



SPECIAL CLUB ELECTION ISSUE

Soloists Challenge Lake Erie



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From the Bridge

Commodore Dave Arthurs



A good crew makes the Captain's job easier and this certainly applies to my tenure as Commodore. This past year has been full of projects to improve our infrastructure – completion of the J, K and L dock reconstruction, new gas well, landscaping of the entrance gate area and the beginning of the D and E dock reconstruction to name a few. These projects are accomplished by well trained staff supported by many member volunteers. Their dedication to their Club is what makes the Erie Yacht Club so successful.

I would especially like to thank my fellow Bridge officers and Board members. They have worked tirelessly to keep our projects on

track, improve the services to the membership and recruit new members to keep our Club strong. I ask you for your continued support for the new Bridge and Board in 2009. With your support and their dedication we have a combination that can't lose. Thanks to all the member volunteers on all the committees. This Club does not run without them.

My years on the Board and Bridge have been exciting and I will carry those experiences with me forever. Thank you for allowing me the opportunity to work for you!



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On the Cover...

That "Alone at Sea" fear was overcome en masse as 17 adventurous soloists tackled one of the most dangerous bodies of water on the planet in the name of sport ... for some it was for the very first time.



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Well, here is my take on this adventure ... Tom Trost and I delivered the boat to NCYC the week before the event. The trip took just over 30 hours in conditions that varied from motoring to motorsailing to ripping along at 8 knots plus with just the main up. Interesting skies, passing freighters, and entering waypoints for navigation aids and islands in the western end of the lake occupied our time. We arrived well rested around midnight Friday to the welcome of Wally McMinn, the race originator and NCYC member. We were the last of the Erie connection to arrive. The next day we headed back home to regroup and resupply for the Challenge.

I returned to NCYC the next Friday with Marty Fox from Erie who sailed his Paceship 26 in the Challenge. I spent the day cleaning off spiders, rigging *Serendipity* for the start, and looking over the charts for the hundredth time. Saturday morning the day of the start had the competitors gathering for breakfast and group photos. The six first-timers in a solo challenge had smiles that seemed a bit more tense than the veterans.

I cast off and motored out to the start with



At the race's end many of the competitors' craft are moored at the EYC's new guest dock.

a south breeze at about 8 knots, perfect for a reach to Pelee Passage. I followed Brad Enterline across the start line (actually I followed him the whole race) and tried to get my heart-beat back down to double digits. An hour or so into the race I hoisted the chute (in a wrap of course) rolled up the jib and reached along as the larger competitors cruised past. The wind eventually went ahead and I took down the chute (much smoother than the hoist). *Serendipity* reached through Pelee Passage

along with the first of numerous freighters that passed both directions during the event. There was no real sleep for me the first 12 hours or so with the temperature near 90 and high humidity. Ankle-biting flies topped off the evening.

The first night out had lightning over the Canadian shore. Nothing close to the majority of the fleet, but the storms had the wind doing flip flops for a couple of hours before settling down. This proved to be the only frustratingly slow part of the challenge. Morning brought a thunderstorm with varying amounts of wind and rain based on your location. There were no major changes in positions through that time, just individuals springing ahead then being reeled back in as they cleared or ran into the windless areas. During the day the wind varied from SW to W and from 5 to 15 knots. I had a mix of sailing angles on both jibes with various sail combinations. All of this combined with meals, naps, and the required radio check-in every six hours kept me busy. Any expectations of putting up the sails, setting the autopilot, and leaning back for a relaxing cruise had long since turned into fantasy. The fleet had pretty much strung itself out along

the rumblin' by late afternoon. Brad and Dave were continuing their boat for boat battle out of sight ahead. This battle would continue all the way to the finish.

A predicted front blew through early evening on Sunday swinging the wind from a 6 knot westerly to a 10 knot northerly. This would have been good news had I not been napping below and sailing wing & wing with a blooper flying at the time. I cleaned up the mess and took off at a good clip toward the turning mark at Seneca Shoals. The north wind built quickly and I eventually completely dropped the main and sailed on a close reach, rail down, with the #2 genoa only. The reach proved to be the last chance to get some good rest before hand steering the last couple of hours to the turning mark.

I put the main back up as the wind eased to about 15 knots and took aim at the Seneca Shoals buoy with an ETA of a little after 2:00 am. One of my biggest concerns had come to pass, making the turn at night in a solid breeze. Oh well, no choice now. The 2:00 am radio check in had 3 of us apparently within shouting distance although I could not pick out the



Here the Erie competitors are "all tricked out" in their official LESC "really nice shirts". And look at those "sappy, happy to be alive" smiles ... (L to R) are the author Greg Gorny, Marty Fox, Brad Enterline and V/C Dave Amatagelo.

other two in the maze of shore lights off Lackawana. I finally spotted the buoy about a mile and a half away and began to relax a bit. With a half a mile to go I sighted one of the other nearby competitors blocking out the lights on shore with his sails but the third boat's position was still unclear. About 2:30 am I rounded Seneca Shoals about 50 feet behind Paul Nickerson the race chairman in his Tartan 37. I thought I'd be cute and holler for room but re-

considered figuring I'd screw it up and hit the mark. The two of us jibed around the mark, sheeted in and immediately saw the third boat of the group passing us to weather going the opposite direction. Amazingly after 200 miles, three boats rounded the Seneca Shoals buoy separated by less than a hundred yards.

I got settled down on the course home and watched the Tartan 37 pull away and the third boat, a Pearson 36 ketch, power past on a close reach in the 15 knot breeze. I finally went below for a nap and managed to sleep through the 20 minute alarm for the first time in the event. I actually slept for almost an hour. When I realized what I had done I bolted up the companionway to check for traffic but saw none. The temperature had gone down as the breeze built and I ended up sleeping in long pants, a sweatshirt, and full raingear. By now, I didn't even bother to take off the inflatable PFD and harness, it wasn't worth the time. The breeze held and the rest of the night was a series of naps, minor sail trim, and traffic lookout. By sunrise Monday I was off Dunkirk and back on track sleep wise. The sunrise also offered up a great photo opportunity with just a

continued on page 22.

Seventeen Hearty Soloists Challenge

Lake Erie

by Greg Gorny



Competitors quickly leave the staging area to take short breaks ashore in preparation for their next set of intensely competitive races.

It took an incredible 198 races to determine the top U.S. team to represent the United States of America at the World Team Racing Championship to be held in Perth, Australia in January 2009.

The regatta, under the auspices of US SAILING was held in Erie, PA over three days, August 15 -17, 2008, at the Erie Yacht Club on Presque Isle Bay. This US finals competition included seventeen teams selected and in-

vited by the United States Team Racing Championship Committee. Each three boat team sailed 15' Vanguard sailboats with a skipper and crew on each boat. The teams faced each other in numerous three boat team vs. three boat team round robin races. The teams are comprised of young, talented college-age men and women pairs associated with team racing from schools such as Harvard, St. Mary's Baylor, Dartmouth, Tuff's, Navy, Brown, Boston College, and Stanford.

The New York Yacht Club's Silver Panda Team took top honors being awarded US SAILING's prestigious George R. Hinman Trophy easily defeating the West Kirby Hawks 3 to 0 in the final round raced in a steady 14 kts breeze on Sunday afternoon. This Silver Panda Team

International Sponsorship really helps.



A typical start at this high level of competition.

used superior boat speed and team racing tactics to reign over the competition. They are the current World Champion team and have now earned the coveted position to represent the United States for three consecutive years. The Silver Panda team currently includes Pete Levesque, Tiverton, R.I.; Elizabeth Hall, Washington, D.C.; Clay Bischoff, Philadelphia, Pa.; Lisa Keith, Boston, Mass.; Colin Merrick, Portsmouth, R.I. and Amanda Callahan, Canton, Mass.

Advancing to the Hinman finals and placing second was the West Kirby Hawks Team from the West Kirby Sailing Club, of Wirril, England. The Hawks will return to race in the United Kingdom's qualifier to represent the

U.K. The Tannery Loungers of the Storm Trisail Club headquartered in Larchmont, New York placed 3rd and also qualified to represent the US in Perth in January.

The EYC was well represented by a group of six young talented racers including Reyburn sailing alumni David Parker, Peter Rickloff, Becky Bestoso, Danny and Patrick Bloomstine all of Erie, and Dave's Naval Academy teammate Ian Gill of Norwalk, Ct. Mr. Parker, the Tacumseh team captain is a 2008 graduate of the US Naval Academy and begins graduate school training at Cambridge, England in the fall.

There were twenty-four brand spanking new boats supplied by the manufacturer (Vanguard Sailboats - recently re-named La-

serPerformance) used in the regatta to insure boats sailed by each team were equal. To provide further equality, the teams rotated boats so that no one team would have any sail or equipment advantage over the others.



Unlike club racing, on course judges take an active role in all aspects of the racing competition.

The two dozen pristine boats were delivered to the EYC in two large semi tractor trailers four days prior to the first start. A volunteer crew of EYC members unloaded and unwrapped the hulls and parts and quickly assembled the boats and their 2 wheeled custom dollies. The twenty some EYC volunteers were guided by Joel Hanneman of Newport, RI in the assembly process. Joel is an engineer for principal event sponsor LaserPerformance as well as a huge advocate and supporter of team racing in the U.S.

This was a huge event that took the time and planning of many Erie Yacht Club members who volunteered their time and services. Planning began almost two years ago when Gavin O'Hare, Chair of the eighteen member National Team Racing Committee who also happens to be the spouse of EYC member and co-organizer Holly O'Hare suggested the EYC venue for this regatta. David McBrier was selected as the Regatta Chair and numerous regatta



Even the Chairman of the event, Gavin O'Hare takes a moment of time with a future racer.

committees were formed. The EYC's bid was accepted by the championship regatta committee. The local committees included Camping: F/C Gerry Urbaniak, Chief Umpire: Glenn Oliver, Docks & Grounds: Commodore Dave Arthurs & P/C John Murosky, Housing: Julie Arthurs, Principal Race Officer: Mark Murphy, PR & Media: Heather McBrier & Stephanie Chiz, Race Committee: P/C Bill Lasher & Reid Van Gorder, Scorer: Sandra Atkin, Social & Regis-

continued on page 24.



