

the ALG



SPECIAL CLUB ELECTION ISSUE

An Ice Boater's Resurrection!



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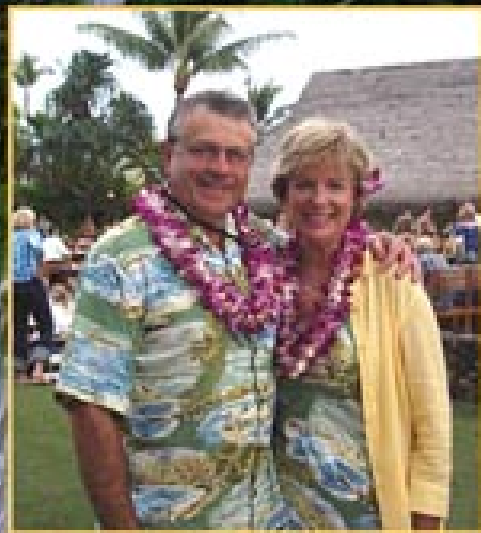
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"Just wanted to thank you for the wonderful memories you helped us carve in our hearts...they are spectacular!! We appreciate all the hard work you did for us to make our Anniversary a truly memorable experience."

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An Ice Boater's Resurrection! 4

Big Plane 6

Aboard Concordia 8

Strange Case of the M&B No.2 10

Docking, Etc. 12

2009 Snipe Nationals Recap 14

Man Ahead of His Time 20

EYC Foundation Update 16

Emily Post Goes Yachting 28

EYC Election Who's Who 31

From the Bridge

Commodore Dave Amatangelo



Many thoughts are running through my head as I write my last "From the Bridge" article. Probably the most compelling thought is how lucky I have been these past four years. The gentlemen that have served with me on the Bridge and Board are all men I consider my friends, how could you not enjoy working with your friends? I'm not saying everything we did was easy, but it was enjoyable.

When I think back to last November when the Stock Market went into the tank, there were some very serious concerns regarding what this year would bring. Fortunately, with a great deal of help from our staff, we weathered the storm pretty darn well, even when Mother Nature didn't cooperate and gave us a relatively cool and wet summer. I

believe all the positive changes that have been made over the last number of years have begun to pay dividends for our club. And there are more good things coming down the road, one of them being the Ravine Drive road itself.

I would like to thank you for letting me serve as your Commodore this past year. I wish Tom Trost, Gerry Urbaniak, David Heitzenrater, our future Fleet Captain and the members of the Board my best wishes and a heartfelt appreciation of the time and effort they will be putting forth for our benefit.

Just think, soon I will become one of those absolutely BRILLIANT guys, a P/C.



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On the Cover...

Chautauqua Lake ice boating conditions were perfect. A beautiful day of sailing until a real tragedy was nearly played out, but friends took control and saved the day and a friend's life!



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It was a beautiful day. March 1, 2009, described by one of the locals at Chautauqua Lake as the best conditions for ice boating they had seen in the last twenty years. The sun was shining, it was 12 degrees, and the ice thickness on much of Chautauqua Lake was up to 14 inches. A group of approximately 12 Erie Yacht Club members joined Russ Thompson and Jennifer Reed for what was to be a wonderful day of ice boating. The EYC Hard-Water Sailors are obviously a hardy bunch. They like speed, adventure, excitement, and they apparently do not mind cold weather! However, they also believe that safety is of primary importance. That is why you will not often see a lot of iceboating men and women venturing out alone. They routinely utilize the buddy system because they know the dangers involved in this sport. This mentality was also present in huge doses on March 1, 2009.

Many of you know and/or have heard the story of Russ Thompson's ice boat accident on Lake Chautauqua near the I-86 Bridge and may suspect that he was somehow careless or fool-hardy. Russ was however actually thinking of the dangers of the ice under the I-86 bridge. As he approached after Dave Heitzenrater had passed through the middle, he and Jen sailed parallel with the bridge looking for the best spot. He came back again, picked his line through, and remembers being concerned about whether or not he had enough speed to get all the way under the bridge. Somehow though, he ended up closer to one

of the bridge abutments rather than directly under the bridge, which is exactly where his iceboat broke through the ice. Jennifer was riding in Russ' iceboat, which is a two-man iceboat known as a "Nite". Both Russ and Jennifer were thrown into the ice-cold waters. Jennifer went in up to her waist but was able to pull herself out of the water. At about the same time, John Orlando, who was following Russ Thompson, saw the ice boat overturn and break through the ice. When Jennifer got out, she was able to see Russ attempting to get out from underneath the sail of the ice boat and actually saw him swim and disappear under what was opaque ice covered with approximately one inch of snow. Here is Russ Thompson's own recollection of what happened:

"As I approached my target the front skate started to dig in and broke through. Immediately the right runner broke through the ice and I was instantly sinking on the low side of the boat. The cockpit of the Nite is closed so I knew I had to get out fast. Within a few seconds I was completely submerged in the frigid waters. I was in control and not panicking but knew I had to get to the surface somehow. Initially I tried to duck under the boom but the helmet didn't permit. It all happened so fast there was only a second to choose. I came up under the sail and it would not budge. So I decided to get behind the sail to see if I could find the edge. When I got to the edge there was no gap or void where I could get to the

surface but to my horror I was directly beneath the ice. I had no place to go so I looked up and decided to try to punch through the ice. I kicked hard with all the strength I had and punched the ice. I thought I could break it. I could not and what happened next only took seconds but the cold water had quickly caused my oxygen debt to be really urgent. My body urgently tried to make me breathe and I convulsed in breathing attempts three times. The first time I felt ice cold water hitting the upper part of my trachea. I felt my lungs and trachea clamp up. I remember saying to my self, that this is it, I am going to die, right now at 49. I am done. The next violent convulsion came rapidly after the first. During those seconds I was so sad for Rickie (Jennifer's daughter) because I was convinced that I had killed her mother as I thought she was in the water also. The last gasp came more quickly and was less violent and then I remember seeing a black grey all around and dead silence. I heard nothing but was aware that I was not dead and then, nothing."

Meanwhile, John Orlando, followed closely by Biff Maasz arrived on the scene and they could not find Russ. Jennifer and John both described the incredible feeling of helplessness and also a sense that they HAD to locate Russ. They were looking in the area and direction where Jennifer had seen Russ swim. It was Biff who first saw a spot of ice in another direction that had no snow on top and it appeared that there was something under

the ice red in color. Russ Thompson was wearing a red jacket that day. John ran over to investigate and he could clearly see that Russ was motionless, face down, and arms out. He began to jump and kick the ice as hard as he could, knowing full well that he, too, could fall through. He was able to open up a small hole and he yelled for help. Jennifer ran over and they both began to pound and pull as fast as they could at the ice's edge in order to break away enough ice to create a hole large enough to pull Russ out. By the time they had a hole big enough, they had the dilemma of attempting to pull Russ' full weight out, in soaking-wet clothes, with virtually no traction on the slippery and now wet ice.

Once they finally got Russ out, they had to work to get his helmet off too. Once they did, they saw a dead person, eyes wide open and a black, tongue swollen, with no sign of life whatsoever. His color was grey. Jennifer started CPR even though she had no formal training. Jennifer's first breaths were unsuccessful, and she actually became frustrated. By this time, John actually thought Russ was gone. She then blew harder three times and Russ coughed. He then let out a huge scream that was music to everyone's ears. As Russ said "it was the scream I wanted to make known under the water but could not. I screamed 3 times like this ... When Russ opened his eyes he saw a brilliant light like someone turned on a searchlight in a dark room. The first person he saw was Jennifer who was now cry-

ing. At first he was not entirely sure if he was alive or this was heaven. He now half jokingly says he wanted to see another person to verify he still was here!

By now, people had begun to return to the scene and while John and Jen were feeling elated that Russ was alive, Scott Heitzenrater screamed "get his clothes off!!" Yes, there was still work to be done and seconds count. They quickly stripped Russ of all clothes and everyone began to peel off their own dry clothes to put on and all around Russ. People used their own bodies to try to keep him warm till the rescue crew arrived. Chris "Skip" Grychowski was on the phone to 911 trying to get help.

The incredible part about this story to me is how close to a tragedy this miracle rescue was. Had John Orlando not been behind Russ Thompson and seen the accident; if Russ had not been wearing a brightly-colored red jacket; if Biff had not quickly found the red patch of ice; if Russ, in trying to find the hole, had actually swam to an area covered with snow and opaque ice; if John's boot had not been able to break the ice; if Jennifer had given up administering CPR prematurely; if Scott Heitzenrater had not yelled "Get his clothes off!!" if the surrounding crowd of ice boaters had not removed their own warm and dry clothing to place around Russ and laid against him to attempt to warm him up; if the Chautauqua Ice Rescue Group was not practicing that Sunday on the lake, this may have been a much more difficult story to tell.

Russ's own doctors told him that what truly saved him was the fast action and quick-thinking of those around him that fateful day.

The reason that this story is able to be so vividly re-told with Russ's accounts included is due to the fact that those friends with him on that fateful day knew what to do and didn't hesitate in their efforts to save his life. With this in mind just a few weeks back, the American Red Cross, in partnership with John Orlando, Jennifer Reed, Russ Thompson and the Erie Yacht Club sponsored CPR and First Aid classes that were held at the Club. The cost for this terrific program was only \$35.00 that covered both classes.

When I interviewed Russ, John and Jennifer at the Club for this story, John told me that he never wants anyone to have the dreadful feeling of pulling someone out of the water who is not breathing or responding and not know what to do next. You may never know when you may find yourself in a similar situation. So get trained or re-trained. I certainly hope we can make these courses an annual event at the EYC. If so, don't miss this life saving opportunity. "Take the classes ... save a life".

So maybe the ice on Chautauqua Lake on March 1, 2009 really wasn't perfect in every location, but the rescue and resurrection of Russ Thompson was! Let's use that miracle as the impetus to train others and ourselves so that someone else's life might be saved. It might even be the life of someone you love.



Chit-chat between Andy Hanks and Russ while setting up the boats before the day of adventure began ... and what a day!



The location at which Russ's iceboat had broken through the ice and his life hung in the balance.



Chautauqua Lakes Ice Rescue teams are well trained and equipped to react to all kinds of rescue missions on the lake ice.



Safety and ambulance personnel are gathered on the shoreline waiting to go into action if required.



Many members of the EYC Iceboat Fleet are rigged and ready to take advantage of a perfect sailing day on beautiful Chautauqua Lake.



The Chautauqua Sheriff's Office Helicopter flies Russ to Hamot Health Center where he remained for several days while recovering.



An Ice Boater's Resurrection!

by Brad Enterline
& Russ Thompson

Big Plane!

World's Largest Airplane the Antonov 225

BY PAT DEAN



The Antonov glides overhead carrying a NASA Shuttle on her back delivering her back to the Cape for another shot into space for another supply flight to the ISS.



Hey Mr. President!, how about a little "five on five" basketball at 35,000 feet? I'll wake up the spear crew and "we got game!"



Just look at this massive mountain of an aircraft ready to lumber off into the wide blue yonder.



This giant is tough on tires. Just look at the outside aft tire it's bald! This is why they carry a number of spares ... tires take a beating.



What an impressive bow there is on this mountain of an aircraft.



Sitting in the pilot's seat at this point would feel like being on the launch pad at Cape Canaveral.

