIRMAN P/C CHRIS WOLFORD, P/C FRITZ CURTZE, P/C ROBERT ALLSHOUSE,
PETE KALIVODA, DWIGHT ROBERTSON, AND P/C RICHARD VICARY

SPECIAL ANNOUNCEMENT

The minutes of the 2006 Annual Meeting and the 2007 complete Financial Statement will be made available for members to pick up on November 6, 2007 in the Club's front office.



DAVE ARTHURS

It has been a long journey from my tenure on the Board of Directors, on the Bridge as Fleet Captain, Rear Commodore and this year as Vice Commodore. I would like to thank the membership for their patience as I led the Dock Committee this year. Many slip reassignments were necessary but your support made a difficult task manageable.

We have seen many improvements to the Club over the last few years including the Grill room renovation and the start of our Basin Reconstruction. With your support as Commodore I hope to continue the improvements to our facilities and services.

Our most ambitious capital project will be the replacement of J, K and L docks but we will also be implementing improvements to our services to the membership as indicated by you in the recent membership survey.

The membership entrusts the operations of the Club to the Bridge and Board and as Commodore I pledge to keep our capital projects on schedule with a sharp eye on our operational budget.

This Club would not be what it is without membership support. You have supported the investment in our Club and I look forward to your support next year as we continue the improvements to keep this Club one of the best on the Great Lakes!



DAVID AMATANGELO

It has been a privilege to serve you as Vice Commodore. The House responsibilities this past year have given me a greater appreciation of the complexities of the food service side of this organization.

We were able to achieve a number of our goals this past year. The smoking ban that was enacted was met with great acceptance. The soundproofing that was installed in the Grill Room minimized the reverberation of sound and made that room much more comfortable. We conducted a random survey of our membership and will be using the statistical data to make additional changes and improvements to your club this coming year. Chef Jim Polatas has a full year under his belt and is working closely with his kitchen staff to make additional improvements to enhance your dining experience. Our new Food and Beverage Manager, Lauren Haas, started just as the busy season began, so she was on a fast track and met the challenge of learning all the nuances of this club. The catering department, managed by Elizabeth Quinn, received high accolades in the recent survey.

It's been a very exciting year and I appreciate the support I've been given. I ask for your continued support as Vice Commodore in this upcoming year, thank you for the opportunity to serve.



TOM TROST

I would like to take this opportunity to thank you, the membership, for electing me as your Fleet Captain last year. This has been an honor.

In the past year many changes have occurred from the construction of pillars, gates, fencing and lighting on the entrance way, to the construction of a roof on the EYC lighthouse that has already been used to host a wedding, private parties and club functions including the overwhelming success on the 4th of July, where a record number of members came to the club to enjoy the evening festivities.

I have spent numerous hours working on the construction of the new docks on M, N & O. These new docks are the finest locally, if not the finest on the Great Lakes. I cannot wait until the day that each and every dock has been redone. You truly cannot appreciate the outstanding quality until you have used them.

Bill Vogel and his crew took on the task of cleaning the grounds of items that have been left laying around for years including blue barrels, broken cradles and other miscellaneous items. The club also took on the responsibility of patch/paving Ravine Drive.

This year we also instituted the beginning of the Great Whiffle Ball Challenge: Power Whiffers vs. Sailors with the Power Whiffers winning 18 to 8.

I am looking forward to continuing our high level of service as Rear Commodore. I respectfully request your vote November 16th.

Candidates for Fleet Captain



DENNIS CROTTY

I would like to thank the Nominating Committee for affording me the privilege and opportunity to serve my fellow Erie Yacht Club members.

A graduate of Gannon University and President of Crotty Insurance Agency, I joined the EYC in 1987. My wife Janice and I, as well as our children (our youngest a graduate of the Reyburn Sailing School) have thoroughly enjoyed our membership. We also enjoy Club activities including the MS Regatta and Frolic-on-the-Bay. We've had many boats through the years and presently have a 32 ft. Marinette.

While not having EYC boardroom experience, I know the Club from being an active boating member for nearly a quarter of a century. Also, I have acquired extensive boardroom experience through spending nine years, due to re-election, on the Millcreek School Board. The voters entrusted me with the responsibility of the education of their 7,000 children. During that time, I served as Chairman of the Finance, Personnel and Building and Grounds Committees as well as being Board President. Among these many responsibilities were the greater challenges of guiding the Food Service Program and the development of both the Belle Valley and Walnut Creek schools. Therefore, I know how Boardrooms both work and don't work.