There are few, if any, locations more perfectly suited to small boat racing then the EYC ... it is a magnificent and truly beautiful environment.

Who's Going to Represent the United States?

by Dave Heitzenrater



Spectators were plentiful with all the races taking place right off our EYC lighthouse



The background photo shows a horrific 40 foot surge about to totally engulf the shoreline.



Hurricanes spawn many tornadoes as did Katrina.



A beautifully painted sky foretold of eminent danger.



A black hole into space.



The hammer's head approaches humanity.



A highway to hell.



Rain and sea drown the earth.



As if the heavens were ablaze.

Here Comes Katrina...

with Her Beautiful yet Ominous Skies!

submitted by Peg Way



The nuclear submarine, SS Spadefish 668 is the namesake of the World War II Class sub that Jim Cole fought aboard and was so honored during and after the war.

This story begins in 1925 because it is about me and that's when I was born. OK, so I'm "eighty something" now but you don't have to spread it around.

I was raised on Erie's lower west side where there were residents of just about every nationality that I knew of at that time. There were lots of kids to play with and we all went swimming in Presque Isle Bay. So I guess you could say that was when I first fell in love with the water and I suppose that set my life's calling.

After attending Cathedral Prep through eleventh grade, I got sick of the long walk to tenth and Sassafras so I transferred to Strong Vincent for my senior year. I only had to take a couple of classes at Vincent because I had enough credits to graduate.

The day they bombed Pearl Harbor I remember we all were at Riley's ice cream bar at 8th and Cranberry. It wasn't long after that when

I decided to enlist. I didn't want to wait until I was drafted since I had just turned 18 and I didn't want to end up serving in the Army. So three friends and I from the old neighborhood went down to enlist in the Navy. As it ended up, two went to the Army, one to the Merchant Marines and I of course went Navy ... it was that "old love of the water thing I suppose".

That was January of 1943 and off I went to "Sampson Boot Camp" on the Finger Lakes in New York State. I was joined there by two other Erie kids, Joe McCaffery who played football at Prep and Tommy Boyd who was a swimmer at Strong Vincent. I wanted to go to school to become a flyer but that program was full so my second choice was "diesel school" so off I went to diesel school at the Navy Pier in Chicago. I'd never been farther west than Cleveland in my life but there I was still living

on one of the Great Lakes so I felt pretty much at home.

A lot of graduates of diesel were going into amphibs (submarines) as engineers, so 44 of us volunteered for submarine duty. Of the 44 only 24 of us passed the physical and physiological testing program and were assigned to the submarine base in New London, Connecticut for schooling. It was tough duty because if you screwed up or failed any of the training programs you didn't get a second chance. We were at war so no second chances were given because there was no time, we were trying to gear up as fast as possible. So if you didn't make it through sub training on the first time around you got transferred from New York to Pier 92 at the Brooklyn Naval Yard. Then whatever ship was there and ready to go to sea... well that was now the ship you got assigned to and you shipped out immediately.

Once you got out of sub school you didn't really know where you were going to end up and, as was the military way, you didn't get any choices. So they would put you on any one of many jobs such as new construction, relief crew, tenders or whatever and they all had different rates and ranks. I was assigned to a submarine tender that was just being built and ended up on Midway Island, where we had started to build a submarine base so our subs wouldn't have to travel all the way back to Pearl Harbor after each patrol. Then they moved me to a different tender in Guam, and that is how I got my long time wish for duty aboard a submarine. The sub *USS Spadefish 411* came in and I ended up being one of the

replacements for the men who were rotating off. I had been out in a couple of subs previously but *Spadefish* was the first one I made war patrol on and she became my home for the duration.

Ironically, my first patrol was with a guy named Dick Fellows who later ended up in Meadville and we became life long friends. Our first patrol was somewhat unique because the *Spadefish* was the first sub to be fitted out with a new "FM Detection Device" designed to find mines so we could plot courses through those hellish mine fields. The equipment was attached to the sub's topsides and once when we got caught in a typhoon it got all battered and bent up. Well our confidence really waned when we first went to plot mine fields in the Tsushima Straits and we found out that this new miraculous FM equipment simply didn't work worth a damn. The patrol itself was still quite successful since we did sink a few ships and boarded a few smaller vessels as well. So it was still a pretty active patrol to get your feet wet on ...whoops, I suppose that is not a good analogy to use when referring to submarine duty. One of the smaller vessels was a junk that we boarded with a six man party. There were only three Japanese aboard with the rest being interned Koreans. We released the Korean crew in a small boat so they could sail home to Korea and the three Japanese com-

mitted Hara Kiri rather than coming aboard as prisoners of war.

Our skipper really only wanted to sink ships not plot mines. Maybe that was because a couple of times we were smack dab in the middle of a mine field plotting away when that new fangled FM gear would just quit working and then it became really "hairy" trying to get out of there. If we tangled with just one of those hundreds of mines we would have all been in the history books as "lost at sea".

Later, after some technicians came to our base and made the necessary corrections to the FM System, we went back to sea in a Wolf Pack of nine boats in three boat teams on "Operation Barney". Our team included three subs *Spadefish*, *Sea Dog* and *Crevalle* and this group went out first. None of us really knew where we were going or what was going to or suppose to happen and that made it a "real" scary situation. It took us 16 to 18 hours to get through the straits submerged into the Sea of Japan or what was referred to as "the Emperor's Bathtub", only making 3 knots. Most of the way we could hear all the depth charges going off at random above so there was no way we could have surfaced even if we wanted to surface.

Spadefish ended up to be the farthest boat north just off the island of Aikido. We had to wait 5 days until the entire wolf pack of nine boats got through the straits before we could "open hunting season".

We actually sailed on the surface right into the harbor at night, flying a Japanese flag that one of our crewmen had stitched together, right past everything and no one noticed us because supposedly we weren't able to get

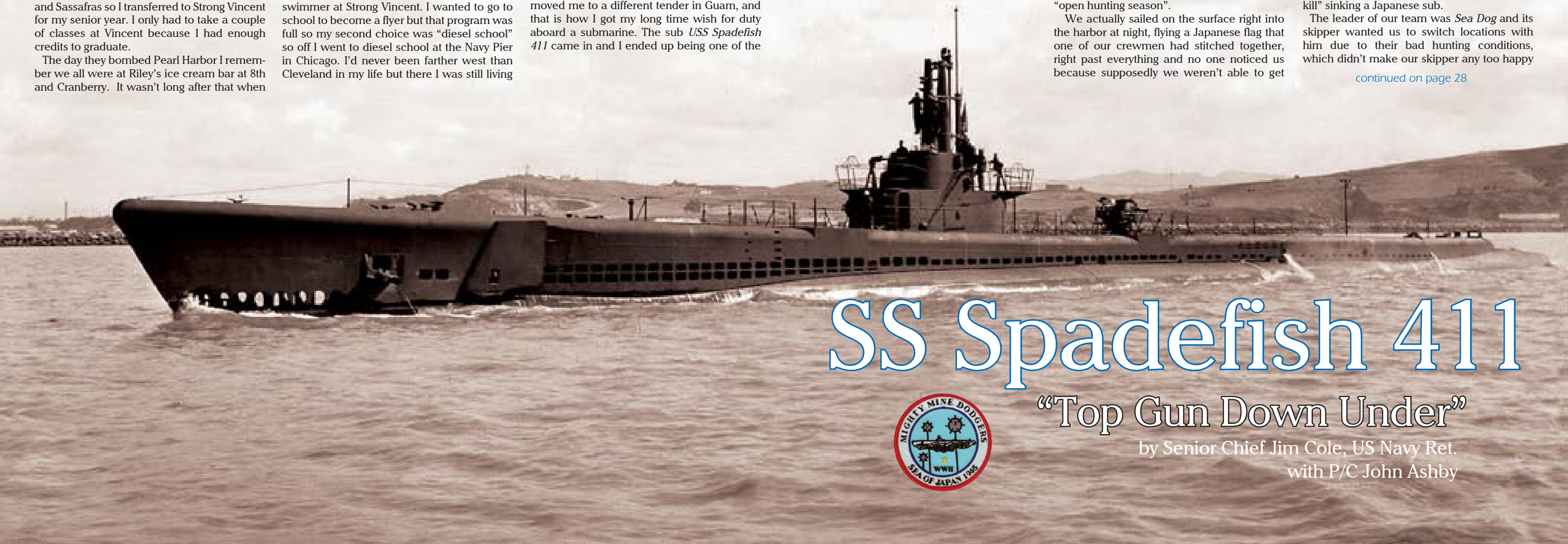


The author, Jim Cole, had 25 years in his beloved US Navy and has travelled extensively as a member of various national and international Sub Veterans organizations.

in there because of the shallow depth. The second night we entered again to find only one ship of a fair size and "night hunting season was open". We fired a couple of fish at it but they didn't go off probably because of the shallow depth. So we scooted out of there and got three kills the next day on ships that were headed in to the port. Each sub had it own area to hunt in and one of the other members of the pack, the *SS Skate*, got a somewhat rare kill" sinking a Japanese sub.

The leader of our team was *Sea Dog* and its skipper wanted us to switch locations with him due to their bad hunting conditions, which didn't make our skipper any too happy

[continued on page 28](#)



SS Spadefish 411

"Top Gun Down Under"

by Senior Chief Jim Cole, US Navy Ret.
with P/C John Ashby



Waller's Wisdom Eating Tips For The Holidays

by P/C Dick Waller

1. Avoid carrot sticks. Anyone who puts carrot sticks on a holiday buffet table knows nothing of the Christmas spirit. In fact, if you see carrots, leave immediately. Go next door where they're serving rum balls.

2. Drink as much eggnog as you can and quickly. You can't find it any other time of year but now. So drink up! Who cares that it has 10,000 calories in every sip? It's not as if you're going to turn into an "eggnog-aholic" or something. It's a treat. Enjoy it! Have one for me. Have two. It's later than you think.

3. If something comes with gravy, use it. That's the whole point of gravy. Gravy does not stand alone. Pour it on. Make a volcano out of your mashed potatoes. Fill it with gravy. Eat the volcano. Repeat.