Just one of Antonov six massive engines dwarfs the big EXXON refueling rig.



This is the world's largest airplane, the Russian Antonov 225 and it is a marvel to behold. Few people have caught a glimpse of this behemoth in the sky, landing, taking off or even sitting on the tarmac. So here's a little peek.

This airplane was at the Niagara Falls Airport recently loading large compressors and then flew them directly to Saudi Arabia. The photographs used in this article were taken at the at the Medford, OR airport when she landed to take on a load of two Sikorsky fire fighting helicopters transporting them overseas at a mere cost of \$1,000,000.00.

While the beast was being loaded, the two separate flight crews took a trip downtown to buy cigarettes by the case and stocked up on Levis jeans. "Ain't America Great"! Its sure is the marvel of the rest of the world".

The Wright brothers never could have dreamed that someday it would all come down to this marvel of aeronautical engineering. One engine dwarfs my boat. Just look at the background picture and note the Exxon fuel truck under the wing ... and those trucks are not little but it looks like a toy! The landing gear boasts a total of 32 gigantic tires which cost more than a lot of homes ... and that's just the tires!

Wouldn't it be nice to someday take the Antonov for a spin around the world. Just invite a few hundred of your closest friends for a non-stop party. What an extravaganza that would be.

I hope that you have enjoyed this little glimpse at what really is a marvel of engineering and quite a sight to see ... even if the glimpse was only by way of a few pictures. Yep, no doubt ... this certainly is "One Big Plane".





This article will be the first in a bi-monthly series that will chronicle Class Afloat's 2008 round-the-world tall ship voyage. As Class Afloat's former Shipboard Director, I have edited my journal entries from the voyage, and created a series of articles written specifically for the Erie Yacht Club's Log Magazine.

Foreign embassy receptions, tours of remote islands, and visits to famous cities sounds like



"Student posing": The students pictured in their formal uniforms in Finland.

something one would read in a National Geographic article. However, what if the above description was actually a school assignment? What if these assignments were part of an overall international voyage that took students to twenty five countries during the span of a regular school year? In fact, these are real student assignments, as part of the Class Afloat program. Founded in 1984, Class Afloat is a fully accredited floating prep school that takes high school students and university freshman around the world for academic credit onboard a 188ft tall ship, called the *Concordia*. Due to my past experience working with numerous tall ship organizations, including the *Flagship Niagara*, I was hired as Class Afloat's Shipboard Director. My responsibilities included student and staff management, port programming, and marketing.

On a beautiful September afternoon, eighty teary-eyed parents gathered along the shore of the famous Nyhavn Canal in downtown Copenhagen, Denmark as they waved bon voyage to their high school children. The *Barkentine Concordia* slowly pulled away from the dock with her new compliment of forty students, five teachers, six professional crew members, and me as Shipboard Director. Nerves and butterflies filled all of our stomachs as we contemplated our world voyage that would take us throughout Europe, Africa, and South America. The voy-

Right: The author pictured with Alexandra Volkoff - Canadian Ambassador to Sweden from Canada. Left: "Church on Spilled Blood": Located in St. Petersburg, Russia.



age was deigned to have multiple outcomes for the students. This included honing their academic skills through rigorous prep school academics, cultivating strong leadership, character building, and communications attributes, and above all, creating worldly, politically astute young people who understand that the world extends beyond the borders of North America.

Our semester would be spent sailing to countries and exploring their social, political, and cultural dimensions. While under way, students would be taught formal academics as if they were in a traditional classroom setting. Our first port of call for the semester was St. Petersburg, Russia. It took us six days to sail there from Copenhagen. The students were more than happy to touch land as this was their first time ever at sea! We spent four days in St. Petersburg visiting the famous sites and attending university lectures on the "New Russian Economy" and the "Fall of Communism". One of the hallmarks of Class Afloat is the experiential learning element of each class. As such, we organize port programs that showcase the local culture to students in a non-touristy, educational fashion. This might include hearing a university lecture such as the one we heard in Russia, or participating in humanitarian work in West Africa.

After spending three days in the former Russian capitol, *Concordia* set sail for Mariehamn, Finland. This sail provided the students with their first taste of bad weather and "mal-del-mar", seasickness! Ten foot seas and a full Force Eight Gale made for a rough, wet sail. The vessel was taking waves over the top of her deckhouse, which sits some 25 feet off of the water. The wind was howling so loud against the sails and rigging that it sounded like a freight train.

We eventu-

ally arrived safely in Mariehamn, a beautiful town on the Finnish island of Aland. Aland is a fully autonomous island with its own laws and language (Swedish is spoken instead in Finnish) separate from mainland Finland. The students were greeted by the director of the local nautical college who educated us on the rich maritime tradition of the town. In past times, many of the world's largest sailing ships

were home ported out of Mariehamn. We visited a traditional Finnish farm for cultural lessons and lunch. All of the food was sourced from the farm, making it was one of the most delicious meals that we had in a long time since at sea! We then traveled to the far end of the island, and hiked through the birch for-



The students are "hauling" on the jib sheet setting the sail to point higher into the course wind.

est until we reached the windswept shore of the Baltic. There was a tower in the trees in which we were able to climb and see the impressive coastal view; an absolutely stunning 365 degree panoramic expanse of the sea, outlining islands, and the shore. It was incredibly windy and the whole tower was swaying as we tried to snap photos!

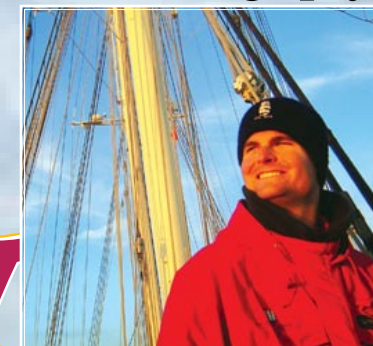
The following day we toured the maritime museum and maritime college. We were able to try the ship simulator, which was truly fascinating! It is literally like sitting in the bridge of a ship; all of the controls are tied into a central computer that plays various scenarios. There is radio, radar, GPS, throttles, windows, etc. It is about as real as it could possibly get. Unfortunately, during my simulation, the day turned to night and then the fog set in. As I am not fully proficient in driving using the radar alone, I crashed my ship into a liquid propane tanker ship and blew Mariehamn

off the map! My students thought it was pretty funny and vowed to keep me away from *Concordia's* wheel house!

From Mariehamn, we set sail for Stockholm, Sweden. The beautiful one day sail took us through the Swedish Archipelago where a large collection of 20,000 islands make a fascinating approach into Stockholm. The leaves had all changed to their vivid colored foliage as fall was now in full swing in that part of the world. One of our duties in Stockholm was to host a reception for the Canadian Embassy on-board *Concordia*. This provided an exceptionally stimulating and educational evening for our students as many of them are interested in pursuing careers in International Relations after college. I thoroughly enjoyed engaging Ambassador Alexandra Volkoff in a discussion about U.S.-Canadian trade relations. The students also had an opportunity to visit a local Swedish school that has a strong maritime component to their curriculum. After spending the day at the school, our students went home with the Swedish students for "home-stays". It is amazing how quickly these young people bonded in such a short time. I must admit that a few our male students were begging me not to leave Stockholm as they had found their new "true love" in Stockholm!

Please stay tuned for the next addition, where *Concordia* visits, Denmark, Germany, and England.

Caleb's Biography



The author pictured at sunset in the Swedish Archipelago on the approach into Stockholm.

Caleb "Cal" Pifer was born and raised in Erie. As a teenager, he moved with his family to Perth, Australia where he began sailing competitively. Upon returning to the United States, he sailed onboard Erie's *Flagship Niagara*, on a voyage that spanned from Philadelphia to Halifax. Pifer considers the voyage to be the single most powerful and life changing experience he has had in life, and attributes his current profession directly to the *Flagship Niagara*. Pifer subsequently went on to volunteer, teach, and direct for six tall ship and sailing-related programs, culminating in a world voyage as the Shipboard Director of the floating prep school, Class Afloat. He is now president of the American Foundation for Education Under Sail Inc, the nation's only tall ship-specific management company. The *Flagship Niagara* League is currently one of his company's clients. Pifer also sits on the board of directors of the American Sail Training Association and is a new member of the Erie Yacht Club. In 2008, Pifer was the recipient of the tall ship industry's highest honor, the International Sail Trainer of the Year Award. Pifer resides in Newport, RI, but will always consider Erie to be home.



by Caleb "Cal" Pifer

Aboard Concordia

The Strange Case of the Marquette & Bessemer No. 2

Still Missing Since December 1909?

by Dr. David Frew

(Visiting Professor of
Leadership Studies)
Mercyhurst College

Word spread like wildfire on Sunday December 10, 1909. A recovered lifeboat. Gruesome dead bodies. People came by the hundreds, wandering down State Street to the Canal Basin (East Slip) where they jockeyed for position to see one of the most macabre visions in the city's history. Eight dead men were sitting upright in a twenty-foot, unsinkable life boat. A ninth was curled into the fetal position under the ice. Bodies frozen solid in waist deep ice. While authorities struggled to free the frozen crew, the crowd pressed forward to glimpse the awful site. Families watched in horror. Mothers chided children. "Stay away from the water." "Never become sailors."

Finally, an enterprising policeman thought of a way to free the frozen bodies. The lifeboat was towed to the dock where the *USS Michigan* (later to be re-named *Wolverine*) was stationed. A hose was connected between the *Michigan's* steam exhaust outlet and the scupper on the lifeboat. Then slowly, as hot exhaust water bubbled through the lifeboat, the block of ice that had encapsulated the sailors melted away.

Two of the most haunting images in local maritime history were presented in local newspapers that week. A photograph of Captain Jeremy Driscoll, from the PA Fish Commission, standing next to the lifeboat. Then a coroner's picture of nine deceased men on preparation tables at Hanley's Funeral Home, Ninth and Liberty.

The Erie portion of the great adventure of 1909 began on Thursday December 7 when Albert Weis left the local train station for Conneaut Ohio. Weis was corporate treasurer of Curtze Industries and chief operating officer of Keystone Fish. Keystone was a division of Curtze Industries (as in today's Sixth Street Watson-Curtze Mansion). In those days Curtze Industries was

a diversified business involved in steel, locomotive manufacturing and commercial fishing. Weis was en route to Port Stanley, Ontario representing Curtze's Keystone Fish division. When he left his Sassafras Street home he was carrying a brief case with thirty thousand dollars. Weis had an appointment in Port Stanley where he planned to purchase an Ontario fish processing business. His plan for Keystone Fish was to emulate the business model of Captain William Kolbe who owned commercial fish processing businesses in both Erie and Port Dover. The two-location, international operation would allow Keystone, like Kolbe, to catch and process fish on the Canadian side of Lake Erie and then transport them to Erie to be sold into the lucrative U.S. market. Weis left town on a train bound for Conneaut, Ohio where he barely made it to the *Marquette & Bessemer No. 2* in time for departure. Good luck, bad luck!

The *Marquette & Bessemer No. 2* was a

a 338-foot steel railroad car ferry designed to carry loaded train cars filled with coal. It made regular round trips to Port Stanley where it discharged coal cars from four sets of internal tracks and replaced them with empties. Occasionally, the *Marquette & Bessemer No. 2* took coal to Port Dover where it docked at the now underwater steel pier just west of today's municipal dock (there are a few EYC members whose keels can attest to the existence of that submerged

pier). In those days, car ferries (both on Lake Erie and Lake Michigan) typically offered passenger service, providing private cabins and food service for travelers who needed transportation between lake ports.