This high level responsibility has taught me two very important lessons that must be successfully followed to maintain your constituent's confidence ensuring your ability to be re-elected. Rule number one; "listen to the wants, desires and expectations of the people you represent". And number two, in carrying out your responsibilities "be creative in developing only positive programs always and only for the benefit of the people you represent".

Finally, I have the time necessary, the management expertise and most importantly the desire to do the job that you deserve to have done.

Therefore, I pledge to you, if you entrust me with the responsibility of representing you as your Fleet Captain, that my actions will be guided by your interests first and foremost under all circumstances. Thank You.



GERRY URBANIAK

I am honored to be nominated for Fleet Captain of the Erie Yacht Club.

As a Director for the past three years, I have dealt with audit and budgets, profitability, membership services and much more. I have been an advocate of fiscal and operational stability, capital improvement, increasing shareholder equity, wise property development and maintenance, membership vigor, and dining, beverage, and special event promotion. Our notable achievements are products of hard work and careful preparation. My guiding principle has been the improvement of our Club, by placing the needs and desires of our members first. As Fleet Captain, I will continue to emphasize this to our Club management. In my twelve years as Entertainment Committee co-chairperson, I have developed excellent working relationships with staff and management and have focused on offering well-organized events such as Oktoberfest, "131 Days 'til Summer" and many others, so that members can spend quality leisure time enjoying our Club.

Our family's businesses: Urbaniak Bros. Inc., and Andy and Gerry's 8th Street Deli. have offered the finest products and exemplary customer service locally and nationally for over 75 years. I bring this experience in premium customer relations and an extensive knowledge of food profitability and quality to my work at the EYC. My civic responsibilities include service on several Boards, and Chairman, Erie Redevelopment Authority, where I have actively worked with three mayors and three City Councils; a testament to my ability to work with others. A graduate degree in Economics from UCLA gives me keen insight into proper business practices and significant trends analysis.

I have been a member of the EYC for over 20 years and appreciate the personal involvement of all those who strive to improve our Club. We all share a passion for boating, and a tradition of camaraderie and friendship. Preserving and encouraging this spirit is one of the noblest efforts that I, as a member of your Bridge, will promote.

**Don't Forget to Cast your Vote
On Friday, November 16th at 7:30 PM**

Candidates for Board of Directors



CONRAD STACHELEK

Dear Fellow Club Members

I am honored to have been nominated to serve you on the Board of Directors. My wife, Janet, sons Gregory and Alex, and I have enjoyed every minute of our membership since joining the club in 1993, with Gregory becoming a member in 2003. We use the Club heavily year round for dinner, drinks, and Club-sponsored functions. We enjoy our sailboat, *Icebear*, for both relaxing sails and participating in long distance races.

I served on the Dock Committee in 2004 and have been Chairman of the Membership Committee since 2005. I do not take this responsibility lightly. It is a privilege and I take personal pride in interviewing applicants who desire membership in what I consider to be one of the finest yacht clubs in the country.

As an oncologist at the Regional Cancer Center and Clinical Director of Radiation Oncology, I frequently Chair meetings involving staff problems, protocols, clinical trials, and all things related to the treatment and care of cancer patients. Additionally, I am one of two physician members on the Board of Directors. Over the years I have honed my skills in getting to the crux of each issue, weighting the pros and cons, and being creative and innovative in getting the job done. If elected, I would bring this expertise to the EYC and promise that I will work tirelessly and effectively for the members of our truly unique club.

I believe that there is nothing more important to the eventual success of our Club than enthusiastic and satisfied members as well as fiscal responsibility. Therefore, if elected, I pledge to listen to each and everyone of you and to do whatever is necessary, at all times, to act on your behalf in achieving these goals.



PETE SITTER

Dear Fellow Members,

Member needs and expectations should be our first priority.

I'd like to thank the nominating committee for asking me to run for the Board of Directors. I believe that what we have as Erie Yacht Club members is very rare. We have a premier location that is recognized as such by boaters and others across the Great Lakes and beyond. But we have something more, a 110 year heritage that is our responsibility to perpetuate. We have made much progress toward ensuring our future as a yacht club over recent months. The dedication of many of our members to give their time and talents resulted in new docks beyond compare that simply would not have been financially possible without their volunteer efforts. Their effort is important to recognize because it demonstrates that the Club is important to them and they are willing to make a personal sacrifice to make it better. That is how I feel about the Club. I feel that as a member of the Erie Yacht Club I have a responsibility to make it the best it can be while I am a member.