4. As for mashed potatoes, always ask if they're made with whole milk or skim milk. If it's skim, pass. Why bother? It's like buying a sports car with an automatic transmission.

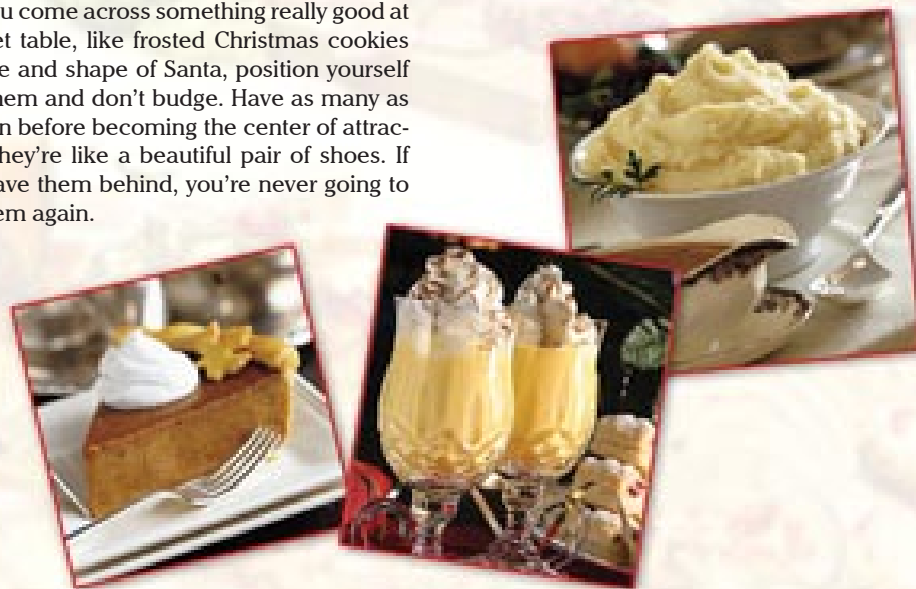
5. Do not have a snack before going to a party in an effort to control your eating. The whole point of going to a Christmas party is to eat other people's food for free. Lots of it.

6. Under no circumstances should you exercise between now and New Year's. You can do that in January when you have nothing else to do. This is the time for long naps, which you'll need after circling the buffet table while carrying a 10-pound plate of food and that vat of eggnog.

7. If you come across something really good at a buffet table, like frosted Christmas cookies the size and shape of Santa, position yourself near them and don't budge. Have as many as you can before becoming the center of attraction. They're like a beautiful pair of shoes. If you leave them behind, you're never going to see them again.

8. Same for pies. Apple, pumpkin and mince-meat – have a slice of each. Or, if you don't like mince-meat, have two apples and one pumpkin. Always have three. When else do you get to have more than one dessert – Labor Day?

9. One final tip: If you don't feel terrible when you leave the party or get up from the table, you haven't been paying attention. Reread tips: Start over, but hurry, January is just around the corner.



EYC Holiday Festivities are Spectacular

by Jan Stachelek

Celebrate the Holiday season with us at one or more of the beautiful parties the Erie Yacht Club has planned this year for members young and old. Over the next month you will undoubtedly notice the transformation of the Club as we create a seasonal wonderland full of fabulously decorated trees, winter scenes, garlands, lights, bells and music, all of which we guarantee will get you excited and full of Holiday spirit. And what better way to show spirit than to join parties designed to entice and delight.

Saturday, December 6th is the "not to be missed" Member Christmas Party. The evening begins at 7:00 pm with cocktails and hors d'oeuvres. At 8:00 pm you will sit down to a fabulous dinner that Chef Angelo and his staff promise will not only be delicious, but also memorable. After dinner, enjoy rocking to the beat of Dr. Zoot and dancing the night away. The Member Christmas Party is always a favorite so be sure to make your reservations early.

This year the EYC has two Christmas events for the whole family. The first is Dinner with Santa on Tuesday, Dec. 16th at 6:00 pm. This is a full dinner buffet with items to tempt both parents and children followed by a "make your own" ice cream sundae bar. The second event is Breakfast with Santa on Dec. 20th. The breakfast buffet is from 10:00 am until 12:00 noon. At both events, the children will

receive balloons from one of Santa's elves, a one-on-one visit with Santa, a complimentary photograph of your child with Santa, and a small gift from Santa plus candy canes from the elves. Again, these events are very popular so make your reservations early.

The "Shining Star Tree" will be on display in the lobby beginning Tuesday, November 25th. Don't forget to choose a star throughout the month of December to help needy children in our area have a memorable Christmas.

The month ends with the New Year's Eve" party on December 31st. There will be a wide range of hors d'oeuvres at 7:30 pm followed by an EYC favorite band, "Manhattan". Not a dancer? Then while you are waiting to ring in the New Year, you might try your luck at one of the three Blackjack tables we will have set up with professional dealers in the Bliss Room. Complimentary champagne will be poured just before midnight to toast in the New Year, but don't overindulge because the Tom and Jerry party, with that secret but "oh so sneaky" libation begins promptly on New Year's Day at 11:00 am. This is the long standing EYC traditional event so remember, members only, no spouses or guests.



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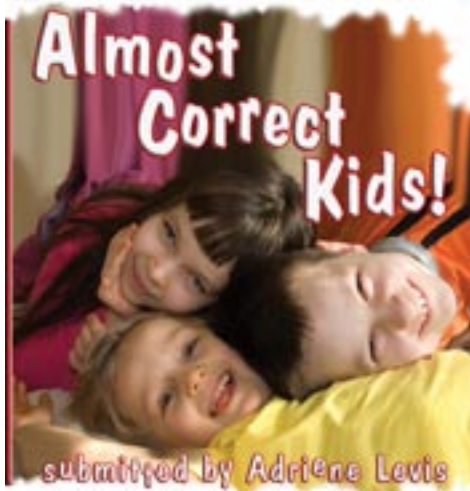
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- 1) This is a picture of an octopus. It has eight testicles. (Kelly age 6)
- 2) Oysters' balls are called pearls. (James age 6)
- 3) If you are surrounded by sea you are an island. If you don't have sea all round you, you are incontinent. (Wayne age 7)
- 4) Sharks are ugly and mean, and have big teeth, just like Emily Richardson. She's not my friend no more. (Kylie age 6)
- 5) A dolphin breathes through an asshole on the top of its head. (Billy age 8)
- 6) My uncle goes out in his boat with pots, and comes back with crabs. (Millie age 6)
- 7) When ships had sails, they used to use the trade winds to cross the ocean. Sometimes, when the wind didn't blow, the sailors would whistle to make the wind come. My brother said they would have been better off eating beans. (William age 7)
- 8) I like mermaids. They are beautiful, and I like their shiny tails. And how on earth do mermaids get pregnant? Like, really? (Helen age 6)
- 9) I'm not going to write about the sea. My baby brother is always screaming and being sick, my Dad keeps shouting at my Mom, and my big sister has just got pregnant, so I can't think what to write. (Amy age 6)
- 10) Some fish are dangerous. Jellyfish can sting. Electric eels can give you a shock. They have to live in caves under the sea where I think they have to plug themselves into chargers. (Christopher age 7)
- 11) When you go swimming in the sea, it is very cold, and it makes my willy small. (Kevin age 6)
- 12) Divers have to be safe when they go under the water. Two divers can't go down alone, so they have to go down on each other. (Becky age 8)
- 13) On holidays my Mom went water skiing. She fell off when she was going very fast. She says she won't do it again because water fired right up her fat ass. (Julie age 7)



Top 50 Remodling Companies in the Entire Country!

Great Lakes Construction recently received the distinction of being selected as one of the "Big 50" Remodeling Companies in the entire country by Remodeling Magazine. This recognition is one of our industry's most sought after accomplishments and is cherished by all recipients. This award projects our desire to serve current and future customers with only the finest products, craftsmanship and creative design capabilities to be found anywhere across the country, all available right here in Northwestern Pennsylvania.

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TO KILL AN AMERICAN!

written by an Australian Dentist

You probably missed this in the rush of news, but there was actually a report that someone in Pakistan had published in a newspaper, an offer of a reward to anyone who killed an American, any American.

So an Australian dentist wrote an editorial the following day to let everyone know what an American is. So they would know when they found one. Good one, mate!

"An American is English, or French, or Italian, Irish, German, Spanish, Polish, Russian or Greek. An American may also be Canadian, Mexican, African, Indian, Chinese, Japanese, Korean, Australian, Iranian, Asian, or Arab or Pakistani or Afghan.

An American may also be a Commence, Cherokee, Usage, Blackfoot, Navaho, Apache, Seminole or one of the many other tribes known as native Americans.

An American is Christian, or he could be Jewish or Buddhist or Muslim. In fact, there are more Muslims in America than in Afghanistan. The only difference is that in America they are free to worship as each of them chooses.

An American is also free to believe in no religion. For that he will answer only to God, not to the government or to armed thugs claiming to speak for the government and or for their God.

An American lives in the most prosperous land in the history of the world. The root of that prosperity can be found in the Declaration of Independence, which recognizes the God given right of each person to the pursuit of happiness.

An American is generous. Americans have helped out just about every other nation in the world in their time of need, never asking a thing in return.

When Afghanistan was over-run by the So-

viet army 20 years ago, Americans came with arms and supplies to enable the people to win back their country!

As of the morning of September 11th, Americans had given more than any other nation to the poor in Afghanistan. Americans welcome the best of everything ... the best products, the best books, the best music, the best food, the best services. But they also welcome the least.

The national symbol of America, The Statue of Liberty, welcomes your tired and your poor, the wretched refuse of your teeming shores, the homeless, tempest tossed. These in fact are the people who built America.

Some of them were working in the Twin Towers the morning of September 11, 2001 earning a better life for their families. It's been told that the World Trade Center victims were from at least 30 different countries, cultures and first languages, including those that aided and abetted the terrorists.

