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EYCRF 2004 Yachtswoman of the Year

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From the Bridge

Commodore Richard Vicary



Dear Members of the Erie Yacht Club,

By the time you read this we should be underway and in full swing with our house renovations. As of right now, we are on schedule and under budget, which means that we should be fully operational by Easter. We are looking forward to seeing our members during this period, and are optimistic

that everyone will come down and check out the makeshift bar and galley.

By now everyone should have received a survey for rack storage. We hope that you will let your voice be heard by filling out your survey and sending it in as soon as possible.

The Basin Committee is moving along fine. There will be further updates soon.

Directory

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On the Cover...

Mary Beth Dunagan Horst at the helm of *Champosa* her brother's boat a Nelson /Merek 50'.



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In an effort to encourage and promote women's racing, the EYC Racing Fleet formed a committee in August of 2004 comprised of five people from the Fleet, who were appointed by the Chairman of EYCRF, Tom Frost. The 2004 Selection Committee, comprised of Chairman Russ Thompson and members, David Haller, Molly McGrane, Diane Mitra, and Dave Heitzenrater, was responsible for selecting the annual recipient of the newly established EYCRF Annual Yachtswoman Award.

The first recipient of this new recognition award was Mary Beth Dunagan Horst. Mary Beth began her racing career locally in 1980 crewing with her family on *Ain't A J*, a Merrit 25. She lived in Dayton, Ohio at that time where she attended Dayton University full time, while holding down a job, but that didn't stop her from commuting to Erie for the EYC's races. Her love for racing required that she make the 335 mile one-way commute for Wednesday night spinnaker races, as well as the morning return to Dayton. She rotated jobs on *Ain't A J* between jib trimmer and foredeck, enabling them to win their class in a tough MORC fleet.

Mary Beth continued racing in MORC until moving to *Schock Gun*, a Schock-35, where she was one of the two jib trimmers. *Schock Gun* had a great record with her help, winning the Zurn Trophy in the Auxiliary Racing fleet in 1989, which was the equivalent of the current "Boat of the Year" award. They also won both the ILYA Regatta at Put-in-Bay, Ohio and the Cleveland Yachting Club's Falcon Cup in PHRF Division A. She helped *Schock Gun* take second place in both of these events the following year. Mary Beth, along with her fellow crew, also won the 1989 Eckerd Cup and the 1990 Past Commodore's Trophy and Thomas Carroll Award and the Wolford Trophy in 1991.

For three years, 1989, 1990 and 1991, Mary Beth traveled to Long Beach California where she participated in the Southern California Yachting Association Mid-Winter Regatta, one of the largest in the country, crewing in various positions. In 1990 she also raced in the old Lake Erie Race making the long beat from Buffalo, New York to Monroe, Michigan. She can still quote you the elapsed time.

While Mary Beth lost her ride at the end of the 1991 season when the boat was sold, she adapted well and changed positions from jib to mainsail trimmer on *Mary Lou*, the J-44 of William Burke. With her experience on board, *Mary Lou* had many accomplishments including "Boat of the Year" in 1992, the first season of the newly established Erie Yacht Club Racing Fleet, in addition to the 1992 Zurn Trophy, Brier Patch Trophy, Gilmore Cup, and Past Commodore Trophy. Mary Beth continued her stint on *Mary Lou* by making several trips transporting the boat through the big ditch into Lake Ontario, and then helping win the J-44 Level class in both 1993 and 1996 with a second place in 1995. She also

EYCRF Yachtswoman of the Year

by Dave Heitzenrater
Selection Committee



EYCRF Yachtswoman of the Year, Mary Beth Dunagan Horst, with her fellow crew members aboard *Raven* a Schock 35 owned by the author.

helped *Mary Lou* win Lake Ontario's prestigious Douglas B Jones Trophy in 1994 and the Yacht Racing Union Trophy in 1995.

It was back in Presque Isle Bay that Mary Beth managed to steer her way into first place in the 1997 Regatta de la Femme.

In 2003 she trimmed the huge mainsail of the Nelson/Merek 50' *Champosa* in just one of the

numerous Interclub Cruises in which she has participated.

Once again losing her big boat ride, Mary Beth stayed with the fellow crew and found herself on *Raven*, her second Schock 35, but this time as principal mainsail trimmer. She remains primarily on *Raven* where she is the spark that keeps the crew smiling.



Mary Beth brings home the Koehler Cup for the crew at a recent EYCRF banquet.