A club is nothing without it's members, and their enthusiastic participation in their club. To be successful our Club, any club, must continually feel the pulse of our membership and respond to their changing expectations and needs. I believe our Club should be our members' first choice not only for boating but for all the amenities the Club has to offer. It should be a place where members are Club ambassadors, proud to bring friends, neighbors, relatives and coworkers, and do so often. EYC is our Club. Let's make sure its all we want it to be.

I have served the EYC in many different ways over the years including the Dock, Nominating and Standardization Committees. If elected, I will apply this knowledge along with my 30 years experience in marketing and customer satisfaction towards achieving the goal of making member satisfaction our #1 priority.



DAVE SANNER

Fellow EYC Members:

I am honored to be considered by the Nominating Committee as a candidate for the Board of Directors.

The Erie Yacht Club has been a very important part of our lives since we became boating members almost 20 years ago. I have always had a great love of boating, starting as a child when I learned to sail through the Junior Sailing Program. Now as a family, my wife, Julie and our daughters, Emily and Laura have all learned through the same program and have enjoyed our time sailing and now power boating on the lake. We truly appreciate the family atmosphere at the Club and want to see this preserved for many years to come.

On a personal note, I am proud of the almost 70 year history of our family business, Sanner Office Supply which I have run for the past 20 years. My business experience affords me the management skills that would be an asset in helping to provide fiscally responsible direction for our Club. Through a lot of hard work by many people, our club has grown to be a premier facility. I would work hard to ensure the continued success of the club going forward, with a careful monitoring of expenses and emphasis on increasing revenues.

I would be proud to contribute my time and efforts on behalf of the members to represent their interests. I look forward to the opportunity and challenge of serving.

Thank you for your consideration.



RON SANTOS

Dear Fellow Club Members,

I am honored to have been nominated as a candidate for the board of directors at the Erie Yacht Club. If elected, it will be my pledge to serve our members with dedication, pride and certainly every consideration in the interest of the membership when considering the future stability or changes of our Club.

My educational background includes an undergraduate degree from Slippery Rock University and a graduate degree from the University of Illinois. For the past 15 years I have enjoyed working alongside my father Rick and my brother Jeff, also EYC members, at our family business, Creative Imprint Systems, Inc. My educational background coupled with my business and management experience will allow me the leadership qualities necessary to continue with the success of our Club.

Having grown up at the Erie Yacht Club for the past 30+ years, I have witnessed several positive changes and it is my intent to continue this theme of excellence in future years at the Erie Yacht Club.

One of the greatest attributes of the Erie Yacht Club is that it is truly a family oriented Club. A Club rich in tradition passed from generation to generation, a Club where its membership is proud and passionate about the success of their Club.

Over my past 19 years as a member, I have come to appreciate both the boating and social aspects our Club has to offer. I have learned to admire those members that have dedicated their time and experience to better the Erie Yacht Club.

I welcome the opportunity and challenge to serve as a member of the Board of Directors and propose to serve the members in a way that will ensure success for generations to come. Thank you for your consideration and support at the annual meeting.

Candidates for Nominating Committee



**MICKEY
MCMAHON**

Dear Fellow Members,

I have been a member of the Erie Yacht Club for twenty five years. I have many friends at the Club and spend a lot of time here. One of the things I love most about our Club is the camaraderie we share. It doesn't matter who you are or what you do ... we are all just members of the same great

Club. Many of our fellow members have shared their ideas and opinions with me about the way they would like to see the Club change and how we should move forward in satisfying those desires. Therefore, it is critical to select the leadership who will promote this atmosphere, be fiscally responsible, forward thinking and who will respond to the member's wants and desires. In this way, we will be able to maintain our Club's reputation as one of the finest on the Great Lakes and a great place to spend time with friends, family and fellow Club members. Due to of my long relationship with the Club and it's membership. I feel qualified to recommend quality candidates who will work on your behalf in satisfying your expectations as members of the Erie Yacht Club.



**JOHN
BAUMAN**

I have been a member of the Club for 29 years. My family has a long history at the Erie Yacht Club. I look forward to the opportunity to serve the Club as a member of the Nominating Committee. I realize that it is important that we select good people who can work together and make sure the Club continues to prosper.