So you can try to kill an American if you must. Hitler did. So did General Tojo and Stalin and Mao Tsé-Tung and other blood-thirsty tyrants in the world. But, in doing so you would just be killing yourself. Because Americans are not a particular people from a particular place. They are the embodiment of the human spirit of freedom. Everyone who holds to that spirit, everywhere, is an American.

"Americans come from almost every race, color and creed of all the peoples of the earth and they are a good, proud and generous people who find their strength is in being an American."



"How To Catch Wild Pigs"

submitted by Roberta Rey

There was a Chemistry professor in a large college that had some exchange students in the class. One day while the class was in the lab the Prof noticed one young man (exchange student) who kept rubbing his back, and stretching as if his back hurt.

The professor asked the young man what was the matter. The student told him he had a bullet lodged in his back. He had been shot while fighting communists in his native country who were trying to overthrow his country's government and install a new communist government.

In the midst of his story he looked at the professor and asked a strange question. He asked, 'Do you know how to catch wild pigs?'

The professor thought it was a joke and asked for the punch line. The young man said this was no joke. 'You catch wild pigs by finding a suitable place in the woods and putting corn on the ground. The pigs find it and begin to come everyday to eat the free corn. When they are used to coming everyday, you put a fence down one side of

the place where they are used to coming. When they get used to the fence, they begin to eat the corn again and you put up another side of the fence. They get used to that and start to eat again. You continue until you have all four sides of the fence up with a gate in the last side. The pigs, who are used to the free corn, start to come through the gate to eat, you slam the gate on them and catch the whole herd.

Suddenly the wild pigs have lost their freedom. They run around and around inside the fence, but they are caught. Soon they go back to eating the free corn. They are so used to it that they have forgotten how to forage in the woods for themselves, so they accept their captivity.

The young man then told the professor that is exactly what he sees happening to America. The government keeps pushing us toward socialism and keeps spreading the free corn out in the form of programs such as supplemental income, tax credit for unearned income, tobacco subsidies, dairy subsidies, payments not to plant crops (CRP), welfare,

medicine, drugs, etc. while we continually lose our freedoms - just a little at a time.

One should always remember: There is no such thing as a free Lunch! A politician will never provide a service for you cheaper than you can do yourself.

If you see all of this wonderful government 'help' is a problem confronting the future of democracy in America, you might want to spread the word with your friends. If you think the free ride is essential to your way of life then you will probably keep quite, but God help you when the gate slams shut!

In this "very important" election year, listen closely to what the candidates are promising you ... just maybe you will be able to tell who is about to slam the gate on America.

"A government big enough to give you everything you want, is big enough to take away everything you have."

Thomas Jefferson



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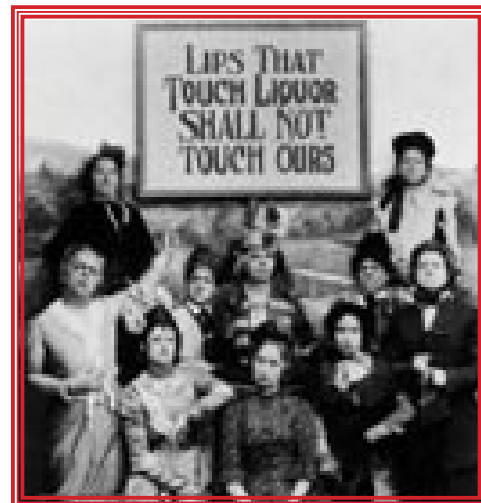


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If you were around in 1919, just before prohibition started, and came upon the following poster ... would it convince you to quit drinking?

"No Problem Pass the Jug!"

submitted by
P/C Bob and Mary Morrison, PDYC



The

by Toni & Dave Sample

According to what ship builders have done over the past many centuries, apparently that pointy end of the boat is only good for one thing. (Well, actually, racers know it is good for shoving sails into during a race.) For the most part, that one thing is to put the most difficult to get-in-and-out-of, awkwardly sized sleeping space ever known to man (or woman).

First -- there is only a wide front entry to the raised 'sleeping' platform. Since the platform is raised it also means, in most cases, that there is little head room. Once you have raised your body, in the fashion of an Olympic Pummel Horse gold metal winner, up into a crouch/crawl position on the "sleep" platform you then attempt to arrange yourself with your feet in the 6" wide pointy end (yes, I know it's the bow) and your body angled outward toward the cabin walls.

Now you are in the berth and ready to sleep. Wrong! It's stuffy and warm and not only are you somewhat uncomfortable in that rather confining and claustrophobic space but your nose has stuffed up and you need air. You know that the forward hatch is somewhere just above your head but it's dark and you can't see. In an attempt to reach the battery operated light that is somewhere on the cabin ceiling you sit up! Oops! Ouch! You hit your head hard, forgetting about that rather limited 'head room'. Your mouth spurts forth an epitaph of unpleasantness to match how your head is feeling and you find the light switch and turn it on.

There above you is the tightly sealed forward hatch cover that has been secured so tightly not a drop of water would dare enter the forward compartment though that opening while the boat is bobbing or crashing into waves. It takes so much effort to loosen the butterfly nuts that you are sure the Captain tightened them with a torque wrench. You are now sweating and breathing

hard (warmer than when you started) but finally there is victory.

You raise the hatch expecting a pleasant breeze of cool air and realize it is even hotter and stiller outside than inside. While you are making that determination a relative hoard of mosquitoes, no see-ums, some black flies, probably a spider or two, a couple gnats, maybe a bee or a wasp all come flooding toward the light that is now revealed to them through the lit opening. You quickly, but not quickly enough, lower the hatch and begin to hastily re-secure it.

That done, you lay your head back down on the pillow, exhausted, hot, with a stuffy nose, in a somewhat claustrophobic condition and now you are serenaded by swooshes and buzzes and can feel the friendly nibbles of those darling flying kamikaze's that leave welts and itch.

You throw the covers over your head and pray that God will deliver you from an almost certain sleepless night. Sleep comes just as the first rays of sun come pouring in through the non-opening, permanently sealed, forward deck ports just above your head.

You lay there for a moment visualizing the lighting of the alcohol stove, smelling the coffee as it brews and anticipating the start of a beautiful boating day. It's that steaming cup of java that you'll be enjoying in the cockpit that motivates you to hastily sit up and Bang! Once again you forgot - you're in the V-Berth!

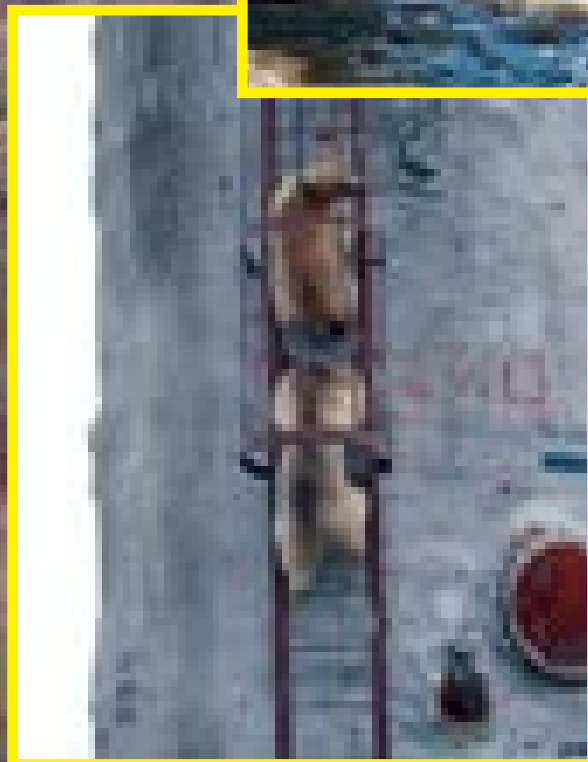
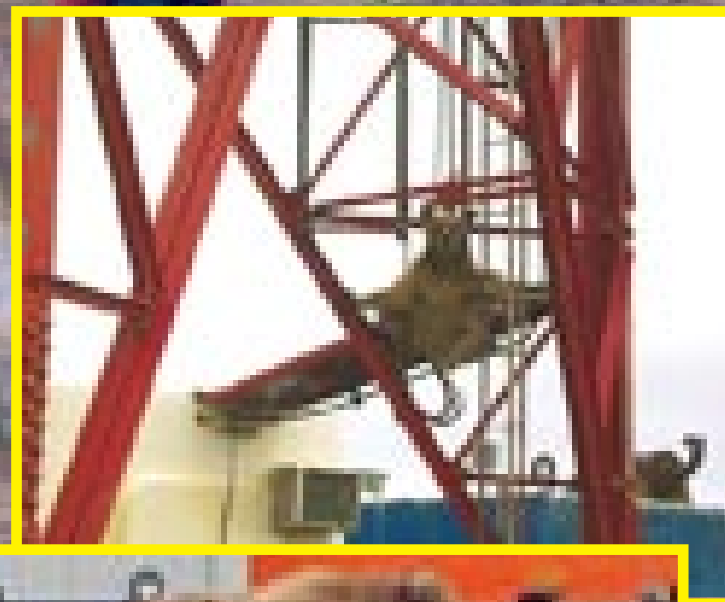
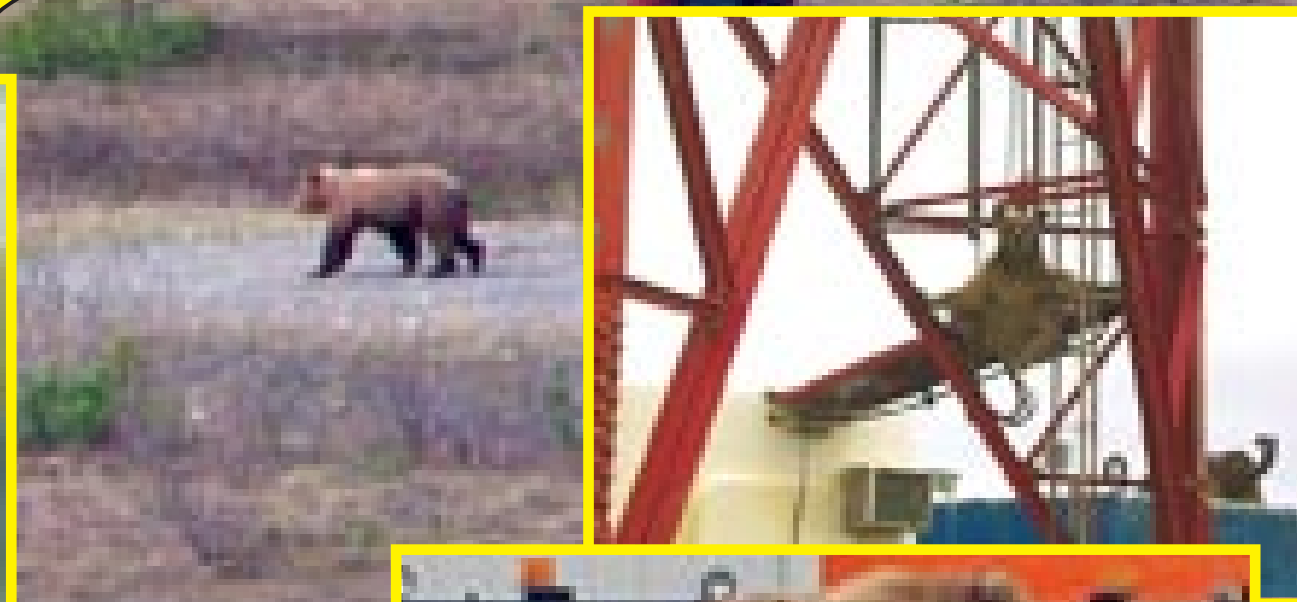