The 2004 season was a test of Mary Beth's will and stamina. She trimmed main at the Youngstown Level Regatta in the exciting C&C 34 level class on *Fire Dancer*, taking second place. She then traveled to Rochester NY for LYRA to sail on William Hertel's *Magic*. After racing the first day in the Rochester regatta and experiencing a hull splitting T-bone collision, she traveled back to Erie for



The crew gathers around Mary Beth while celebrating the winning of the Thomas Carroll Memorial Trophy for the Reverse Handicap Race.

the very tough, dark and stormy Night Light House race. It was at this race that her main trimming talents were rewarded with a first place victory, but this exceptional female racer wasn't finished yet. After the 2:00 AM docking, Mary Beth traveled back to Rochester arriving at sunrise Saturday morning to then race four windy J-35 class races. She continued on Sunday morning where she was faced with some tough racing, as each boat she raced on suffered a crew overboard in both the Youngstown and Rochester regattas.

This dedicated woman has raced in each and every one of the twenty Erie Yacht Club's MS Regatta's, which is a clear example of her



This is the new perpetual cut crystal EYCRF Yachtswoman Award trophy.

commitment to the sport. She has a persistent high level of concentration and a never quit attitude when racing and trimming sails.

Off the water, Mary Beth played an unknown, but large, role in the production of the 2003 Gary Jobson Lecture program, and she was part of the qualifications and measurement committee for the 1994 J-24 Great Lakes Championship Regatta held at the EYC.

No one would ever guess that with her love of sailing and her energetic style that Mary Beth is also a very devoted mom who manages the lives of five children, the youngest of which is age 3. Despite having all of this responsibility, she continues to make the long trek from Dayton for "her time" on the water. You may also have seen her on "duty" as an Interclub Regatta and Koehler Cup Daiquiri Party Hostess.

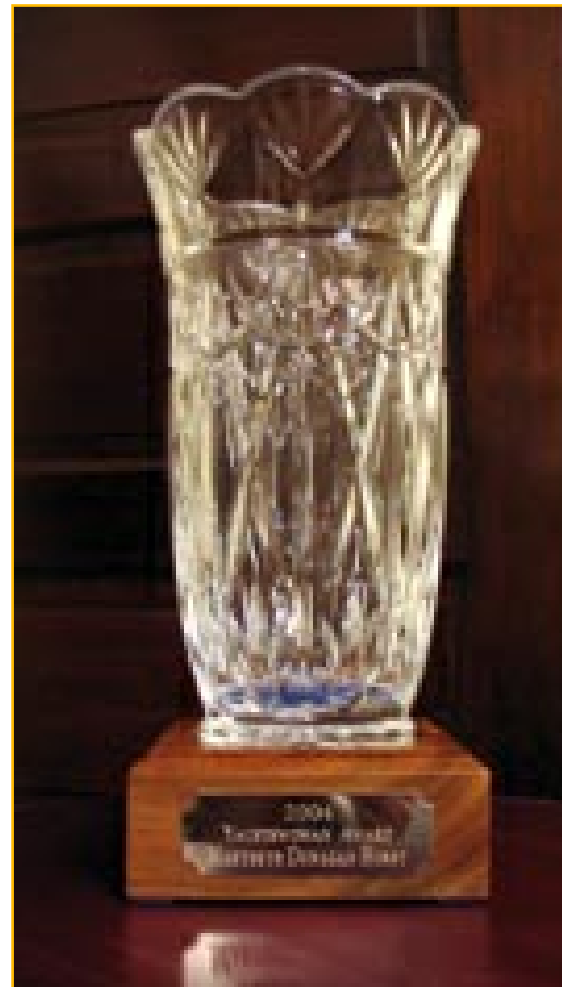
Based on all of her achievements it is apparent that Mary Beth Dunagan Horst was a fitting candidate for the very first Erie Yacht Club Racing Fleet's Annual Yachtswoman

continued on page 25



It seems that when Mary Beth is on your crew there are always trophies in your future.

This is Mary Beth's "keeper" trophy with a plate personally engraved with her achievement.



Before, During and After... A Big Apple New Years Eve.

by Kitty Ferrari



New Years Eve in Times Square is a massive intermingling of people, confetti, fireworks and the world famous "Crystal Ball Drop" bringing in the new year.

The crystal ball descended in a spectacular fashion as a million people watched, confetti and fireworks took over the sky and voices said, almost in unison, "Happy New Year". It was definitely the most awesome place in the world to greet the 2005 New Year. Those are the obvious facts highlighting that night, but let me give you a personal perspective.

"What are you doing New Year's...New Year's Eve?" Now, that would be a great song! This is a question often asked as December 31st approaches, and as I am one of the "normal" people, I too asked my husband "What are we doing New Year's Eve this year?" Since he, as usual, did not immediately answer, I replied to my own question, "Let's go to the Yacht Club. That was much fun last year". A few days later, he mentioned casually, "How would you like to go to New York City and greet the New Year on Times Square?" Ok, now it is December 20 and I thought it might be a little late to plan this kind of adventure, but no, our plans were set by December 21st. So we would be off to the Big Apple Thursday, December 30th and would return January 2nd. We flew out of Buffalo, took carry-on baggage only (not that we did not trust our bags to arrive) and stayed at a great hotel about 1/4 block off of Times Square.