**ANDY
KALIVODA**

Dear Fellow EYC Members,

I am honored to be selected to run for the important position of Nominating Committee. I have been a member of the Yacht Club since 2003. I am an active member and involved in various Club activities such as the EYC Racing Fleet with my brother Pete on our boat *Acquisition*, current board member of the Junior

Sailing Program, volunteer helping with the new dock construction and the Iceboating Fleet.

I was recently married in June. My wife Ellen and I are excited to introduce our future family to the Erie Yacht Club that has been established and enjoyed over the years by EYC members. We look forward to being active participates in preserving the quality of the Club and the long heritage of friendship established and preserved by the many long term members.

As a Nominating Committee member, I will strive to represent all members and families of the EYC. I joined the Yacht Club because of the people I met and the club's reputation of excellence. Many members have raised their families at this great Club. My goal on the Nominating Committee will be to select candidates who will ensure that the same great Club that our current members have enjoyed will be preserved for the next generation of Erie Yacht Club members.



MATT WOLFORD

Dear Fellow Members,

For those of you who do not know me, I hail from a boating family and have been a member of the Erie Yacht Club since initially joining as a Junior Member about 30 years ago. At the time, my father John owned a Cal 33, *Constance*, which was later acquired by my brother Chris and renamed *Andicapp*. I presently own a C&C 34, a Hobie cat, and a partial interest in an iceboat. And yes, I'm the guy that cut off part of his

finger in an iceboating accident a number of years ago.

I have served the Club in various capacities over the years. Because of my background as a lawyer, I served on the EYC Constitution and By-laws Committee, and continue to provide advice on issues that arise from time to time. I am also a former Fleet Chairman of the EYC Racing Fleet (since renamed the EYC Sailing Fleet), having rotated through the various officer positions within the Fleet. I also previously served a one-year term on the Nominating Committee.

I believe that the role of Nominating Committee is of critical importance to the Club. The policies and reputation established by the Officers and Directors not only set the tone for the Club, they also determine the Club's ongoing viability. Faced with a combination of a shrinking population base and increased competition from surrounding marinas/clubs, our future leadership is likely to encounter significant challenges. For this reason, the selection of qualified leaders is crucial to our future as first-rate boating facility.

I am honored to be asked to serve on the Nominating Committee. Thank you for your consideration and vote.



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.





November



Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1 Dinner Special: Scallops St. Jacques	2 Dinner Special: Grilled Shark on Fry Bread	3 EYC Racing Fleet Awards Banquet No Dinner Food Service
4 Champagne Brunch 11am-2pm \$11.95 EYC has the NFL TICKET 1pm \$1.00 12oz. Drafts all Day Dinner Special: Chicken Stir Fry	5 Lounge Opens at 4 pm Monday Night Football 8:30pm Pizza, Wings, Hot Dogs \$2 \$1.00 Drafts	6 Dinner Special: Swiss Steak	7 Mid-Week Buffet Always Fresh 5:30-9pm \$9.95	8 Dinner Special: Finger Steaks	9 Dinner Special: Fillet Wellington	10 Dinner Special: Live Maine Lobsters
11 Champagne Brunch 11am-2pm \$11.95 Steelers vs. Browns 1pm \$1.00 12oz. Drafts all Day Dinner Special: Roast Pork Loin	12 Lounge Opens at 4 pm Monday Night Football 8:30pm Pizza, Wings, Hot Dogs \$2 \$1.00 Drafts	13 Dinner Special: Homemade Meatloaf	14 Mid-Week Buffet Always Fresh 5:30-9pm \$9.95	15 Dinner Special: Lasagna	16 Annual Meeting 7:30pm Dinner Served 5-7pm	17 American Harvest Wine Tasting Dinner Dinner Special: Swordfish & Scallops Skewers
18 Champagne Brunch 11am-2pm \$11.95 EYC has the NFL TICKET 1pm \$1.00 12oz. Drafts all Day Dinner Special: Shrimp Scampi	19 Lounge Opens at 4 pm Monday Night Football 8:30pm Pizza, Wings, Hot Dogs \$2 \$1.00 Drafts	20 Dinner Special: City Chicken	21 Mid-Week Buffet Always Fresh 5:30-9pm \$9.95	22 Happy Thanksgiving! Club Closed	23 Dinner Special: Crab & Cod Imperial	24 Dinner Special: Blue Crab & Fried Green Tomatoes
25 Champagne Brunch 11am-2pm \$11.95 EYC has the NFL TICKET 1pm \$1.00 12oz. Drafts all Day Dinner Special: Stuffed Chicken Breast	26 Lounge Opens at 4 pm Monday Night Football 8:30pm Pizza, Wings, Hot Dogs \$2 \$1.00 Drafts	27 Dinner Special: Beer Battered Haddock	28 Mid-Week Buffet Always Fresh 5:30-9pm \$9.95	29 Dinner Special: Catfish Vera Cruz	30 Dinner Special: Osso Bucco	