Unfortunately for Albert Weis, a terrible late fall storm struck the car ferry as it was crossing Lake Erie. A pitch black sky, wall of icy sleet and snow, and winds of 80 miles per

hour suddenly turned the lake into a maelstrom. Hours after the overdue *Marquette & Bessemer No. 2* should have arrived at Port Stanley, observers saw her hesitate in front of the harbor entrance, then turn away. There

was no way that any ship could have entered Port Stanley that day, given the storm surge and waves inside the harbor. Days went by. Rumors began to circulate. An empty lifeboat washed up near the base of Long Point. Debris in the ship's signature green and white colors began washing ashore between Port Burwell and Long Point. Some began to wonder if the *Marquette & Bessemer No. 2* had run aground near Long Point and if the crew might be stranded out there. In Erie, headlines focused on Albert Weis and the brief case filled with cash.

On Sunday morning, Captain Jeremy Driscoll decided to take the PA Fish Commission boat, *Commodore Perry* (predecessor of today's *Perca*) across the lake to do a systematic search of Long Point. As he left the dock he told friends that he hoped to find Weis and the rest of the crew holed up somewhere along the twenty mile wilderness peninsula, perhaps at the lighthouse keeper's home on the tip. The storm had severed communications with both the lighthouse and lifesaving operations at the tip of the point. Eight miles from the Erie Channel, Driscoll spotted a debris field punctuated by green and white colored wood stretched out to the west. Slowly ducking through ice floes that had formed over the

previous 48 hours, he followed the debris, stopping to retrieve bits of wreckage. An hour into the trek, a crewmember spotted a lifeboat floating inside of the stream of wooden debris. Driscoll headed toward it. As he closed, he noted that there were men sitting upright in the boat. The crew from the *Commodore Perry* waved and yelled but there was no response. Upon reaching the stricken men, the reason became obvious. They were all dead. The upright sitting position of the crew was only made possible by the fact that they were frozen solid in a cockpit-shaped block of ice that had formed around them.

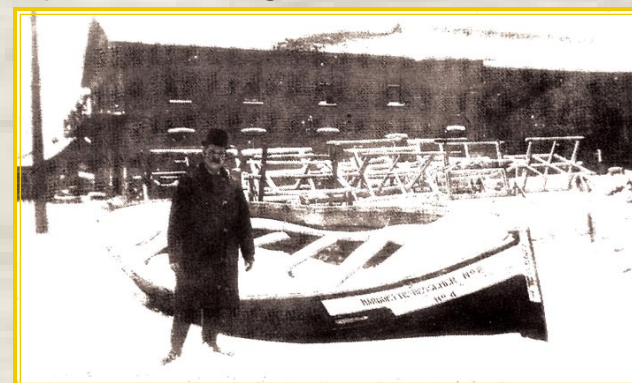
Carefully tying lines at several points on the over-weighted lifeboat, Driscoll turned back toward Erie, and started a painfully slow six-hour trip as he took care not to let the floating coffin capsiz and be swamped. Unlike the *Marquette & Bessemer No. 2*, Driscoll had a ship-to-shore radio which he used to alert authorities in Erie, insuring a huge crowd when he finally arrived.

This December will mark the 100th year since Lake Erie's mystery ship disappeared. The search for its remains has baffled wreck hunters, especially in recent years. Confusing evidence caused by debris fields in two distinctly different locations, the recovery of several bodies the following Spring and the discovery of a third lifeboat outside the Buffalo Harbor has added fuel to speculative fires. Where is the ship today? Why hasn't it been found? Has someone located it and kept the discovery a secret waiting for the 100th anniversary of its sinking? Only time will tell.

In a 2004 radio interview with a reporter from London, Ontario shortly after I wrote "Long Gone, The Mystery of the *Marquette & Bessemer No. 2*," I noted that the old car ferry was The Holy Grail of Great Lakes shipwrecks. And as far as I know, it still is.



Captain Driscoll standing next to the recovered lifeboat.



Marquette & Bessemer No. 2 about 1908.

Stern view of the Marquette & Bessemer No. 2 taken in Conneaut, Ohio.



Crewmembers from the recovered lifeboat at Hanley's Funeral Home in Erie December 1909.



DOCKING, ETC.

by Toni Sample

No, this article is not about docking your IPOD. The 'tongue in cheek' information that follows will refer, for the most part, to tying up your 'vessel' to the various kinds of structures on which one must be prepared to 'land'.



Curled dockline on cleat is one way of impressing your dockmates in making things 'ship shape' and pretty but has a tendency to cause lines to rot over time.

First -- a rope is no longer a rope on a boat if it has a purpose. It's a 'line'. It might be a sheet line, a dock line, a painter, or any other number of lines with a specific purpose. You 'old salty's' know this, but newer boaters may be still in the learning curve. You'll never hear a

Whenever any boat is at anchor remember that ample chain on the anchor end and plenty of row are essential for safe results.



These four small power boats all safely secured to a small well protected anchorage.

Captain call out, "Pull in the main sheet rope." Never. Never. Never.

Second -- any 'line' that attaches a boat to a solid structure is called a "dock line". Permanent dock lines are on your permanent dock. If you only have one set of dock lines and they are 'cast off' and remain at your permanent dock when you leave on a cruise -- you are going to be in for a rude awakening the first time you want to tie up at a host club or public marina.

You will want to carry at least four dock lines -- at lengths that will be sufficient to throw or to carry with you as you 'jump off ' the boat as the Captain mans the wheel or rudder. The forward lines are usually much longer than the aft lines.

Dock lines are required to secure a vessel to:

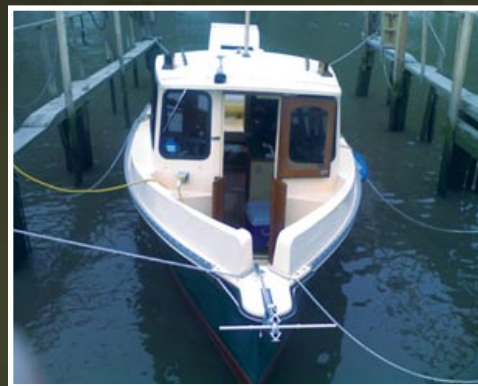
1. Another vessel -- that would be called 'rafting up'.

2. A gas dock -- when refueling is required. (It doesn't hurt to have some practice sessions throwing a line before you have to do it in a real life docking situation.)

3. Any pier or dock for which you might tie up for several hours, overnight or several days.

Dock lines can be prerigged to slip over a cleat (on the boat) or have an unfinished end

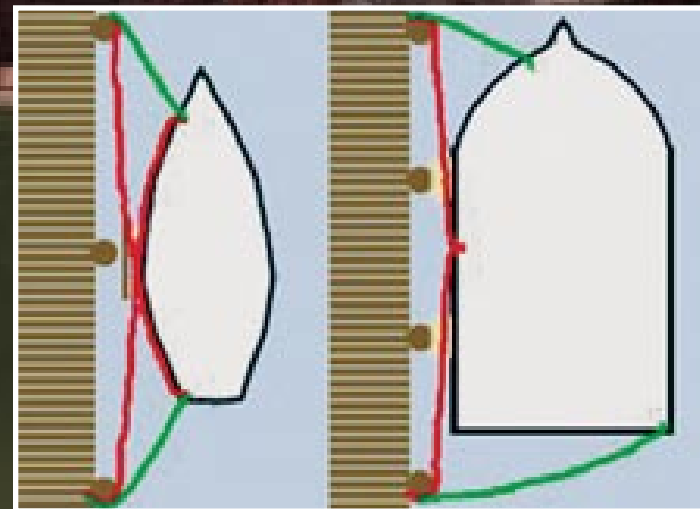
that can be tied to a cleat. The dock end will always be 'unfinished' so that the boat can be let in or out according to what you find at the 'dock' and also depending on currents and other water conditions. Some docks you will tie up to a cleat, some to a piling and others to whatever is available. My Captain always loved the knots that I used for tying up to a piling -- he called them my 'holdermights'.



Small boat tied up in large slip at a marina. "Cross tying" both the forward and aft lines handles fluctuations in water height due to wind or tidal situations.

Some docks have piers on each side of the boat. Some docks only have a side or a front bulkhead wall. Crawling off the bow of the boat can be a real treat the first time you try it. I fell in my first time at Port Stanley. You have

A old wooden dock with no cleats, lines, no boats ... just waiting for your mega-yacht!



The configuration of bow, aft and spring lines for tying up both sail and power boats are quite similar. Note that the powerboat's aft line is tied to the outside cleat for better results.



Whenever your in a large raftoff situation more than a single anchor should always be used.

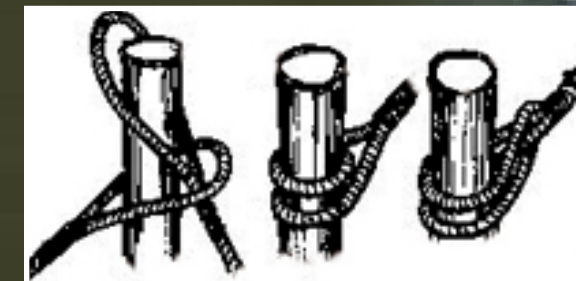
to do that only once to know you will never do it again. Never.

A 'Painter' is the name for the line that secures your 'dinghy' (the little boat that you pull behind your boat when you plan to spend your time at an anchorage). It is important to have a 'painter' that is long enough that you won't flood your dinghy while you are moving -- usually three times the length of your boating vessel (not 3 x the length of your dinghy).

And, most important -- you have to remember to pull the dinghy in close to your boat before you attempt docking.

Along with dock lines you will also need 'fenders'. No, not a "Fender" guitar or a car 'fender' but what is usually air filled rubber 'tubes' of various sizes to be tied from a cleat, life line or winch (maybe even a wench) to keep your vessel from hitting the wood, concrete or metal dock with which you will be landing your

This boat is securely tied to dock with bow, aft and crossing spring lines.



This is an illustration of three ways of many to secure your boat's dock lines to a pier's bulkheads.

water craft. These fenders are usually stored in your lazarette (the little lockers in your cockpit), along with your spare dock lines. If you're traveling through the Welland Canal you'll see 'hay bale' fenders and 'board' fenders.

I'm not handing you any 'lines' here. I'm sure there is much more to know about docking. But, these are the basics and a good starting point. So, happy sailing and happy docking and stay dry.



Fifty-two teams from 15 states and 3 countries attended the 2009 Snipe North American Championship hosted by the Erie Yacht Club August 13-16. The event began Thursday evening with measurement and registration. Racing began Friday afternoon under challenging conditions. The first two days were light, shifty and hot. Principle Race Officer Bill Lasher assisted by SCIRA Rep. Brainard Cooper struggled to complete three races in two days. The morning of day three brought a fresh 5-9 knots and two more races to complete the regatta with 5 races - no throughout.

The top two finishers qualified for the 2010 Western Hemisphere and Orient Championship to be held in Canada. Full results can be viewed at: www.snipeus.org.