Berth

Only Hazard of Alaskan Drilling...

photos submitted by Gary Boldt

Bears!



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Seventeen Hearty Soloists Challenge

Lake Erie

continued from page 5

beautiful sail with bright sun and a ton of wind. I couldn't resist and hand steered for a couple of hours trying to see how fast I could surf. The best was 8.3 knots with a full main and #2 genoa. The last boat to pass me went by about 11:00 with a wave from its skipper. The final 5 miles to Erie had the wind beginning to fade and the left over waves were giving the autopilot fits. Back to the hand steering it was. Serendipity was gaining on the Pearson 36 ketch that rounded with me at Seneca Shoals (same PHRF rating) so the last two hours turned into a match race to the finish. The ketch won, with its skipper popping the chute as I closed to a hundred yards. He slowly pulled away and beat me by just under 2 minutes boat-for-boat and on handicap.

I finished at 1:35 Monday afternoon to end my Solo Challenge. I fired up the engine, took down the sails, and opened up the one and only beer I had carried with me on the race. Yep, a Carling Black Label. I knew P/C Busse would wonder what brand.

All in all it was a great event. A number of All the competitors got together at the EYC flag pole for the official "2nd Annual Lake Erie Solo Challenge" photograph.



things stood out about the experience.

The competitors really looked out for each other during the challenge. The radio check ins, watching developing weather, and even keeping an eye on the sailor that went up his mast to retrieve a couple of lost halyards are just a few examples.

The number of changes in the sky over the two plus days was extraordinary. It was beautiful even when it was getting really ugly.

There is always something to do. Eat, sleep, navigate, change sails, steer, clear the sheets and halyards, check for freighters, straighten up down below, charge the handheld radio, change clothes, all took time.

Once past Pelee Passage, the water was never flat. Everything listed above took more time and energy than I expected as I bounced around in the waves. It is nothing like sailing in the bay at all.

Sailing the boat in a harness constantly tethered to the boat is a challenge in itself. The dual tethers and jacklines, when added to the regular mix of main, genoa, and spinnaker sheets and halyards, made quite a web to work with especially at night.

The lake looks a lot bigger from the cockpit of a 26 footer than it does on a chart from your recliner.

Finally, thanks to Tom Trost for helping get Serendipity to NCYC, Gib Loesel, Brad Enterline, and my brother Pete for loaning me equipment, and my dad for helping me with new running lights, depth sounder, and battery, and both the NCYC and EYC for being so gracious in hosting the start and finish.

Absolutely the biggest thank you has to go to my wife M'Lynn for her help and support. As I said at the awards luncheon, it was obvious she didn't think my taking part in this event was the best idea of my life, but she supported my choice to enter. There is no way I could have completed the Challenge, let alone done as well as I did, without her tremendous help and support.



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Who's Representing the United States?

continued from page 7

tration: Holly O'Hare, Support Boats: John Orlando and Sponsorship: Dennis Markley.

This was a very prestigious event being sponsored by Rolex Watch USA, Nautica, LaserPerformance, Annapolis Performance Sailing, Dry-Creek Vineyard, Erie Beer Company, Koldrock Water, Builders' Hardware as well as individual EYC members Gary Boldt, Mickey McMahon, Conrad and Janet Stachelek and of course the Erie Yacht Club.

The Race Committee was chaired by EYC member P/C Bill Lasher who indicated conditions were a bit light on Friday but the committee was still able to run 60 races when the wind picked up after nearly a 2 hour delay. Bill advised that the wind improved to near perfect conditions for both Saturday and Sunday with steady winds and a velocity in the mid teens. He emphasized that the fact that running 198 races further insured that the cream of the fleet would rise to the top as each team faced each other team at the starting line several times. Those on the race committee included Commodore Dave Arthurs, Rick Barner, William Beyer, P/C Andy Hanks, Amanda Hebbert, P/C Gib Loesel, P/C Doug Nagle, Reid Van Gorder with backups P/C Peter Gorny, Mike Trainor, and P/C Chris Wolford. The Principal Race Officer (PRO) was Mark Murphy of Annapolis, Md.

In addition to the race committee, there were eighteen umpires from across the entire country that were dispersed on the race course who closely followed the racers and immediately

issued justice in the form of penalty turns for a rule offending boat. EYC members Marty Farrell, Bill & Ann Pysh, John & Kelly Schultz, Pat & Mary Faller, EYC Reyburn Sailing, Holly & Gavin OHare, Rhett & Susan Walker, Mike & Char Mashyna, Jim & Laura Semple, Bruce & KD Raimy, Richard & Lynne Miller, and P/C Doug & Carol Nagle donated the use of their boats for these umpires who were all visitors to our yacht club. The regatta committee thanks these US SAILING sanctioned umpires and those from the U.K. who traveled to the EYC at their own expense.

The Housing Committee, chaired by Julie Arthurs was able to find warm beds for 25 of our out of town visitors traveling from the United Kingdom, California, Massachusetts, Maryland and Florida. Those volunteering their homes or boats for these individuals included EYC members Jim & Jane McBrier, Conrad & Janet Stachelek, Gary and Douglas Boldt, P/C John Murosky, Kim Van Hove, Karen Imig, Chris & Patty Bloomstine, Pat & Dorothy Claxton, Steve & Debbie Giewont, Phil Wolford, P/C Dave & Julie Arthurs. Over 40 competitors enjoyed on-site camping thanks to Roger & Nedra Richards who donated their land which included a raging bon-fire Saturday night.

On Sunday dozens of spectators were found on the north wall of the EYC watching the exciting racing action who were being entertained and educated by colorful Ken Legler, team racing coach for Tuff's University who gave a tack by tack, jibe by jibe description of what was going on at the starting line and on the race course that at times found boats just a few feet off the break wall.

After all of the starting horns were signaled and the race scores tallied, the regatta was

characterized by team members, judges and volunteers as very competitive and filled deep with talented racers. The races were of high quality due to the efforts of the race committee and fortune of strong and steady winds. The EYC venue was given high accolades and deemed to be the best of those previously held around the entire country. The club was praised for its spectator friendly course location, easily accessed race area, spacious grounds, excellent facilities and friendly, helpful membership.

All EYC members and staff should be proud in presenting another terrific regatta helping keep the EYC high among the nation's best yacht clubs.

The 2009 Team Racing Championship Regatta will be held at the Beverly Yacht Club in Marion, Massachusetts in September of 2009.

So are you ready to have some fun? Then volunteer for the next big racing event coming to the club. The Erie Yacht Club will once again host the snipe fleet at the 2009 Snipe North Americans August 14-16, 2009. Look for more information and volunteer opportunities in the upcoming months.



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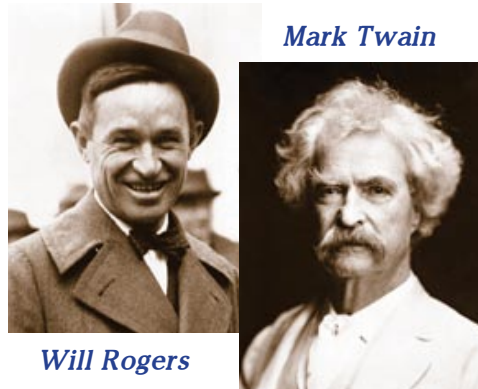
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Some Things Never Change ... They Just Become Critical.

submitted by P/C Dick Waller



Will Rogers

Mark Twain

"Suppose you were an idiot.
And suppose you were a member of
Congress.
But then I repeat myself."
- Mark Twain

"I don't make jokes. I just watch the
government and report the facts."
- Will Rogers

"No man's life, liberty, or property is
safe while the legislature is in session."
- Mark Twain

"The only difference between a tax
man and a taxidermist is that the
taxidermist leaves the skin."
- Mark Twain

"There is no distinctly Native Ameri-
can criminal class ... save Congress."
- Mark Twain

"This country has come to feel the
same when Congress is in session as
when the baby gets hold of a hammer".
- Will Rogers

Last but certainly not least ...
history does repeat itself.

"The American Indians found out
what happens when you don't
control immigration."
- Unknown



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Spadefish

continued from page 11

to say the least. So we went ahead and sunk two more ship before leaving our area. One of those two vessels was a Russian freighter traveling in a Japanese convoy without displaying the correct "recognition light pattern of a neutral country" since they had not yet declared War on Japan.

Japanese convoys traditionally only had 4 or 5 ships in them with 4 to 5 escorts which made it real tough on our subs because we'd get chased by so many escorts. On the other hand, American convoys would have 200 ships in their armadas and that made it much easier for enemy wolf packs to hide after an attack.