December



Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						1 Dinner Special Brie Baked Oysters
2 Champagne Brunch 11am-2pm \$11.95 EYC has the NFL TICKET 1pm \$1.00 12oz. Drafts all Day Dinner Special: Baked Ziti & Meatballs	3 Lounge Opens at 4 pm Monday Night Football 8:30pm Pizza, Wings, Hot Dogs \$2 \$1.00 Drafts	4 Dinner Special: Liver & Onions	5 Southern BBQ Mid-Week Buffet 5:30-9pm \$9.95	6 Dinner Special Bison Meatloaf	7 Dinner Special Spanish Tapas	8 Club Christmas Party Music with Dr Zoot Dinner Special Sushi 3 Ways
9 Champagne Brunch 11am-2pm \$11.95 EYC has the NFL TICKET 1pm \$1.00 12oz. Drafts all Day Dinner Special: Beef Tips	10 Lounge Opens at 4 pm Monday Night Football 8:30pm Pizza, Wings, Hot Dogs \$2 \$1.00 Drafts	11 Dinner Special Pan Fried Pork Chops	12 Asian Mid-Week Buffet 5:30-9pm \$9.95	13 Dinner Special Chicken Saltimbocca	14 Dinner Special Cold Seafood Platter	15 Dinner Special Jambalaya
16 Champagne Brunch 11am-2pm \$11.95 EYC has the NFL TICKET 1pm \$1.00 12oz. Drafts all Day Dinner Special: Sweet & Sour Shrimp	17 Lounge Opens at 4 pm Monday Night Football 8:30pm Pizza, Wings, Hot Dogs \$2 \$1.00 Drafts	18 Dinner with Santa 6pm - \$12.99 Adult \$7.99 Children under 13 Call EYC Office for Reservations Dinner Special: Egg Plant Parmesan	19 Japanese Mid-Week Buffet 5:30-9pm \$9.95	20 Dinner Special All You Can Eat Sirloin	21 Dinner Special Barbecue Ribs	22 Breakfast with Santa 10am - \$8.95 Call EYC Office for Reservations Holiday Weekend Kickoff! Sam Hyman Band 7-11:30 pm Dinner Special: Pasta & Prime Rib Buffet
23 Champagne Brunch 11am-2pm \$11.95 EYC has the NFL TICKET 1pm \$1.00 12oz. Drafts all Day Club Closes at 4pm	24 Christmas Eve Club Closed	25 Merry Christmas Club Closed	26 Saute & Seafood Mid-Week Buffet 5:30-9pm \$9.95	27 Dinner Special Yankee Pot Roast	28 Dinner Special Strip Steak Diane	29 Dinner Special Lobster Thermador
30 Champagne Brunch 11am-2pm \$11.95 EYC has the NFL TICKET 1pm \$1.00 12oz. Drafts all Day Dinner Special: Chefs Choice	31 New Years Eve Party With Entertainment by Manhattan					

Song's of the 60's Revisited

Submitted by
Mark Varzally

These songs were part of my life in the 60's. Unfortunately the new song titles are still a part of my life since the Artists of the '60's are revising their hits with new lyrics to accommodate aging baby boomers. How about these?

1. Herman's Hermits - Mrs. Brown, You've Got a Lovely Walker.
2. The Bee Gees - How Can You Mend a Broken Hip?
3. Bobby Darin - Splish, Splash, I Was Havin' a Flash.
4. Ringo Starr - I Get By With a Little Help From Depends.
5. Roberta Flack - The First Time Ever I Forgot Your Face.
6. Johnny Nash - I Can't See Clearly Now.
7. Paul Simon - Fifty Ways to Lose Your Liver
8. The Commodores - Once, Twice, Three Times to the Bathroom.
9. Marvin Gaye - Heard It Through the Grape Nuts.
10. Procol Harem - A Whiter Shade Of Hair.
11. Leo Sayer - You Make Me Feel Like Napping.
12. The Temptations - Papa's Got a Kidney Stone.
13. Abba - Denture Queen.
14. Tony Orlando - Knock 3 Times On The Ceiling If You Hear Me Fall.
15. Helen Reddy - I Am Woman, Hear Me Snore.
16. Leslie Gore - It's My Procedure, and I'll Cry If I Want To.
17. Willie Nelson - On the Commode Again

"Yep, Love those Song's From The '60's."