"Many Thanks to Roger Richards" for providing excellent camping facilities for our guests. Having onsite camping really helps offset the costs to the competitors and few locations are finer. Even though the sailing conditions were not ideal, the club and staff created a

very social and friendly environment with parties and wind delays on the grassy lawn in front of the club. Cold beer sponsored by Pat Geary and Erie Beer greeted the sailors as soon as they arrived at the dock. Friday evening saw a perfect sunset, a BBQ cookout, and music at the lighthouse. Saturday evening the club presented a wonderful cocktail party on the main lawn with Marty O'Conner and crew providing the music. The weekend wrapped up with awards on the deck Sunday afternoon.

2009 USA Worlds team member, Hal Gilreath, captured some of the flavor of the event with interviews and posted them at: www.youtube.com/results?searchquery=snipe+north+americans&searchtype=&q=f

Special thanks to North Sails, Erie Beer, and Annapolis Performance Sailing for their continued support at this event.

Event Chairs Holly and Gavin O'Hare fielded many accolades throughout the event, most asking when the Snipes can come back to

Erie.

So why Erie, also the site of the 2006 US National Championship and the 2008 U.S. Sailing Team Racing Championship? The answer is that veteran snipe sailors Holly and Gavin O'Hare, think the venue is perfect. Holly is biased as it is the club where she grew up and ran the junior program for a number of years. Gavin is hooked because he married Holly... and he buys into the benefits of the venue. The recent North American Championship reminded all who attended of why the Erie Yacht Club is great for sailing dinghies:

1. Erie, PA is located centrally where many fleets can travel easily to the venue.

2. The club facility is located on Presque Isle Bay, a freshwater venue 1.5 mile wide by 7 mile long surrounded by a sandy forested peninsula. The race course is a five to ten minute sail from the club so no long tows in or out.

4. The club facility is extremely accommodating, ramps and cranes, plenty of boat parking space, on-site camping, social/party and tent

options.

5. The club staff and their support for dinghy events is top shelf and very reasonably priced.

6. Fantastic volunteers are well schooled in running first class event.

In other words, the EYC is the perfect location for this type of event and will surely host other such events in the future thus showcasing our location, our outstanding club and our staff and membership's hospitality.

Again thanks to all.

Gavin O'Hare

email: gavin@obyc.com

www.sailingeducation.com

Mobile: 443.926.6808



2009 Snipe North American Championships ... another stellar event!

"Participants love the Erie Yacht Club"

by Hollis & Gavin O'Hare



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by F/C Dave Heitzenrater



EYC Foundation Update

You may recall the EYC Board of Directors approved the formation of the Erie Yacht Club Foundation, Inc., an independent entity on April 20, 2009. The purpose of the Foundation is to enable legitimate tax free donations to be made to support its mission to provide an opportunity for its members to act collectively to foster local excellence in regional, national, and international amateur boating competitions, to contribute to maritime-related charitable and educational organizations in the Erie area and support charitable and educational activities undertaken by the Club.

The anticipated success of the Foundation will not only greatly improve but help shape the future direction of our EYC boating programs.

Although in its infancy, the Foundation has already proven its worth by stepping forward to provide twelve scholarships to our Reyburn School. The dozen fortunate and appreciative children were chosen from the Abraxas Center. These young sailors were not only introduced to sailing but provided with what could be a life altering experience by being exposed to the sport of sailing with its related educational and social aspects. As you can see from these thank you notes written by these young children, they really enjoyed their experience and were very grateful to be part of the program.

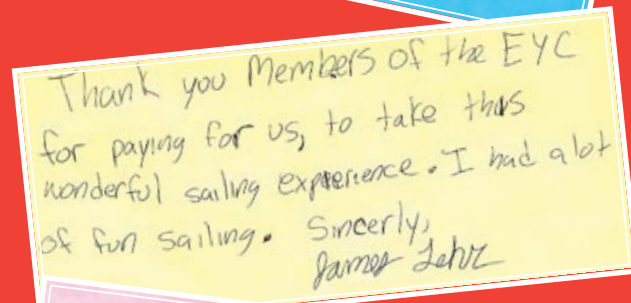
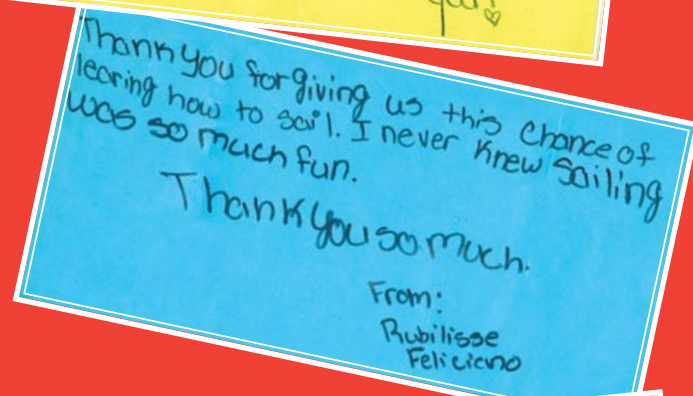
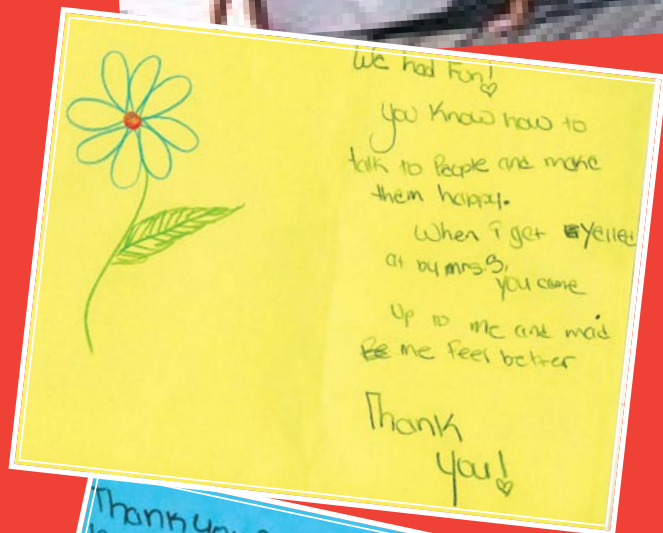
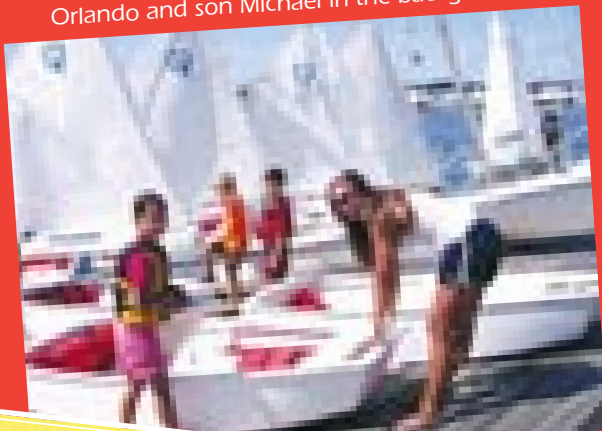
This was a wonderful accomplishment by the Foundation and very helpful to the Reyburn School and the EYC. The involvement of the Abraxas Center students is another example of the community involvement illustrated by the Erie Yacht Club through its members.

Contributions to the Foundation are gratefully welcomed and may be unrestricted or designated for a specific activity or event within the Foundation purposes. Contributions may be designated for instant or subsequent use or for the establishment of an endowment. Endowments made to the Foundation are gifts that can continue forever and may be made through a variety of financial arrangements including estate planning which may be established any time. Please note that non financial gifts are subject to approval and acceptance by the Foundation.

The Foundation Trustees wish to thank the Bay Swim II Committee for their recent contribution which will be used for Reyburn School activities. The Foundation would be grateful for any assistance or gift you may provide to move forward its stated vision: to promote community youth involvement in all water-related activities. The Foundation is chaired by EYC member James McBrier who may be reached at mcbco@peoplepc.com Please visit the Foundation's web page via its link on the EYC home page.



Reyburn School Instructor Amanda Mascharka with Kailey Orlando, daughter of Michelle and John Orlando and son Michael in the background.



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A Man Way Ahead Of His Time ...

submitted by
Robert Way, Jr

John F. Kennedy once said to a assembled group of scholars in the White House, *"I think this is the most extraordinary collection of talent, of human knowledge, that has ever been gathered at the White House... with the possible exception of when Thomas Jefferson dined alone."*



Thomas Jefferson



John F. Kennedy

Jefferson's quotes below
prove JFK's point.

"The democracy will cease to exist when you take away from those who are willing to work and give to those who would not."

"It is incumbent on every generation to pay its own debts as it goes. A principle which if acted on would save one-half the wars of the world."

"I predict future happiness for Americans if they can prevent the government from wasting the labors of the people under the pretense of taking care of them."

"My reading of history convinces me that most bad government results from too much government."

"The strongest reason for the people to retain the right to keep and bear arms is, as a last resort, to protect themselves against tyranny in government."

"The tree of liberty must be refreshed from time to time with the blood of patriots and tyrants."

"For a people who are free, and who mean to remain so, a well-organized and armed militia is their best security."

"Conquest is not in our principles. It is inconsistent with our government."

"He who knows nothing is closer to the truth than he whose mind is filled with falsehoods and errors."

"Honesty is the first chapter in the book of wisdom."

"A Bill of Rights is what the people are entitled to against every government, and what no just government should refuse, or rest on inference."

"A democracy is nothing more than mob rule, where fifty-one percent of the people may take away the rights of the other forty-nine."

"Advertisements contain the only truths to be relied on in a newspaper."

"An enemy generally says and believes what he wishes."

"Bodily decay is gloomy in prospect, but of all human contemplations the most abhorrent is body without mind."

"Delay is preferable to error."

"Educate and inform the whole mass of the people... They are the only sure reliance for the preservation of our liberty."

"Enlighten the people generally, and tyranny and oppressions of body and mind will vanish like evil spirits at the dawn of day."

"All tyranny needs to gain a foothold is for people of good conscience to remain silent."

"A little rebellion now and then... is a medicine necessary for the sound health of government."

"Agriculture, manufactures, commerce, and navigation, the four pillars of our prosperity, are then most thriving when left most free to individual enterprise. Protection from casual embarrassments, however, may sometimes be seasonably interposed."

"Eternal vigilance is the price of liberty."

"I'm a great believer in luck, and I find the harder I work, the more I have of it."

"Laws that forbid the carrying of arms... disarm only those who are neither inclined nor determined to commit crimes... Such laws make things worse for the assaulted and better for the assailants; they serve rather to encourage than to prevent homicides, for an unarmed man may be attacked with greater confidence than an armed man."

"The beauty of the Second Amendment is that it will not be needed until they try to take it."

"The policy of the American government is to leave their citizens free, neither restraining nor aiding them in their pursuit."

"I think myself that we have more machinery of government than is necessary, too many parasites living on the labor of the industrious."

"When the people fear their government, there is tyranny; when the government fears the people, there is liberty."

"In matters of style, swim with the current; In matters of principle, stand like a rock."

"What country can preserve its liberties if its rulers are not warned from time to time that their people preserve the spirit of resistance?"

"Were we directed from Washington when to sow and when to reap, we should soon want bread."

"The legitimate powers of government extend to such acts only as are injurious to others. But it does me no injury for my neighbor to say there are twenty gods, or no God. It neither picks my pocket nor breaks my leg."