Early in the War the ratio of sub kills was not very good because of our poor torpedo firing technology. The problem was eventually addressed with a new, more effective electronic ignition system. Earlier we actually had some fish bounce off the sides of targeted vessels and not explode. Our newer electric torpedoes did not run well in the cold water of the Tsushima Straits but the old steam operated fish, although they ran at 35 to 40 mph, would leave a big wake and that left us in a not very advantageous position. The last type of torpedoes we were issued were called "Cousies". They were supposed to head toward the sound of propellers. The theory was that in case the enemy had you trapped in a submerged state you could still retaliate by firing somewhat blind.

When we rendezvoused, on our 5th War Patrol, *Bone Fish* was missing but the Wolf Pack couldn't wait for them to show up nor did they tell any of the crews how we were going to attempt to get out of that hellish area. We couldn't get back the same way through the Tsushima Straits due to fuel restraints and we had no torpedoes left. The captains decided to return going through the Laparus Straits which was a somewhat dangerous but they figured the enemy would never expect such a dangerous move. We went out four in a row in two rows on the surface full speed at about 20 knots, much faster and therefore safer than we could submerged, with all our 5" deck guns and all the machine guns manned and ready. I'm here to report that we obviously made it.

Senior Chief Cole was the only crew member of the WWII sub *Spadefish* to have actually served aboard its namesake the nuclear sub *Spadefish* which was launched in 1970.



Japanese Escort Carrier *Jinyo* before she was sunk by the *Spadefish* in 1944.

The entire Wolf Pack without the *Bone Fish*, which we found out later was lost in action, all sailed to Midway Island to top off our fuel tanks because we hadn't enough to get back to Pearl Harbor which was now our destination.

So the *Spadefish* was one of the first boats to get back and it was the Fourth of July, 1945 as we pulled into Pearl. They had the base all lit up, bands playing and something else was really different, we never saw women there before, but now there were women everywhere and the whole thing had been laid out for us.

After we got physicals and everything, we bivouacked at the Royal Hawaiian Hotel ... "Wholly Mackerel!" ... and they kept us there for 3 weeks! Even though we were doubled up, "we were in 7th heaven". We still had a ten o'clock curfew so we had to be off the streets but we settled for that and partied all night in that beautiful hotel ... "toughest duty in my Navy career!"

The *Spadefish* was a "hot sub" as compared to most of the other boats. We (the Skipper) took a lot of chances and as a result we sunk a lot of tonnage. The *Tang* was another "hot-sub". Her exec was formerly the exec on the famous sub *Wahoo* which all you LOG readers learned about in Volume VI - Issue 2 "WWII Enigma Solved". But *Tang* met her unfortunate end as her last torpedo "circled around" and took her to the bottom. Only eight or nine of her crew survived. The Japanese picked them up and they spent 6 or 7 months as POWs. Survivors of submarines hit by "depth charges" were to say the very least "few to none". If you got hit while submerged we all knew "that was it ... no survivors".

When I returned to Erie six months after the war's end, I had to finished my tour of duty for a few months since I was a "regular enlisted" man. When I finally became a full time civilian and part time Navy reservist and due to my experience on submarines, I worked on ship repair for Niagara Industries and also for McKane from Erie Concrete and Steel. I started going to Gannon College at that time and stuck at it for a couple years, I worked during the winter on "laker" ship repair and unloaded grain from the ships at the old grain elevators. So you could say I spent my entire lifetime on a waterfront someplace on the planet. I put in 21 years with the Navy Reserves and retired when I was 60. So I retired from the Navy with

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November Calendar of Club Events

- 1st EYC Racing Fleet Banquet Club Closed for Food Service in the PM
- 2nd Champagne Sunday Brunch 11am - 2pm \$12.95
NFL Football w/the NFL Ticket 1pm
- 3rd Monday Night Football Beer & Food Special at the Club 8:30pm
- 8th Micro Beer Tasting Party
- 9th Champagne Sunday Brunch 11am - 2pm \$12.95
NFL Football w/the NFL Ticket 1pm
- 10th Monday Night Football Beer & Food Special at the Club 8:30pm
- 15th Buon Appetito! Roma Wine Tasting Dinner
- 16th Champagne Sunday Brunch 11am - 2pm \$12.95
NFL Football w/the NFL Ticket 1pm
- 17th Monday Night Football Beer & Food Special at the Club 8:30pm
- 20th Club Closed - Happy Thanksgiving
- 21st Annual Meeting 7:30pm
Serving Dinner from 5 - 7pm
- 23rd Champagne Sunday Brunch 11am - 2pm \$12.95
NFL Football w/the NFL Ticket 1pm
- 24th Monday Night Football Beer & Food Special at the Club 8:30pm
- 30th Champagne Sunday Brunch 11am - 2pm \$12.95
NFL Football w/the NFL Ticket 1pm

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Crew members of the *Spadefish* (L to R) Al LaRocca, Electricians Mate, Bill Emmerman, Chief of the Boat (COB), the author, Don Scholler, Quarter Master, Sandy Sanlevan, 3rd Clas Torpedo-man, and Paul "Hamhocks" Majove, Chief Radioman. Al LaRocca built this *Spadefish* model which actually could "dive" and a 12 ft. model that was on display in the Convention Hall.

Spadefish

continued from page 29

25 years of service to this country of which I'm very proud of doing.

Later in life, after Erie's Harbor Master John Lampe died, the City advertised for a replacement and I put in an application. I had been in the Erie Fire Department for 25 years and figured it was time to retire and concentrate on the Harbor Master's position. I had been working in the fire department with the waterfront being my territory so I knew the waterfront pretty close to "inside and out". There were 35 applicants and they narrowed it down to three. I think that the time I spent personally introducing myself to each of the board members was the right move at the right time because I got the job. So I retired from the Fire Department one day and became Harbor Master the next, so I never missed a day at work. The "powers that be" also wanted me to handle the Immigration Officers Position so they sent me to school for training and I became the local United States Immigration Officer at the same time.

During that period, Port Erie was a very busy place getting 50 to 60 ships a season at our facilities, so I suppose it was the right move having me cover both positions. Iron Curtain and Chinese vessels had to be handled quite differently in those days so I found myself with what amounted to be two full time positions, but I loved the work and being on the water again ... it was like returning to the womb.

All the years I handled my Immigration duties I spent quite a lot of time at the Erie Yacht

Club checking in foreign guests which, of course, were mostly Canadians. Since I became almost a fixture at the Club they made me an Honorary Member which is something I have always cherished. That is of course how I met so many great EYC people and I have thoroughly enjoyed many terrific memories throughout my years as a Club member.

Today, I am fully retired but as always I am still very active in many of the Submarine organizations throughout the country. I guess you could say "it's in my blood" to say the very least and that makes me one of the luckiest guys on the planet. Once a "Submariner always a Submariner ... it's a brotherhood like no other".



This was the decommissioning ceremony of the *Spadefish* in 1949. The ship's mascot "Luau" even made the event, but why not, she was on every one of the sub's patrols and had a litters of five puppies while at sea.

(Jim's lovely wife Kay passed away in January of this year and he lost a son, Michael Patrick, some years ago. Jim has two daughters, Kristine and Colleen, and a son Steve who resides in Arizona. Jim is the grandfather of four.)



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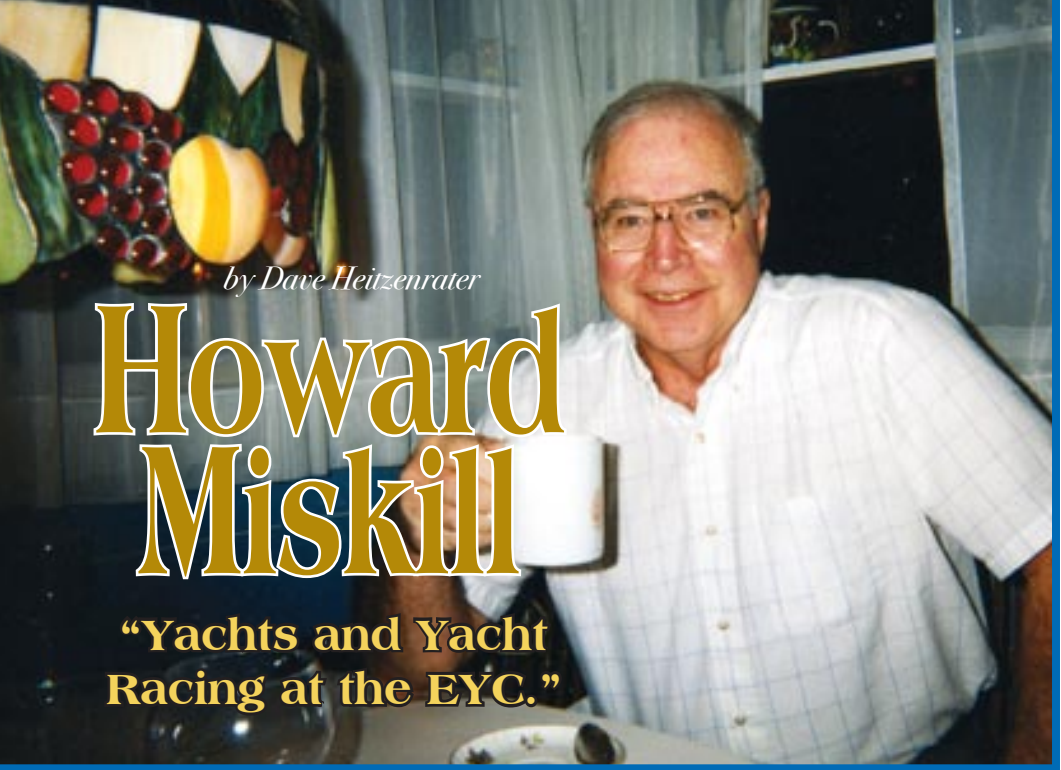


December Calendar of Club Events

- 1st Monday Night Football Beer & Food Special at the Club 8:30pm
- 6th Members Christmas Party - 7pm entertainment by Dr. Zoot
- 7th Champagne Sunday Brunch 11am - 2pm \$12.95
NFL Football w/the NFL Ticket 1pm
- 8th Monday Night Football Beer & Food Special at the Club 8:30pm
- 14th Champagne Sunday Brunch 11am - 2pm \$12.95
NFL Football w/the NFL Ticket 1pm
- 15th Monday Night Football Beer & Food Special at the Club 8:30pm
- 16th Dinner with Santa
- 20th Breakfast with Santa
- 21st Champagne Sunday Brunch 11am - 2pm \$12.95
NFL Football w/the NFL Ticket 1pm
Club Closed at 4:00pm
- 22nd Monday Night Football Beer & Food Special at the Club 8:30pm
- 24th Christmas Eve - Club Closed at 3pm
- 25th Club Closed - Merry Christmas
- 28th Champagne Sunday Brunch 11am - 2pm \$12.95
NFL Football w/the NFL Ticket 1pm
- 31st New Years Eve Party with Entertainment by Manhattan

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by Dave Heitzenrater

Howard Miskill

“Yachts and Yacht Racing at the EYC.”