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Who Said ...

"I have not yet begun to Fight!"?

by Sandy Will



It's likely that you have heard of this famous quotation and that John Paul Jones had said it. But, here is more about this famous sailor who has been called the "Father of the US Navy" that you may not know.

He was born John Paul in 1747 and was the son of a Scots gardener. John Paul went to sea at the age of twelve, a typical age for boys to start their careers at sea during that time in history. He sailed across the Atlantic to the colony of Virginia, where his older brother lived. As a young man, he was sailing home when both the captain and first mate died from fevers. John

Paul took command of the ship and sailed it safely on to Scotland. It is believed that John Paul later added Jones to his name after fleeing trial for killing a man who had attempted mutiny on one of his ships.



During the American Revolution, John Paul Jones joined the new Continental Navy and commanded several ships, including the frigate Alfred and the sloop-of-war, Ranger, which was one of the first ships to fly the Stars and Stripes. While most of the fighting took place on American soil and shores, Jones carried the war across the Atlantic Ocean to Great Britain where he succeeded in capturing the British warship Drake. This was the first time a Continental ship had done so.

In 1779, Jones took command of a slow, aging ship called Bonhomme Richard. He used this vessel to battle the larger British warship, HMS Serapis. In one of the most famous sea battles in history, two of Bonhomme Richard's cannons exploded, setting the ship on fire. The fighting was fierce and the two ships suffered heavy damage. At one point, Bonhomme

Richard got caught in the rigging off Serapis's stern and the British ship appeared to have gained the upper hand. When the Captain of Serapis asked the Americans if they were surrendering, Captain John Paul Jones replied, "I have not yet begun to fight!"

Jones was true to his word. He succeeded in capturing the larger and more heavily armed British ship and watched from the deck of Serapis as his own ship sank. The battle with Serapis was the highlight of Jones's career. For the next decade, he lived mostly in Russia and France. He died in Paris in 1792 and was buried in that city. More than 100 years after his death, John Paul Jones's remains were moved to the United States and are now buried at the US Naval Academy in Annapolis, Maryland.



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The Shipwreck series are on Tuesday nights from 7:00 to 8:30 pm presented by noted historian and mariner EYC's own David Frew at the Erie Planetarium. This series will give you insight into the wonders of Lake Erie's rich maritime past. Dave is an engaging speaker who will surely keep you entertained. Also, all the program attendees will receive a 15% discount on all Dave's available charts and books!

The cost of these events is \$6.00 for adults and \$4.00 for children. Call 814-454-1813 Ext. 0 for reservations and specific show topics.

The dates for Dave's Tuesday talks are ...

October, 30th - "A Tribute to Dave Stone"

November, 6th - "Dreams Afloat: The Nolans & Erie Boat Building"

November, 13th - "Midnight Herring: Rum Running on Lake Erie"

All three talks will take place at the Erie Planetarium, 356 W. 6th Street at 7:00 - 8:30 pm.



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Men...
No Man
Hard W



It is important for men to remember that, as women grow older, it becomes harder for them to maintain the same quality of house-keeping as when they were younger. When you notice this, try to show some understanding. My name is Wayne, and let me relate how I handled this situation with my wife, Beverly.

When I retired a few years ago, it became necessary for Bev to get a full-time job along with her part-time job, both for extra income and for the health insurance benefits that we needed. Shortly after she started working, I noticed she was beginning to show her age. I usually get home from the golf course about the same time she gets home from work. Although she knows how hungry I am, she almost always says she has to rest for half an hour or so before she starts dinner. I don't yell at her. Instead, I tell her to take her time and just wake me when she gets dinner on the table. I generally have lunch in the Men's Grill at the country club, so eating out again at night is not reasonable. I'm ready for some home-cooking when I hit that door.

She used to do the dishes as soon as we finished eating, but now it's not unusual for them to sit on the table for several hours after dinner. I do what I can by diplomatically reminding her several times each evening that the dishes won't clean themselves. I know she really appreciates this, as it does seem to motivate her to get them done before she goes to bed.