"To compel a man to furnish funds for the propagation of ideas he disbelieves and abhors is sinful and tyrannical."

"I am not a friend to a very energetic government. It is always oppressive."

"The price of freedom is eternal vigilance."

"Liberty is the great parent of science and of virtue; and a nation will be great in both in proportion as it is free."

"I have never been able to conceive how any rational being could propose happiness to himself from the exercise of power over others."

"The two enemies of the people are criminals and government, so let us tie the second down with the chains of the Constitution so the second will not become the legalized version of the first."

"A wise and frugal government, which shall restrain men from injuring one another, which shall leave them otherwise free to regulate their own pursuits of industry and improvement, and shall not take from the mouth of labor and bread it has earned. This is the sum of good government."

"A free people [claim] their rights as derived from the laws of nature, and not as the gift of their chief magistrate."

"I find that the harder I work, the more luck I seem to have."

"The man who reads nothing at all is better educated than the man who reads nothing but newspapers."

"Was the government to prescribe to us our medicine and diet, our bodies would be in such keeping as our souls are now."

"I would rather be exposed to the inconveniences attending too much liberty than to those attending too small a degree of it."

"No man has a natural right to commit aggression on the equal rights of another, and this is all from which the laws ought to restrain him."

"Every government degenerates when trusted to the rulers of the people alone. The people themselves are its only safe depositories."

"He who knows best knows how little he knows."

"Any Government that is big enough to give you everything you need is big enough to take everything you have."



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A Lost Friend



submitted by Kay Thayer

Bill and Sam, two elderly friends, met in the park every day to feed the pigeons, watch the squirrels and discuss world problems.

One day Bill didn't show up. Sam didn't think much about it and figured maybe he had a cold or something. But after Bill hadn't shown up for a week or so, Sam really got worried.

However, since the only time they ever got together was at the park, Sam didn't know where Bill lived, so he was unable to find out what had happened to him.

A month had passed, and Sam figured he had seen the last of Bill, but one day, Sam approached the park and "lo and behold" there sat Bill! Sam was very excited and

happy to see him and told him so. Then he said, "For crying out loud Bill, what in the world happened to you?"

Bill replied, "I have been in jail."

"Jail?" cried Sam. "What in the world for?"

"Well," Bill said, "you know Sue, that cute little blonde waitress at the coffee shop where I sometime go?"

"Yeah," said Sam, "I remember her. What about her?"

"Well, one day she filed rape charges against me, and at 89 years old, I was so proud that when I got into court, I pled guilty."

"The damn judge gave me 30 days for perjury!"



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Celebrate The Holidays at the EYC!

By Elizabeth Dougan



Another Christmas party season is fast approaching! The Erie Yacht Club is the perfect location for your business or organization's Christmas party. Not only will you enjoy beautiful panoramic views of Presque Isle Bay from our Bayside Ballroom, but the clubhouse is sure to be adorned in plenty of holiday spirit!

Red and Green embellishments throughout the clubhouse provide a joyful, sophisticated setting for your upcoming Christmas party. We take the worry out of decorating, and are certain to provide enough Christmas feast and yuletide to satisfy any occasion. Whether large or small, casual or formal, the Erie Yacht Club has all the options for your holiday festivities!

Although weekend dates are filling quickly, we are still accepting reservations for weekdays and Sunday afternoon or evenings. Please remember, these dates will fill fast so be certain to call today and reserve a date! Please contact our Catering Manager, Elizabeth Dougan, either at 453-4931 or catering@erieyachtclub.org.

Happy Holidays!



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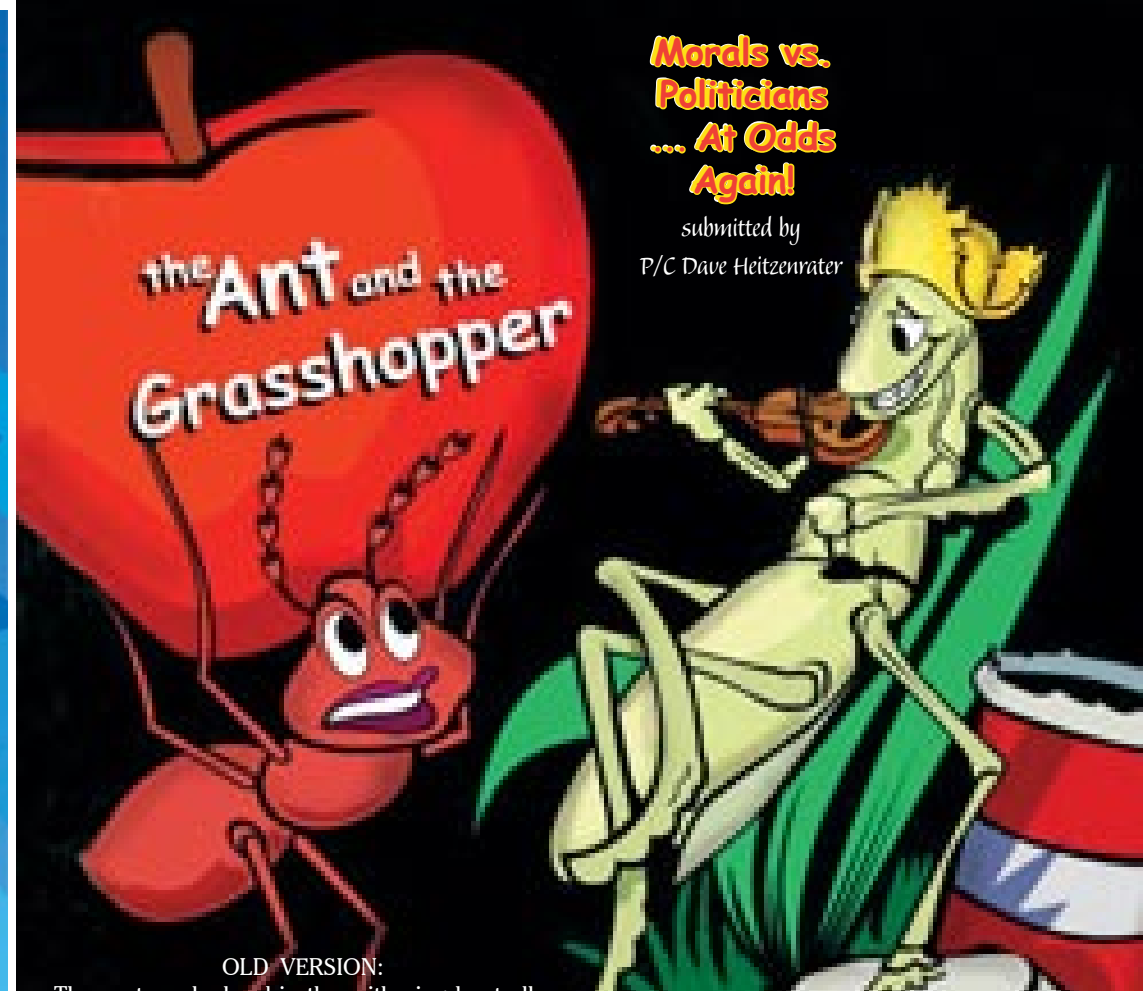
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Morals vs. Politicians ... At Odds Again!

submitted by
P/C Dave Heitzenrater



the Ant and the Grasshopper

OLD VERSION:
The ant works hard in the withering heat all summer long, building his house and laying up supplies for the winter.

The grasshopper thinks the ant is a fool and laughs and dances and plays the summer away.

Come winter, the ant is warm and well fed. The grasshopper has no food or shelter, so he dies out in the cold.

MORAL OF THE STORY: Be responsible for yourself.

MODERN VERSION:
The ant works hard in the withering heat all summer long, building his house and laying up supplies for the winter.

The grasshopper thinks the ant is a fool and laughs and dances and plays the summer away.

Come winter, the shivering grasshopper calls a press conference and demands to know why the ant should be allowed to be warm and well fed while others are cold and starving.

CBS, NBC, PBS, CNN, and ABC show up to provide pictures of the shivering grasshopper next to a video of the ant in his comfortable home with a table filled with food. America is stunned by the sharp contrast.

How can this be, that in a country of such wealth, this poor grasshopper is allowed to suffer so?

Kermit the Frog appears on Oprah with the grasshopper and everybody cries when they sing, 'It's Not Easy Being Green.'

ACORN stages a demonstration in front of the

ant's house where the news stations film the group singing, 'We shall overcome.' Rev. Jeremiah Wright then has the group kneel down to pray to God for the grasshopper's sake.

Nancy Pelosi & Harry Reid exclaim in an interview with Larry King that the ant has gotten rich off the back of the grasshopper, and both call for an immediate tax hike on the ant to make him pay his fair share.

Finally, the EEOC drafts the Economic Equity & Anti-Grasshopper Act retroactive to the beginning of the summer.

The ant is fined for failing to hire a proportionate number of green bugs and, having nothing left to pay his retroactive taxes, his home is confiscated by the Government Green Czar.


The story ends as we see the grasshopper finishing up the last bits of the ant's food while the government house he is in (which just happens to be the ant's old house), crumbles around him because he doesn't maintain it.

The ant has disappeared in the snow. The grasshopper is found dead in a drug-related incident and the house, now abandoned, is taken over by a gang of spiders who terrorize the once peaceful neighborhood.

MORAL OF THE STORY:
Be careful how you vote in 2010 that is if we still have a two party system and have the right of choice!

submitted by Toni Sample

A Tiny Cabin



A social worker from a big City in Massachusetts recently transferred to the Mountains of North Carolina and Georgia and was on the first tour of her new territory when she came upon the tiniest cabin she had ever seen in her life.

Intrigued, she went up and knocked on the door... "Anybody home?" she asked.

"Yep," came a kid's voice through the door.

"Is your father there?" asked the social worker.

"Pa? Nope, he left afore Ma came in," said the kid.

"Well, is your mother there?" persisted the social worker.

"Ma? Nope, she left just afore I got here," said the kid.

"But," protested the social worker, "are you never together as a family?" "Sure, but not here," said the kid through the door. "This is the outhouse!"

"Pa? Nope, he left afore Ma

TREATING VASCULAR DISEASE BEGINS WITH EARLY DETECTION.

Nearly 12 million people suffer from Peripheral Artery Disease (PAD). Although easy to detect in its early stages, PAD can lead to stroke or loss of limbs if left undetected. What's more, over half of those afflicted with PAD also have Coronary Artery Disease (CAD). PAD and CAD are treatable diseases and early detection is highly beneficial.

Take advantage of three simple, private, non-invasive vascular disease screenings. Results will be available the same day. Each screening costs \$30 or \$75 for all three. Registration is required. Screenings are not currently covered by your insurance.

To register for your vascular health screening, or to simply learn more, contact the Hamot Heart Institute at (814) 877-6605.


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- 2 AAA SCREENING**
Ultrasound waves are utilized to detect an aneurysm or enlargement in your abdominal aorta that could lead to a ruptured artery. Many people are not diagnosed with AAA until it's too late—after the rupture occurs.
- 3 CAROTID ARTERY SCREENING**
Carotid Artery Stenosis is a narrowing of the main blood vessels to the brain that can limit blood flow and eventually cause a stroke. Ultrasound waves are used to examine the arteries in your neck.

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"BUT OFFICER!"

submitted by Dez Way



Can you imagine this guy going 80 mph on his way to Dallas with these balloons trailing a few yards behind him?