Howard Miskill loved his years as Chief Engineer at Finish Engineering Company, racing sailboats, helping build our clubhouse, being our race officer, helping others and the Erie Yacht Club.

Howard Miskill, the EYC Racing Fleet’s Principal Race Officer passed away on May 17, 2008 at age 85. Howard was a long time member of the Erie Yacht Club and a racing participant. He was not only a successful racer on his yacht *WHITE LIGHTENING* but was one of the many volunteer officers needed to organize the racing fleet for the benefit of all of the racers. He was a principal officer, measurer and scorer in the former Midget Ocean Racing Club at Station 31 located here at the EYC and passed on his knowledge and experience over the many

37 years ago, when they were racing Bob’s Cal 37, *Masker’s* crew makes a break for the nearest “watering hole”. Pictured (l to r) Bob Way Jr., P/C Bob Way Sr., EYC, P/C Gordie Way, Zem Zem Yacht Club, Walt Zachrich, P/C Durk Braggins, EYC and Howard Miskill.



very amusing stories regarding the wild antics of both the owner and crew.

(The following is an excerpt from the Sept./ Oct. 2004 LOG article entitled “Masker” ... the Captain, the Crew and the Capers”)

“Bob Way had a yen for a big boat,” recalls Howard Miskill, “that way he might not win the race on corrected time but he could be first to finish and garner the coldest beer and the prettiest girls!” The only problem is big sailboats draw a lot of water, which is not a good attribute when dealing with most Great Lakes’ yacht clubs. Then Bob heard of a designer who developed a “retractable keel” for a 58 ft. ketch... just what Bob had in mind. “So off we went to New York for dinner meeting with the designer Britton Chance”. Miskill continues, There was Bob, his wife Peggy, Peggy’s daughter Roberta, the company purchasing agent Dick Neuberger and me, Bob’s chief engineer. Then we went to Chance’s shop in Oyster Bay, closed the deal and returned home with off-sets, line drawings, construction plans and a sail plan for Harold Paasche of Paasche Marine Services here in Erie. Paasche requested, hell he demanded, that the plans



The game of golf was another of Howard Miskill’s passions in which he participated in as often as the opportunity presented itself.

be revised to fit the way Harold Paasche builds boats not the way those east coast guys do it!” Miskill laments.

He was also the liaison for the EYC with the construction contractor for our new 1968 clubhouse which we all enjoy today.

In 1994 Howard was the recipient of the prestigious EYC Thompson Trophy, awarded for outstanding service and achievement in the world of yachts and yachtsmen.

He continued helping others until the very end as our race officer. You may not realize the fact that if you have raced here at the EYC, you are a benefactor of his recent and past efforts.

Howard Miskill was not only important to this Club for what he did for us but for simply who he was. We will all miss him.



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 21, 2008.

CANDIDATES

COMMODORE - ELECT ONE:

David Amatangelo

VICE COMMODORE - ELECT ONE:

Thomas Trost

REAR COMMODORE - ELECT ONE:

Gerry Urbaniak

FLEET CAPTAIN - ELECT ONE:

David Heitzenrater

Brad Enterline

BOARD OF DIRECTORS - ELECT TWO:

Douglas Boldt

Robert Nelson

John Orlando

Eugene Ware

NOMINATING COMMITTEE - ELECT THREE:

P/C Andy Hanks

P/C Robert Allshouse

P/C Kerry Schwab

P/C Richard Vicary

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 21st at 7:30pm 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 JOHN MUROSKY, BRAD ENTERLINE AND SAM "RUSTY" MILLER

Also Nominating Committee members:

CHAIRMAN P/C FRITZ CURTZE, MICKEY MCMAHON, JOHN BAUMAN, ANDY KALIVODA AND MATT WOLFORD

SPECIAL ANNOUNCEMENT

The minutes of the 2007 Annual Meeting and the 2008 complete Financial Statement will be made available for members to pick up on November 11th, 2008 in the Club’s front office.



DAVE AMATANGELO

Serving you these past years in the various capacities as an EYC Bridge Officer has only given me a deeper appreciation for this great club. The gentlemen that have served prior to my tenure set the bar for what a club should be, and we can only be proud of what we have.

We've all said it at one time or another, whether we are out at the lighthouse, on the deck, in the grillroom, or just gazing out the windows into the basin, "WE HAVE SOMETHING SPECIAL HERE".

As we look to the future we have a number of tasks that need completion and we need to maintain the fiscal responsibility that has traditionally been a corner stone of this organization, while providing the best service to our membership. Sometimes these objectives may be in conflict with one another but I believe with the wisdom of the individuals that you elect to serve on your Bridge and Board it is possible to make the decisions that best serve the overall needs and desires of the membership.

I thank you for your past support, and I ask one more time for your vote and support as Commodore of this exceptionally fine club.



THOMAS TROST

I would like to express my sincere gratitude to the membership for your support during my term serving you as your Rear Commodore. I have gained a greater appreciation for anyone that had the responsibility of the Erie Yacht Club House.

This year has been a very exciting year for the House! We have seen a notable improvement in the quality, quantity, value and appearance of food with our new Chef Santangelo Caravaglia. We instituted Friday Lighthouse Happy Hour, hosted the Sunfish Nationals, Hinman Regatta, First Regatta for the American Red Cross plus the completion of the new docks on the East side of the basin including a 210 foot revenue making guest dock. Many challenges lie ahead with continued construction of new D and E docks, which is already underway.

I am looking forward to continuing our high level of service as your Vice Commodore. Thank you for your continued support and the opportunity to serve you. Hope to see you at the annual meeting on November 21st.



GERRY URBANIAK

I would like to extend my gratitude to all of you who have given me words of encouragement and advice in this past year as the EYC Fleet Captain. I would also invite any member to discuss their thoughts and concerns with me whenever you would like to, as I will continue to be open and an advocate for your expectations. I will persist in discussing your concerns with management as well as bringing them to the Board Room. My tenure as Fleet Captain was also enjoined by chairmanships of the Membership Committee, where we saw very strong growth, Red Cross Regatta Committee, where we established the American Red Cross as the next deserving beneficiary of EYC generosity, Grounds Committee and Audit Committee.

Good fortune was mine as I was able to begin the work of the Rear Commodore a bit early this year, having the opportunity to work with the House Committee and the Club Chef and staff in fine tuning some profitability issues. We met with great success, as this year's numbers will testify. I intend to carry these successes over to next year's food and beverage programs.

I wish to renew my pledge to tirelessly serve you, making our Club a model for fiscal strength and member services and I ask you for your support for Rear Commodore in this upcoming year. Thank you for the opportunity to serve as a member of the Erie Yacht Club Bridge.

Candidates for Fleet Captain



DAVID HEITZENRATER

Since 1977, I have been a very proud member our EYC family. As a member and slip holder it has been my privilege to eagerly serve on the House, Nominating, Grounds, Membership, Thompson Trophy, MS/Red Cross Regatta and Racing Fleet Committees in addition to representing the EYC at our Mid-America Boat Show booth.

I currently serve on the new member interview/orientation team which has been a very gratifying experience having met over 140 prospective members introducing them to our club. I also joined the group of talented volunteers constructing of our new floating docks.

My accounting degree was earned at Gannon College and my employment with the PLCB included operations in the auditing, enforcement and licensing bureaus. I retired after 37 years as a supervisor in the Western Regional Office which serves thirty Pennsylvania counties. I spent six years in the U.S. Marine Corp. Reserve and recently began a consulting career guiding applicants thru the liquor license application process.

I will meet issues proactively and will simultaneously protect our membership, our private club heritage and our physical assets by making decisions that are fiscally responsible. I realize that to remain a viable, successful club, we must continue to draw the membership through our front doors by consistently providing appetizing food with excellent service and competitive pricing. I will act accordingly.

I am available at dddd@neo.rr.com and will make thoughtful open mind decisions.

I thank the nominating committee for their confidence among many qualified candidates. I thank you for your consideration and support in the election.



BRAD ENTERLINE

It is a great honor to be considered by the membership for the position of Fleet Captain. I am currently finishing up my third year on the EYC Board, which has allowed me to work on many important issues. Some of these included the budget, basin reconstruction, reduction of initiation fees for Associate members, nonsmoking policy, gas well installation, monitoring the operation of the house and grounds and many projects which have greatly improved our Club as a whole.

My relationship with the Erie Yacht Club goes back to my days in what was then known as the Junior Sailing program. I worked at the Club in the summers under Marty Pomorski which gave me some "hands on" experience with the grounds and docks. I also tended bar in the Clubhouse in those early years which gave me a good perspective on the value of customer service. I have been a member now for over 23 years where I have served on the Historical Committee, the LOG Committee and the Constitution and Bylaws Committee, which I currently chair. My family and friends just love racing Entson in the EYC JAM and racing Fleet, cruising on Lake Erie and attending many of the great events and parties at the Club or just coming down for a dinner. Most recently, I became a lifetime member of the Great Lakes Singlehanded Society by completing the 2nd Annual Lake Erie Solo Challenge.

I am married to my wonderful wife Lauri and between us we have four children and two grandchildren. In my personal and civic life I am active in Lakewood United Methodist Church, the Kairos Prison ministry, a current board member of Wesbury Retirement Community in Meadville and a former Board Member of Safenet Erie.