Letter How We Try.

by D.A. Wayne

Another symptom of aging is complaining. For example, she will say that it is difficult for her to find time to pay the monthly bills during her lunch hour. But, boys, we take 'em for better or worse, so I just smile and offer encouragement. I tell her to stretch it out over two or even three days. That way she won't have to rush so much. I also remind her that missing lunch completely now and then wouldn't hurt her any (if you know what I mean). I like to think that this is one of my strong points.

When doing simple jobs, she seems to think she needs more rest periods. She had to take a break when she was only half finished mowing the yard. I try not to make a scene. I'm a fair man. I tell her to fix herself a nice, big, cold glass of freshly squeezed lemonade and just sit for a while. And, as long as she is making one for herself, she may as well make one for me, too.

I know that I probably look like a Saint in the way I support Bev, and I'm not saying that showing this much consideration is easy. Nobody knows better than I do how frustrating women get as they get older, but, guys, even if you just use a little more tact and less criticism of your aging wife because of this letter, I will consider that writing it was well worthwhile. After all, we are put on this earth to help each other.

Signed,
Wayne

EDITOR'S NOTE: Wayne died tragically on March 1st of a perforated rectum. The police report says he was found with a Calloway extra long 50-inch Big Bertha Driver II golf club jammed up his rear end, with barely 5 inches of grip showing and with a sledge hammer lying nearby. His wife Beverly was arrested and charged with murder. The all-woman jury took only 15 minutes to find her Not Guilty, accepting her defense that Wayne somehow, without looking, accidentally sat down on his golf club lengthwise.

Editor's Note: Ten to one odds you know what the D. A. initials stand for in Wayne's name!




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Lazy, Hazy Days of Summer



by Captain Dennis Daniels

All the hot weather we had this summer has me wondering about this hobby we love so much, called boating. For the industry itself, the weather was just the tonic they needed to revive the sluggish sales of recent years, but have we as boaters gone a bit too far? Wouldn't it be enough if we just boated and that was it?

No. We have to receive dozens of catalogs, wear nautical motif on and off the boat, subscribe to at least four boating magazines, and go to dozens of boat shows during the off-season. All of this just to quench our obsession.

Boaters are a little unique in our chosen sport because we want everyone to know we're boaters. A typical conversation goes like this. A fellow walks into your office and asks, "Hey Al, how was your weekend?" "Well," you answer, "we're boaters you know, so..." After a few minutes of discussing stale potato chips, spiders in your cabin, a fast fading bottom paint, and a wicked patch of sunburn on your right shoulder, you return your co-workers gesture. "So how was your weekend?" "Great," he replies and shuffles off for another cup of coffee. You see, Al didn't find it necessary to answer, "Well, we're bird watchers, you know. Saw a great looking hummingbird

with a nasty disposition this weekend."

Barely a week goes by where I don't receive a half dozen nautical catalogs in the mail. Many have sections specializing in nautical motif. I suspect these clothes aren't designed to be worn just on the boat, but at work, at the stadium, or while picking up a pizza as well. These nautical clothes let you select a classy little logo of anything ranging from a ship's wheel to a silhouette of a yacht costing a zillion dollars. Sure, it's impressive to have that mega-yacht stitched on your left breast as you waltz into the bowling alley, but who are we fooling? I think the selection of logos should be more realistic.

How about a bent boat hook, a bag of melted ice, or the real symbol of boating, the string mop.

We have license plate frames that proudly state, "I'd rather be boating," credit cards with sailboats sailing off into the sunset, and personal checks with a wide selection of nautical settings to choose from. When you think about it, the license plates are a little silly. Anyone would rather be boating than stuck in a traffic jam, driving to work, or changing a flat tire.

The nautical checks are fun to look at, but not good business. Just flash one of those while

trying to make a deal on a new car and the price will go up, because you will be labeled one of those "wealthy boaters." The same applies to credit cards.

The epitome of all this is when you see a luxury car with the little signal flag stickers that the owner places on the doors beneath the windows. Usually there are only three stickers, which I guess when translated reveal the owner's initials. I'm not so sure.

Some years ago, a friend was proudly wearing a new boating shirt he received from his kids for Father's Day. Across the back the shirt proudly proclaimed "Captain Dad" complete with signal flags by each letter. After some debate as to what letters the signal flags stood for, we deciphered them to find the manufacturer had a wry sense of humor. Although the letters spelled out "Captain Dad," the signal flags spelled out "Papa Stinks."

Will this craziness ever end? Probably not. Any day now I expect to see a milk carton with a missing or stolen boat on the side panel. But isn't all this what really makes boating great? Let the heat and boating catalogs keep rolling on. This has been one great summer.