"Bet ya' can't make it a 100 miles without an Officer of the Law ruining all your fun."

Instructions for a fun time on the interstate ...

- Step 1. Tie balloons to car.**
- Step 2. Drive like a bat.**
- Step 3. Watch people freak out!!!!**

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"Welcome Aboard!"

**New Member
Pete Ameno**

by Jan Stachelek

Pete Ameno officially became a EYC member on July 21, 2009, but Pete and Kelly Ameno have been frequent guests over the years and really enjoyed their times at the Club. I recently had the opportunity to sit down and chat with them regarding their decision to join and their experiences as Club members to date.

Kelly has a lifelong affinity with the water. Her father, who passed away last year after a long battle with MS, was an avid water skier, as was her mother. Kelly recalls stories her parents performing great feats of skill on the water, sometimes with only one ski. She loves being near the water and says that the atmosphere at the Club is perfect for the relaxation time both she and Pete need. Pete apparently agrees because they were not members for even a month before they purchased EYC member Bob Stratton's 18ft. Seadoo jet boat. They both say it is nearly impossible to be at the Yacht Club watching all the boats and not get that boaters "fever" we all know so well.

Pete and Kelly are self-employed locally and run a very busy business that encompasses the creation of signs, letters, graphics, and custom vinyl wraps for cars, boats, golf carts, and just about anything else. In addition to that, Kelly has home-schooled their two sons, Michael,

age 19, and Joey, age 16. Michael has always had an interest in the business. Since he was about five, he was often seen accompanying his Dad on business calls. It was natural that when he graduated from high school, he would happily join the family business. Don't know about Joey yet, but at sixteen, I am sure he has other things on his mind. The Ameno's have four dogs, a Golden Retriever, two Pugs, and a four pound Yorkie that rules the roost!

EYC member Judy Emling, a friend and running partner of Kelly's, has greatly facilitated their transition as Club members, introducing them to just about everyone, as only Judy can do, and making sure they feel welcome at all times. Pete and Kelly love the atmosphere at the Club. They say that members and staff are all very friendly, the food and service are great, and they look forward to attending one or more of our special events for members. Kudos for the EYC and for members like Judy Emling. We all need to take the time to make new members feel welcome. If you are one such member, and you would like to tell me about your experiences at the Club, contact me via my e-mail or phone number in the Log, and I will be more than happy to chat with you.



Got an Email, Address and Telephone?

Please help the EYC update any changes you may have in your E-mail, address or phone and that means any and all changes. Simply Email: gm@eyachtclub.org or call the information into the helpful folks in the office at: 453-4931.

Thanks for your help,



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This past August, on one of the rare perfect Saturdays of the summer, our family and some friends spent the day wakeboarding. We were in the part of Presque Isle Bay known to wake boarders and water skiers as “the lane” – an area that’s just outside the “no wake” buoys off the Peninsula where the water is about as flat as it gets.

Now there is a certain unwritten etiquette in the lane, that says when a boat is pulling a rider along the lane, other boaters will stay out of their way and wait their turn. Needless to say, most skiers and boarders don’t take kindly to other boats that don’t follow this simple rule. But can you really blame them if no one ever told them the etiquette of the lane?

The same can be said of so many sports and hobbies, including the world of yachting in which there is a traditional code of etiquette that is to be passed on from one generation to the next. But for those of us who may be feeling a little rusty, here’s a quick primer.

Permission to board Cap’n? We used to jokingly have our kids say in their best pirates’ voices “permission to come



Permission to Come Aboard?

aboard captain?” when visiting another boat. But all kidding aside, it’s just common courtesy to have permission to enter what is some else’s private property. Just as you would not enter another person’s house without being invited in, you really should not board a yacht without asking or being invited.

Emily Post Goes Yachting!

by Aimee Nicolia

No dirty shoes mate! It’s customary in yachting etiquette to take off your shoes when coming aboard a yacht. The reason being of course is so that you won’t damage or bring dirt onto the nice clean deck of the boat. However, most boat owners today would probably be happy to have guests simply wear the appropriate shoes. That means no black soles, which can leave black scuffmarks on the deck, and no high heels for safety reasons if nothing else. It’s best to wear either deck shoes or sneakers with white soles.

Keep her clean. It’s traditional for boats to have some type of “Welcome Aboard” mat at the entrance of the boat, often adorned with the name of the boat. This really isn’t just for decoration. Guests should use the carpet to make sure their shoes are clean. After all that, if you still should happen to leave dirty footprints, it’s polite to clean them up. Many boat owners are very particular about keeping the

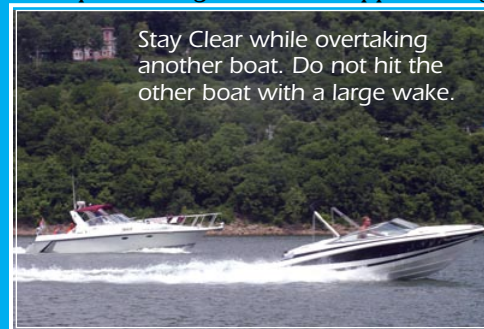


deck of their boat clean, and they tend to appreciate a guest that helps keeps it that way. Along those same lines, if as a guest you happen to bring a bottle of wine or food onto a boat, avoid bringing red wine, messy food, or anything else that would soil the captain’s pretty boat.

Stay Clear. When leaving or returning to the dock, often times guests are eager to help out by jumping up and trying to grab the dock or dock lines. Unless you’re a regular crewmember or the captain specifically asks you to do something, it’s best to just sit back and stay out of their way. They probably have a system that works better without passengers messing it up!

Give ‘em a wide berth. No matter how fast and powerful your boat may be it is simply not nice to cruise full speed close to another boat throwing a tidal wave of a wake in their general direction. And by the way, if it’s a sailboat race that’s going on, the racers really won’t like it if you cut right in front of them giving them a large wake to maneuver over.

The polite thing to do when approaching



Stay Clear while overtaking another boat. Do not hit the other boat with a large wake.

a boat or overtaking a boat, is to go wide and slow down a little. And the boat with more maneuverability, such as a powerboat as compared to a sailboat under sail, should always give way to the boat with less maneuverability.

Moor rules? If you should happen to need to moor up alongside another boat, you should first ask for permission to do so, much like asking permission to board a yacht. I’ve also been told, that when given permission to moor alongside another boat, you should always give the other boat the line to tie off to their cleat first; you would then take other end of the line to take up the slack and tie off to your cleat.



Much of the learning is just good manners and common sense.

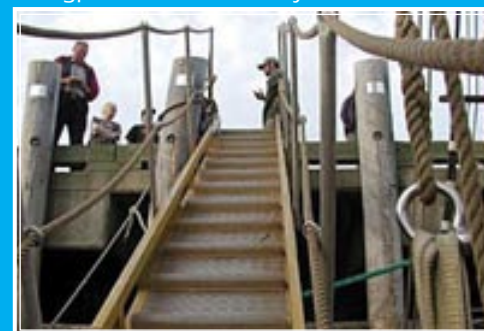


The Wave simply states “we’re all out here together and just in case we need each other.”

Be a good neighbor. Whether you’re anchoring off the beach for the day, or tying up to a mooring at another harbor, you should always leave a reasonable distance between your boat and the nearest neighboring boat. Be sure to provide enough room for both their boat and yours to swing from their anchor lines without hitting. And the personal space thing is kind of important too. It’s like going to a movie theater and having the only other people there sit right in front of you. Really? So why anchor closer to another boat than necessary?

Being a good neighbor in a marina also means not peeking into others’ portholes and hatches, not being overly loud or obnoxious, especially late in the evening or early in the morning, and keeping your hands off of other peoples boating equipment. That said, when a boat is coming into dock, it is a friendly courtesy to help them by handing them one of their dock lines.

Mind the Captain’s every word or it’ll be the Gangplank ta’ shore with ya’.



The Captain’s Always Right? Aargh! Some lists of yachting etiquette will tell you that the captain of a ship is always right. And if the captain is ever wrong, refer back to the last one. But in general, the captain does in fact speak first for the yacht and its passengers and make the final decisions. And hopefully he will in fact be right. Whether he is or not, tradition states that when the drinks are poured (in port of course) the captain’s mug is always poured first. And the first toast is always for the ladies. Now that’s a rule I think most captains can live with!

You know, when it comes right down to it, in order to be considered a polite boater, all you really need to do is to be thoughtful and courteous. And if you can follow that simple rule, you’ll have the kind of manners that would make even Emily Post proud!



Remember: A Pink Sky at night is a sailor’s delight ... red sky in morning is a sailor’s fair warning!



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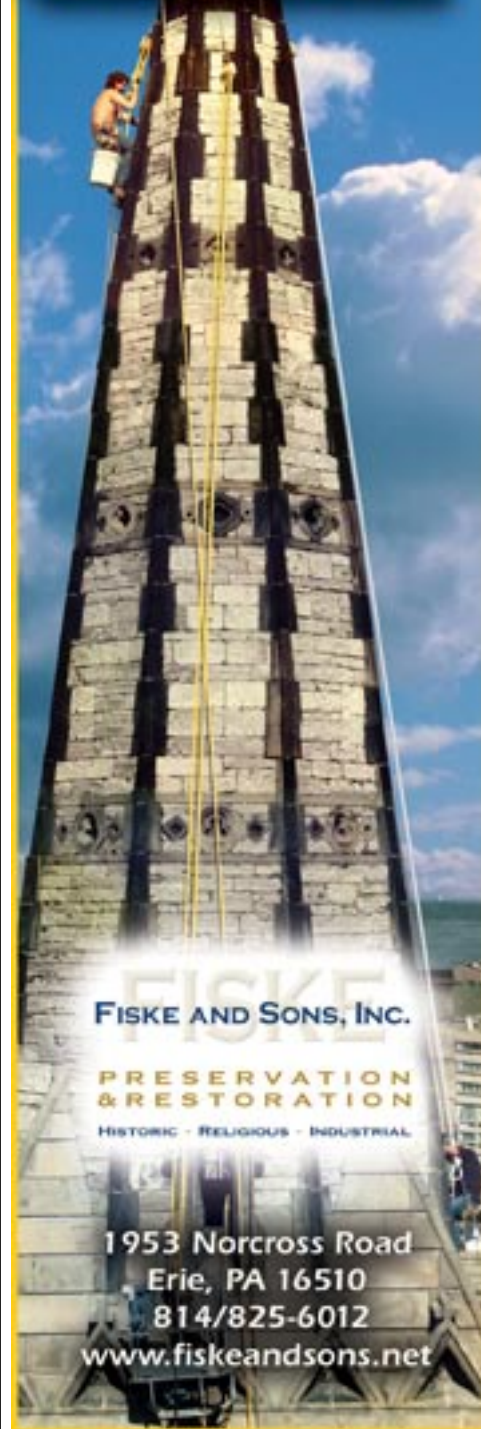
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November Calendar of Club Events