In my day job I am a partner in the private practice of law with Carney & Good where I have been for the last 23 years. My main focus is in Family Law and Mediation although I have experience in other areas as well including Employment Law, Real Estate, Civil Litigation and Zoning.

In closing, I simply want you to know that every time I come down Ravine Drive, and the view opens with our Club and the bay, I feel like I am home. My goal is to keep our family of members working together to continue to have a thriving, fiscally sound and truly enjoyable Erie Yacht Club.

Candidates for Board of Directors



DOUGLAS BOLDT

Fellow Erie Yacht Club Members,

It's a great honor and privilege to have been nominated to serve on the Board of Directors.

The Erie Yacht Club is a very special place. It's been part of my life for as far back as I can remember. I'm currently a fourth generation regular member, having joined the club following the creation of the junior family class. Growing up, I found a love for the water and boating, learning to sail at a young age in the Reburn Junior Sailing Program. Committed to furthering my maritime education, I have recently earned a USCG Master Captain License.

Continuing in our family traditions, my supportive wife Laura and our two children, Elizabeth and Max, enjoy boating and the club's many family oriented social events. Currently, Laura and I operate a successful Internet marketing agency which I founded in Manhattan. It requires a strong knowledge of business finances, technology, budgeting and most of all responsibility.

Throughout the years I have appreciated the tremendous work, history and volunteer efforts that went into creating and maintaining the EYC.

As a volunteer on the Basin Reconstruction Team, I have enjoyed many hours building our new docks and working with the best group of volunteers that I've ever worked with. I have made many new friends, all dedicated to improving the club for future generations. I also serve as a chairman on the EYC Internet committee, taking personal responsibility and working to improve our wireless Internet systems, web cam, cellular telephone boosters and the weather station. These services help attract the next generation of younger members.

I pledge to keep volunteering to help out where needed, particularly on the basin reconstruction project. If elected to the Board of Directors, I will continue to be approachable to fellow members and always vote to maintain fiscal responsibility, protecting the members and the future of this great club.

Thank you for your consideration.



ROBERT NELSON

Dear Fellow EYC Members:

I would like to thank the Nominating Committee for considering me for the Board of Directors for the coming year. I have been a member of the EYC for 18 years and my wife and I use the club every week. We have been boaters for 25 years and value our membership at the club.

We have traveled all over Lake Erie, Lake Ontario, up into Lake St. Claire, through the New York State Barge Canal and everywhere in between. We have visited many clubs on the lakes and appreciate what we have here in Erie with the EYC.

I feel the EYC is on the right track with the continued growth in membership, the new basin project, the well run club operation by the management staff and all of the employees, and the hard work of the membership in making the club what it is today.

I have served on the House Committee for the past 3 years and the Dock Committee this past year. I have enjoyed the volunteer work details on the weekend helping with the dock assembly. For several years, our Friday night EYC members group helped out with the EYC employee Christmas party. We helped in the kitchen, served, waited on the employees and cleaned up afterwards. "Slopping plates" and running the dishwasher in the kitchen gave us a whole new perspective and appreciation for what the staff and employees go through every day when they serve us as members.

I have run a local security company for more than 34 years in Erie. My experience in business will give me some insight into the EYC club operation. I have served on the Erie Western Port Authority Advisory board for the past 9 years and also serve on the USCG-Buffalo/NW PA Region Maritime Security Committee that deals with local port security matters.

I am humbled and honored to be considered for a position on the Board of Directors and will continue to work for the membership and club if I am elected to the board.

Thank you for your consideration.



JOHN ORLANDO

It is my distinct honor to have been nominated to represent the members of the Erie Yacht Club on next year's Board of Directors.

In 1995, L. Tim Brugger opened a whole new realm of my experience when he introduced me to the wonderful culture and traditions of this great club. I was immediately impressed by the people, programs and amenities that the club had to offer and realized that I wanted to become an active part of this fine establishment. My then future wife, Michele, a lifetime EYC member and competitive sailor, further intensified my newly acquired interest in the world of boating. What began with a mutual enthusiasm for racing on Wednesday's in the summer, soon branched out into power boating on those windless days and iceboating throughout the winter. Not surprisingly, our two children, Kailey and Michael, share our same love for Lake Erie and can't get enough of the EYC lifestyle.

For the past two years, I have served on the grounds committee in an effort to maintain and expand upon our unique bayfront setting. I am pleased to be a part of the EYC racing fleet where I currently serve on the education committee.

As a member of the Board of Directors, I will work diligently to uphold the integrity and values that have been set in place since 1895. I will also encourage our members to share their thoughts and ideas with the board so that we may continue to maintain a strong membership base and provide an extraordinary environment for future generations.

My wife Michele and I, along with my father Michael, currently own and operate the John R. Orlando Funeral Home, Inc. I feel my many years of business experience and dedication to the families we serve will also prove beneficial if elected to the board.

I would like to thank the members for nominating me for a position on the distinguished Board of Directors of the Erie Yacht Club. I look forward to contributing to the success of our highly respected establishment.

Thank you for your consideration, I look forward to your support.



EUGENE WARE

Dear Follow Club member,

I am running for a board position because I feel that I will be able to make a contribution to our club. While I feel the club has been moving in the right direction, I, however, also feel that much could be done to improve its over-all appeal to its members and thus increase the use of our club.

As an owner of two businesses in the investment area for the last twenty years and following over thirty years in banking, I feel that my experience would be useful to the club. I also have extensive experience with nonprofit agencies, having served on ten nonprofit boards and held the office of President of seven of them. I currently serve as President of The Presque Isle Partnership and serve on the Executive committees of The Work Force Investment Board, Vision and Blindness Resource Center and The Friends of the Tom Ridge Environmental Center.

Our family has been in boating at the club for over thirty-five years. During this time, working on various club committees has given me an insight into the internal workings of the EYC. As club members we are fortunate to have had many dedicated members who worked hard to make our club one of the best on the Great Lakes. I feel that as members of the EYC we should be proud of the club and its members.

I use the EYC extensively for business contacts and feel that consistent good food and service is essential to the operation of the club. This is an area that I feel needs improvement.

On election night, I ask for your support and promise to work hard to improve all aspects of our club.

Thank you in advance for your consideration.

Candidates for Nominating Committee



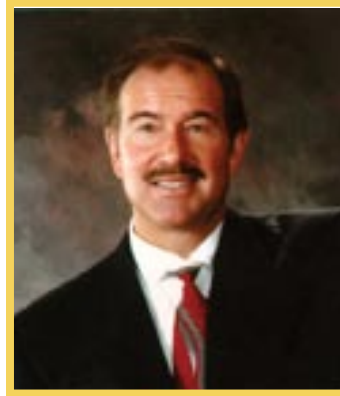
P/C ANDY HANKS

The Nominating Committee is always seeking members with commitment and dedication to lend their time and experience towards the betterment of our club. I am honored to be nominated and to run for a seat on this committee. I understand this committee's charge will be to identify members that possess the skills and talents required

to fill vacancies on the Bridge, Board and Nominating Committee. P/C Fritz Curtze and his committee have done an excellent job with the 2008 slate that will be presented at our annual meeting.

In my twenty years as a regular member of the Erie Yacht Club, I have had the opportunity to be part of, or chair, almost every standing committee. Some have been more work than others, but all fun and rewarding. Member interaction and the knowledge that either our work was to improve our club or to host a great party was well worth the commitment. We do both very well! I will do, as always, my best to make the EYC the best yacht club on the Great Lakes.

Thank you in advance for your confidence and your VOTE.



P/C KERRY SCHWAB

Fellow members,

I am honored to be asked once again to potentially serve you in another capacity. In 1987, my service began as your Fleet Captain culminating in 1991 as your Commodore. Those years were filled with many challenges, wonderful memories, and great friendships. My interest in EYC has never wavered; I have an-

swered many questions and posed many more over the years. My goal has been to always preserve the traditions of the EYC and to be honest in my answers. The next opportunity to serve as a member of the nominating committee is indeed a great honor; I will fulfill my duty as I did in 1987.

I would appreciate your consideration on Election Day.



P/C ROBERT ALLSHOUSE

It is a privilege to be a candidate for the Nominating Committee, the most important committee of the EYC, which chooses qualified candidates for the Bridge and Board and thus helps determine the future of the Club.

For over 30 years, I have watched it grow in membership, service and physical plant. The footprint is larger,

but the main mission remains the same - a family-oriented club.

I sail Royalties, and crew for Dave Blake on Beach Buoys. I was on the Bridge and Board, the Social Committee and Nominating Committee. I am a member of the Long Range Planning Committee and was Club Historian, Parliamentarian and general editor of *A Centennial History of the Erie Yacht Club* book published in 1995.

I teach at Gannon University, was president of the Faculty Senate and History Chair. I was president of the Erie Museum Authority, the Frontier Improvement Association, St. Peter Parish Council; and was vice president of the Flagship Niagara League. I am a member of Rotary, served on the Board of Directors and the Scholarship Board, and am secretary of the Bayfront Center for Maritime Studies.

Thank you for your consideration of my candidacy.



P/C RICHARD VICARY

As a long standing member of the Erie Yacht Club I am honored to have been asked to run for the Nominating Committee. Based on my experience as a past Board Member as well as a Past Commodore, my qualifications for this position are numerous.

I am confident that utilizing my past experience will provide guidance in the process

developed by the Nominating Committee.

As the father of five children we utilize the club in many ways. We enjoy our power boat, sailboat racing, ice boating, fishing, utilizing the dining service and all the kids have been or are now involved in the Sailing School program.

My commitment will be to work hard and act on the behalf of all EYC members and their families in selecting the members who I feel will work hard to achieve the future goals of the Club. I believe the Nominating Committee is the most important committee at the Erie Yacht Club for it is this committee that selects the people to whom we all put our trust in guiding the future of this fine organization.

I thank you in advance for your consideration.

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than most. Mind you, over the years our beer has witnessed the odd change or two. For instance, our customers no longer drink it to ward off the PLAGUE, as they used to in medieval times. However, one thing has stayed

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