Guess the Boat?

(continued from page 11)

The Answers ...

1. Caddy Shack
2. Killary
3. Sherry Lynn
4. Big Dog
5. Outlaw
6. Lake Shark
7. Tiny Toona
8. Powder Hound
9. Diablo
10. Kokopelli
11. Blue Balloon
12. Just Add Water
13. Infinity
14. Ashram
15. Blew By You
16. Andicapp
17. Ain't a J
18. Wynmill
19. Sun Bum
20. Island Time

How'd you do?

Less than 5 right answers.

Ooooh ... not so good. It might be time to get out and meet a few of your neighbors at the Yacht Club. Or at least take a closer look at their boats.

5 to 10 correct answers.

Not bad, but you could do better.

11 to 15 correct answers.

Hey, you're pretty good! You must get out on the water a lot. Good for you!

16 to 19 correct answers.

You're amazing!!!!

20 correct answers.

You peeked!



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A close-up photograph of a squirrel with reddish-brown fur and a bushy tail, sitting on a snowy ground covered with pine seeds. The squirrel is holding a nut in its paws and eating it. In the background, there are more pine cones and a blurred forest scene.

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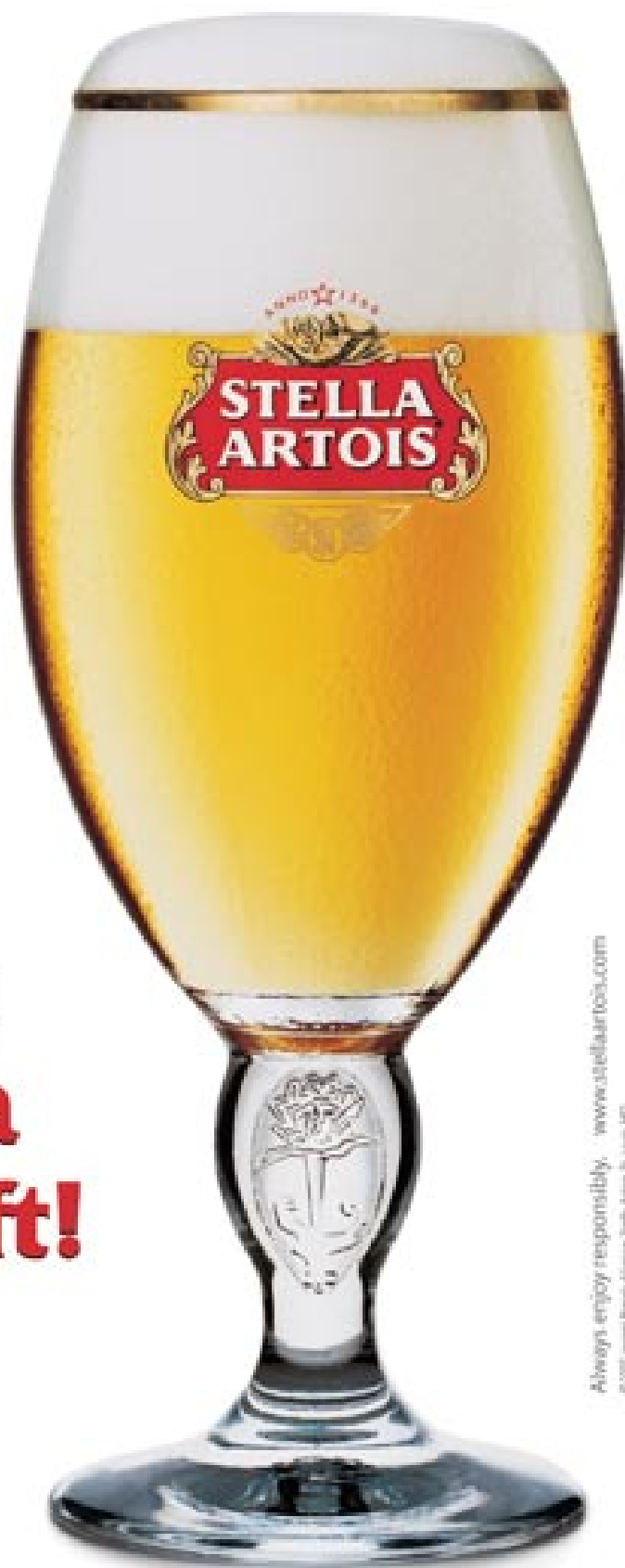
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