- 1st Champagne Sunday Brunch
11-2pm • \$12.95
NFL Football with the NFL Ticket
1pm • All Games are on!
- 2nd Monday Night Football
Wings, Pizza & Hot Dogs!
All for \$2.00 at halftime
- 7th EYC Racing Fleet Banquet
Club Closed for Food Service in
the PM
- 8th Champagne Sunday Brunch
11-2pm • \$12.95
NFL Ticket 1pm • All Games are on!
- 9th Monday Night Football
Wings, Pizza & Hot Dogs!
All for \$2.00 at halftime
- 14th South African Wine Tasting Dinner
- 15th Champagne Sunday Brunch
11-2pm • \$12.95
NFL Ticket 1pm • All Games are on!
- 16th Monday Night Football
Wings, Pizza & Hot Dogs!
All for \$2.00 at halftime
- 18th Turkey Bawl • 5-9pm
Complimentary Hors d'oeuvres
Dinner Specials and Mtown
Entertainment with Breeze
- 20th Annual Meeting 7:30pm
Food Service until 7pm
- 22nd Champagne Sunday Brunch
11-2pm • \$12.95
NFL Ticket 1pm • All Games are on!
- 23rd Monday Night Football
Wings, Pizza & Hot Dogs!
All for \$2.00 at halftime
- 26th Thanksgiving • Club Closed
- 29th Champagne Sunday Brunch
11-2pm • \$12.95
NFL Ticket 1pm • All Games are on!
- 30th Monday Night Football
Wings, Pizza & Hot Dogs!
All for \$2.00 at halftime

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December Calendar of Club Events

- 5th Members Christmas Dinner Dance
Party • 7pm start with dinner at 8pm
Live Music from Lake Effect
- 6th Champagne Sunday Brunch
11-2pm • \$12.95
NFL Football with the NFL Ticket
1pm • All Games are on!
- 7th Monday Night Football
Wings, Pizza & Hot Dogs!
All for \$2.00 at halftime
- 13th Champagne Sunday Brunch
11-2pm • \$12.95
NFL Ticket 1pm • All Games are on!
- 14th Monday Night Football
Wings, Pizza & Hot Dogs!
All for \$2.00 at halftime
- 15th Dinner with Santa • 6pm
- 19th Breakfast with Santa • 10am
- 20th Champagne Sunday Brunch
11-2pm • \$12.95
NFL Ticket 1pm • All Games are on!
- 21st Monday Night Football
Wings, Pizza & Hot Dogs!
All for \$2.00 at halftime
- 24th Club closed at 3pm
- 25th Christmas • Club closed
- 27th Champagne Sunday Brunch
11-2pm • \$12.95
NFL Ticket 1pm • All Games are on!
- 28th Monday Night Football
Wings, Pizza & Hot Dogs!
All for \$2.00 at halftime
- 31st Firecracker New Years Eve Party
with Hors d'oeuvres, Blackjack
and Live Music from Manhattan
Casual Dress • \$26 per person



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 20, 2009.

CANDIDATES

COMMODORE - ELECT ONE:
Thomas Trost

VICE COMMODORE - ELECT ONE:
Gerry Urbaniak

REAR COMMODORE - ELECT ONE:
David Heitzenrater

FLEET CAPTAIN - ELECT ONE:
Matthew Niemic

BOARD OF DIRECTORS - ELECT TWO:
William Hertel
Robert Nelson
Barry Stamm
Eugene Ware

NOMINATING COMMITTEE - ELECT THREE:
Douglas Beers
P/C Pete Gorny
Dennis Crotty
Jamie Taylor

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 20th 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 DAVE ARTHURS, GREG GORNY AND MATT NIEMIC

Also Nominating Committee members:

CHAIRMAN P/C FRITZ CURTZE, MICKEY MCMAHON, P/C JOHN MUROSKY,
P/C BOB ALLSHOUSE, P/C ANDY HANKS AND P/C KERRY SCHWAB

SPECIAL ANNOUNCEMENT

The minutes of the 2008 Annual Meeting and the 2009 complete Financial Statement will be made available for members to pick up on November 10th, 2009 in the Club's front office.

The Bridge Officers



THOMAS TROST, Commodore

I would like to thank the membership of the EYC for the opportunity to serve you as your next Commodore and thank you for the support you have given me over the past three years. It has been an honor and my pleasure to serve you as your Vice Commodore this past year. It has been a fast three years with many accomplishments from the facelift of the front entranceway to the addition of a roof at the lighthouse, of which has been the setting of many weddings, parties and sunsets, and, of course, the basin reconstruction project. The basin reconstruction project is still moving ahead of schedule with G and H dock scheduled to be completed by Opening Day 2010 attributable to the skills and continuous effort of our numerous EYC volunteers. Your Bridge and Board has worked hard this past year to improve the financial condition of your Club by reducing costs. I will, to the best of my ability, keep the improvements coming over the next year while overseeing Club operations.

I thank you the Bridge, Board and membership for your continued support as we hold the course at the finest yacht club on the Great Lakes!

Respectfully,
Thomas Trost



DAVID HEITZENRATER, Rear Commodore

I thank you all for your past support and believe we have had many positive accomplishments during a very busy 2009 filled with numerous issues. Significant items included the formation of the Erie Yacht Club Foundation. Its success will not only improve but help shape the future direction of EYC boating programs. We also completed the basin construction loan swap at 4.82 % which will save thousands of dollars over the life of our loan when interest rates climb as expected. We made an overdue major purchase for the yard, a larger tractor with a sweeper attachment that became very useful with the several rain storms flooding the road and grounds. We initiated joint talks with the City and Port Authority not only for the repair of Ravine Drive but for the upgrade of the underlying drainage systems for the long term solution to the problem. As a result, the Port Authority members agreed to do the repairs and seek funding for its reconstruction so at this writing we anxiously await action on the road however we will continue our pursuit of this major issue.

Our Grounds Committee also had many accomplishments including construction the Lighthouse ADA ramp, refurbishing the picnic shelter, instillation of the kitchen area fencing and safety concerns, the parking curbs and the permitting and placement of the basin entrance buoys plus the normal grounds issues.

I again thank you for your past and future consideration and look forward to the challenges of the Rear Commodore position.



GERRY URBANIAK, Vice Commodore

This past year was a very gratifying experience as I had the opportunity to spend a good deal of time with many of our very hard working staff in the kitchen, dining area, lounge and office. Countless members offered encouragement and advice during the year in dealing with a host of issues. I am grateful to all of you for this help and support. When my tenure on the Board and Bridge began many years ago, I pledged to work for you, and be an advocate for your expectations. I renew this pledge to you now.

I will also continue to work hard for fiscal strength, and development of member services, while maintaining our census and encouraging our children to preserve the heritage of maritime activities and enduring friendships. My position as Chairman of the Membership Committee will add leverage in our mission to attract quality members as membership opportunities become available. I will also work hard to bring a spirit of belonging and involvement to our new members.

I am proud of this past year's accumulation of success stories which include new and diverse menu items, delicious meal offerings and presentations, quality services and accurate billing, a host of so many new and improved events, vastly improved profitability, and a staff with renewed vigor for serving our members.

I request your support for the position of Vice Commodore in this election, and thank you for the opportunity to serve on your Bridge at the Erie Yacht Club.



MATTHEW NIEMIC, Candidate for Fleet Captain

There is no location on Lake Erie better suited for yachting than the beautiful Presque Isle Bay, and the Erie Yacht Club is the premier yacht club in this region. Our club consists of members with diverse backgrounds who have one common interest-boating. This commitment to boating and the fellowship of the sea is the backbone of the club.

As a member of our club, I am honored to be considered for the office of Fleet Captain. I have actively participated on the Erie Yacht Club Board of Directors and many of the EYC committees. The progressive direction of the club continues to make our club unique. I have enjoyed working with my fellow volunteer members in designing and building the guardhouse, the gate entrance, and the lighthouse pavilion as well as restoring the old Canoe house. Because I am involved, I am well aware of the importance of our club's mission.

My wife, Bridget, and our three children, Caitlin, Cutter, and Jack, have enjoyed our fellow members on the racecourse and at the club's many social functions. The Reyburn Sailing School provided our children with life-long boating skills which they continue to build upon as demonstrated by Caitlin teaching sailing at Chautauqua Institute; Cutter pursuing a degree in maritime transportation at the State University of New York Maritime College in New York City; and Jack being the recipient of the 2009 Opti Star trophy.

If elected to the position of Fleet Captain, I will continue the traditions set forth by the club's founding members to help promote, encourage, and develop activities associated with boating. With your support, I look forward to continuing to help make the Erie Yacht Club an even better place for all of us to enjoy!

**Don't Forget to Cast your Vote
On Friday, November 20th at 7:30 PM**

The Bridge Officers

The Bridge Officers

Candidates for Board of Directors



BARRY STAMM

I want to thank the Nominating Committee for nominating me to run for the Board. I have been an active member of EYC since 1979, sailing two versions of the STAMMPEDE since 1981, first the Baltic 42 and now our Baltic 52. This Club is a very important part of our lives as a family as we have spent a great deal of time here over the years.

I am vitally interested in seeing our Erie Yacht Club not only continue to survive, but to THRIVE. One doesn't have to travel very far up or down this lake to realize that we have a very special Yacht Club here. We should do everything we can to keep it that way and to continue to improve upon it in every way we can while keeping it financially healthy.

Now that I have retired from my surgical practice I am very interested in serving and giving back to this club in a way that would do justice to what the club has meant to me over the years. I have a great deal of experience serving on various boards over the years. I have served on the board of the Hamot Second Century Foundation for many years, and have just completed a two year term as Board Chair of that organization. Currently I am serving as President of the Bayfront Professional Building Board and am also the Campaign Chair for the 2009-2010 Capital Campaign for the Sight Center of Northwest Pennsylvania. There are numerous other board positions I have fulfilled in the past that have allowed me to gain the experience of working with individuals and committees to get things done.

If you are looking for a committed individual who will work for the benefit of the membership and the Club then I will fulfill that position.

Barry D. Stamm, MD



EUGENE WARE

I would like to thank the Nominating Committee for considering me for a position on the EYC board. I would also like to express my appreciation to the many members and friends at the EYC who encouraged me to run.

With my extensive financial background and board experience with ten non-profits, I feel I will be able to help the club. As a forty plus year EYC member, I have been on many committees. The most recent committee memberships have been on the financial and basin committees.

Boating has been a lifelong family activity in the Ware household. As a young boy, my father kept his boat anchored off Ferncliff as long as I can remember. Once I was old enough, membership in the EYC was, to me, a must do goal.

My entire career has been in the financial services area. For thirty years, I worked at the First National Bank of Pennsylvania before moving into the independent Financial Advisory business about twenty year ago.

Fishing, nature and photography have always been my non-business interests. Over the last five years, I have written and had published three books about Presque Isle State Park. Corresponding with my interest in nature, I am currently President of the Presque Isle Partnership, serve on the board of The Friends of Tom Ridge Environmental Center and am a member of the local Audubon.

Over the last four years, having worked with the basin committee and the Board on the basin project, I have gained an insight into the very talented, diverse, and selfless members that make up the volunteer side of the Erie Yacht Club. I ask that you vote for me at this year's election and promise I will do the best I can serving you on the board.



ROBERT NELSON

Dear Fellow EYC members:

I would again like to thank the Nominating Committee for considering me for the Board of Directors for the upcoming year at the Club. I am about to start my 20th year as an EYC member, and my wife and I continue to enjoy the club every time we are here. Our Friday night dining group is at the Club every Friday.

I have continued to serve on the House Committee for the past 4 years, and Dock Committee for one year. My tenure on the House Committee has given me some good insight into the Club operation, including an overview of the employee staffing, employee training, kitchen operation, food costs, and observing the activity associated with the bar, grill room, dining room & banquets. I have not forgotten my experience volunteering in the kitchen, and I can appreciate what the club employees go through to make "everything happen once a food order is placed by a member until we are served".

I look forward to continuing working with the member volunteer dock and basi crew this fall as the club continues with the next phase of the dock expansion. I would recommend that all members come down for at least one Saturday work detail to see what actually goes on and, to be able to work with other volunteers. This will give you a new perspective of the project, and you will be able to see how much time is involved and what actually goes into the construction of the new docks as they are being built.

I continue to serve on the Erie Western PA Port Authority Advisory Board, and also on the USCG-Buffalo/NW PA Region Maritime Security Committee that deals with local port security matters. As a Past Commander of the Erie Power Squadron, I was involved as a board member and bridge officer for several years. I was also the Chairman of the Public Boating Course, taught by the Erie Power Squadron, and helped teach the course at the Erie County Vo-Tech School, over a five year period. As the owner of a local industrial security services firm, I have been involved with Erie businesses for the past 35 years.

I feel that my past experiences with these organizations, and my time as an EYC member, may help me as one of your Board of Directors. I would appreciate your support and look forward to my coming years as a member of Erie's premium club facility.

Thank You for your consideration.



WILLIAM HERTEL

Dear fellow EYC members,

I am honored to be considered by the nominating committee as a candidate for the Board of Directors. I am proud to be a member of one of the most progressive, yet traditional, yacht clubs on the Great Lakes. The club keeps getting better: with the new docks and the basin construction, the Light House, new Gates, Grill Room, Gas Well, Travel lift, and the Log just to mention a few projects.

I take my hat off to the women and men on the committees that have accomplished so much, and pledge to continue their drive for family values as the guidelines for boating activities like National and local Sailing Regattas, slow pitch wiffle ball games, Family Picnics, Thursday live music Happy Hour, Family Jam sailing, raft ups, and all the special events through out the year. Over the past twenty six years of boating and fishing I experienced two years at Cherry Street Marina, twelve years at Commodore Perry Yacht Club, and the last twelve years here at the Erie Yacht Club. During the years at EYC, I have served on the Safety Committee, the Grounds Committee, the Sailing Marks Committee, and participated in Frolic On the Bay. Our family boat Magic can often be seen sailing in the EYC Racing Fleet events, which seem to make the summers just fly by.

I worked in the Fire Service for thirty six years and during that time I also earned a degree in Special Education at Edinboro University, attended PA State Fire Academy in Lewistown, PA. and the National Fire Academy in Emmetsburg, MD. These studies enabled me to work as a PA State Fire Instructor for some twenty years. The one thing that stays with me from my teaching experience is that the proper attitude, training and equipment help to bring a project to a smooth completion. I would consider it an honor to help complete projects for the members of the Erie Yacht Club.

Candidates for Nominating Committee



**JAMIE
TAYLOR**

Fellow EYC Members:

My name is Jamie Taylor and I am asking for your vote to be elected to the Nominating Committee. I have been an active EYC member for 30 years and it would be an honor to serve again on this committee. As a member of the 2002 Nominating Committee,

I have experience with the selection process of the yacht club's future leadership.

Thank you for the opportunity to serve the Erie Yacht Club.

Sincerely,
Jamie Taylor



**DOUGLAS
BEERS**

When I was asked to run for a position on the Nominating Committee it was with an enthusiastic yes that I agreed. Having been a past chairman of the Nominating Committee, I fully understand the responsibility and dedication involved with serving on this committee.

As a 20 year plus member of the Erie Yacht Club, I have also

served as the Chairman Reyburn Sailing Program, as well as numerous other committees. I look forward to another term on the Nominating Committee, and would appreciate your vote.

I own the Sailing Vessel *Station Break*, and sail her all over the Great Lakes. I am employed by Lilly Broadcasting, and when Presque Isle Bay is frozen, I reside in Millcreek.

I'd Appreciate Your Support,
Doug

Sharing

submitted by Bob Becker



He ordered one hamburger, one order of French fries and one drink.

Then the old man unwrapped the plain hamburger and carefully cut it in half. He placed one half in front of his wife. He then carefully counted out the French fries, dividing them into two piles and neatly placed one pile in front of his wife.

He took a sip of the drink, his wife took a sip and then set the cup down between them. As he began to eat his few bites of hamburger, the people around them kept looking over and whispering. You could tell they were thinking, "That poor old couple - all they can afford is one meal for the two of them."

As the man began to eat his fries a young man came to the table. He politely offered to buy another meal for the old couple. The old man said they were just fine. They were used to sharing everything.

The surrounding people noticed the little old lady hadn't eaten a bite. She sat there watching her husband eat and occasionally taking turns sipping the drink.

Again the young man came over and begged them to let him buy another meal for them. This time the old woman said "No, thank you, we are used to sharing everything."

As the old man finished and was wiping his face neatly with the napkin, the young man again came over to the little old lady who had yet to eat a single bite of food and asked "What is it you are waiting for?"

She answered, "The teeth."



"The Best Gets Better"

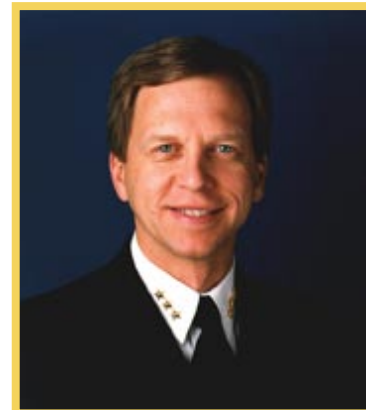


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**P/C PETE
GORN**

Dear Fellow Members,

In the 30+ years I have been a member of the Erie Yacht Club, I have seen many major changes. One thing that has not changed in our Club is steady progress in a positive direction. When I look at all the financially struggling clubs all throughout the country and all the marinas

with 20% empty slips, I conclude our Officers, Board, and Managers have it right. We are on or close to budget this year, our slips are full, our membership is growing and getting younger, and we have a social schedule that offers entertainment from young children to old sailors like my friends. The club cannot please everyone all the time and it is useless to try. We will always have 5% complainers just like every organization I have ever known.

Our strengths have always been our diversity and willingness to volunteer. As a past employer told me years ago, "If you just go use your club and don't offer to help run it, you're a load". That is why I agreed to run for nominating committee. If you would like me to help find candidates to help keep this Club on course, please give me your vote. If you think this Club is off track, please don't vote for me.

Thank you for your time and consideration.

Kindest Regards, Pete



**DENNIS
CROTTY**

I thank the nominating committee for having the faith in me to hold office within this fine organization.

I am a graduate of Gannon University and President of Crotty Insurance Agency. Being an EYC member since 1987 has afforded me an excellent understanding of what our members not only want but deserve from their Club. Through

the years I have been active on several of the Club's committees and have participated in many Club sponsored activities and fund raising charitable events. I have enjoyed the Club, seen many wonderful and exciting progress being made. Through these many years I've learned what it takes and the kind of people we need to continue our growth and solve the Club challenges in the future.

Over the years we've owned many boats including our current 32 ft. Marinette which my wife Janice and I frequently enjoy with friends and family at the EYC.

I would very much appreciate your consideration for this most important of all Club Committees. It is this committee that is charged with the responsibility of providing you with the people that will carry on the Club's traditions and successfully manage the future operations of this terrific organization.


Thank You in Advance for Your Consideration,
Dennis

Enrich Your LOG.

Tell us your story...

everyone has got at least one.
Contact any member of
the LOG staff
listed on Page 3

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-David Brine-

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Parrot John's

submitted by
Peg Way



A young man named John received a parrot as a gift. The parrot had a bad attitude and an even worse vocabulary. Every word out of the bird's mouth was rude, obnoxious and laced with profanity. John tried and tried to change the bird's attitude by consistently saying only polite words, playing soft music and anything else he could think of to "clean up" the bird's vocabulary.

Finally, John was fed up and he yelled at the parrot. The parrot yelled back. John shook the parrot and the parrot got angrier and even ruder. John, in desperation, threw up his hand, grabbed the bird and put him in the freezer. For a few minutes the parrot squawked and kicked and screamed. Then suddenly there was total quiet. Not a peep was heard for over a minute.

Fearing that he'd hurt the parrot, John quickly open the door to the freezer, the parrot calmly stepped out onto John's stretched arms and said, "I believe I may have offended you with my rude language and actions. I'm sincerely remorseful for my inappropriate transgressions and I fully intend to do everything I can to correct my rude and unforgivable behavior."

John was stunned at the change in the bird's attitude. As he was about to ask the parrot what had made such a dramatic change in his behavior, the bird continued, "May I ask what the turkey did?"

HAPPY THANKSGIVING!



A Winter Poem
From Canada ...

Happy Winter!

submitted by
P/C Bob & Mary Morrison, PDYC



It's winter in Canada

And the gentle breezes blow
Seventy miles an hour
At thirty-five below.

Oh, how I love Canada

When the snow's up
to your butt

You take a breath of winter
And your nose gets frozen shut.

Yes, the Weather here
is Wonderful

So I guess I'll hang around
I could never leave Canada
I'm frozen to the friggin' ground!

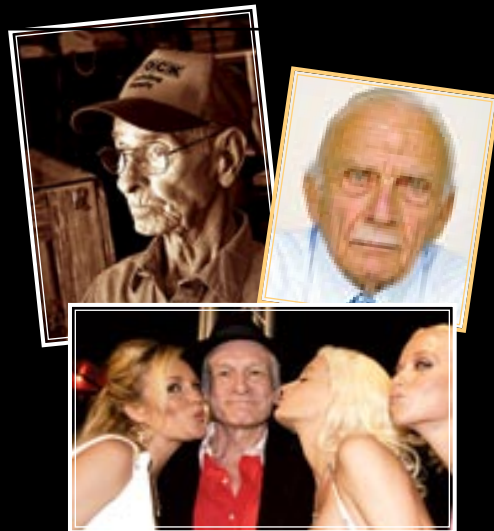
"So We'll See You
in the Spring!"

Yea! Well Move to Erie, PA! We only
had 148.3" of beautiful white danty
little snow flakes last year and that's
only a little over **12 Feet!**



Cash for Codgers

submitted by Bob Becker



Democrats, realizing the success of the President's "Cash For Clunkers" rebate program, have revamped a major portion of their National Health Care Plan.

President Obama, Speaker Pelosi, and Sen. Reed are expected to make this major announcement at a joint news conference later this week. I have obtained an advanced copy of the proposal which is named ...

"CASH FOR CODGERS" and it works like this ... Couples wishing to access health care funds in order to pay for the delivery of a child will be required to turn in one old person. The amount the government grants them will be fixed according to a sliding scale. Older and more prescription dependent Codgers will garner the highest amounts.

Special "Bonuses" will be paid for those submitting Codgers in targeted groups, such as smokers, alcohol drinkers, persons 10 pounds over their government prescribed weight, and any member of the Republican Party.

Smaller bonuses will be given for Codgers who consume beef, soda, fried foods, potato chips, lattes, whole milk, dairy products, bacon, Brussel sprouts, or Girl Scout Cookies.

All Codgers will be rendered totally useless via toxic injection. This will insure that they are not secretly resold or their body parts harvested to keep other Codgers in repair.

Remember you heard it here first..



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