The balmy weather stayed all during the weekend. Times Square looked ready for the celebration. People throughout the Square were in tremendous spirits, police abounded, barricades were ready to be put into place, and 2005 glasses and orange jester hats were perched on heads. Stages were erected on both ends of the Square to accommodate the many acts, which entertained the party people during the evening. We visited the Square in the morning, at noon, and again in early afternoon - it was full of happy people, but the ball was not visible. We were told by the police to wait until about 11 p.m., then it would appear.

After a trip to Rockefeller Center to watch the skaters, we returned to the Square. As mentioned previously, our hotel was right off Times Square near the main stage and the ball. Even though it was only mid-afternoon, revelers filled the area. Many people had staked out their places by sitting down on the concrete. Later in the day, we met many of those same people at a cocktail lounge. They had been removed by the police and told to stand and perhaps find a place further down the Square. Good work NYPD! And, let me take this opportunity to say that the police were outstanding - always helpful, gracious, and accommodating.

Crowds are fun, but standing in them for hours is not a thing we would do. So we made reservations at a great Italian steak restaurant for 10 p.m. and decided we would go to the Square after dinner, around 11:30. The restaurant was small, located right next to the Square and our hotel. The food was



The NYPD was out in force with their presence quite obvious.

delicious and the management distributed the regular New Year's Eve hats and noise-makers. Then about 11:30 we departed for "The Action". Going the back way to the festivities, we sidestepped various barricades and managed to get into Times Square "in time", excuse the pun, for the big event. That is the "Before".

The “During”. The big event exceeded our expectations - absolutely majestic! Colin Powell was there to magically bring down the crystal ball. The air was simply electric - a blizzard of confetti, a cascade of fireworks, and the crystal ball. At midnight they played “New York, New York”, then “America the Beautiful”, then finally, “Auld Lang Syne”. The order was appropriate and perfect. We talked with a couple from England after midnight. Now they had a long way to travel! After about an hour, we wandered back to our hotel, not wanting the evening to end. A bottle of bubbly in our room was our finale. That was the “During”.

The “After”. Kudos to the clean-up crew. Our walk through the Square the next morning (late morning) revealed most of the trash collected in bags, barricades stacked up neatly along the side of the roads, and the Square ready for the New Year 2005. New York City is impressive.

A trip to the Big Apple would not be complete without a visit to Ground Zero. We took the subway, got off at Chambers, and walked a block to the area. Merely to view the site brought tears to our eyes. The names of the heroes are on large boards surrounding the scene, along with different plaques giving background information on the Twin Towers and the events of September 11th. The huge space where the Towers once stood was unbelievable to see. God bless America.

Our January 1st adventures continued with a walk to Battery Park, then South Street Seaport. At the Seaport we took an hour long boat cruise of the harbor area, along East River and under Brooklyn, Manhattan, and Williamsburg Bridges then continuing back to



Rockefeller Center's renowned ice skating rink is enjoyed by people of all ages.

the Hudson, going past Ellis Island and The Statue of Liberty. We stayed on the upper deck throughout the cruise, as we were so very fortunate to enjoy 60 degree weather for this boat trip. All the sites along the way were explained by the knowledgeable tour guide. I was lucky to have an additional personal tour guide explaining in even more detail as we cruised the rivers (my husband).



We had a marvelous walk through Battery Park to South Street Seaport where we took an hour long harbor cruise... what a day!



New York's skyline... there's no other like it in the world.

Thus ends the “Before”, “During”, and “After” comments on the big evening. Impressions of New York were all positive: the friendliness of those we encountered - hotel workers, policemen, restaurant waiters, bartenders, and those folks we met casually wherever we went, plus the atmosphere of the city - sophisticated but welcoming. I wonder what my chances are to convince my better half to do this again next year?

We are so fortunate to live in the United States of America. May we all have a healthy and happy New Year.





Breakfast with Santa

by Jenn and Ron Santos

The holiday season got off to a great start at the Erie Yacht Club. Our annual Christmas breakfasts and dinner had a surprise visitor – Santa Claus! Taking time out of his busy schedule, Santa stopped by to the delight of all who attended.

Bearing a sack of gifts for the children, Santa and his elf joined our festivities. The children posed for pictures with Santa and excitedly exchanged their Christmas list for a holiday gift straight from the North Pole. The sound of Christmas cheer filled the air with our own Connie Wolford leading carols accompanied by musicians John Dauber and Doc Bressler. Even Santa was heard singing along and tapping his toes to his favorite tunes.





Over 450 guests made the party a must-stop on their busy holiday schedules. Without a doubt, our party is a special tradition for Santa as well as our own members and their families.





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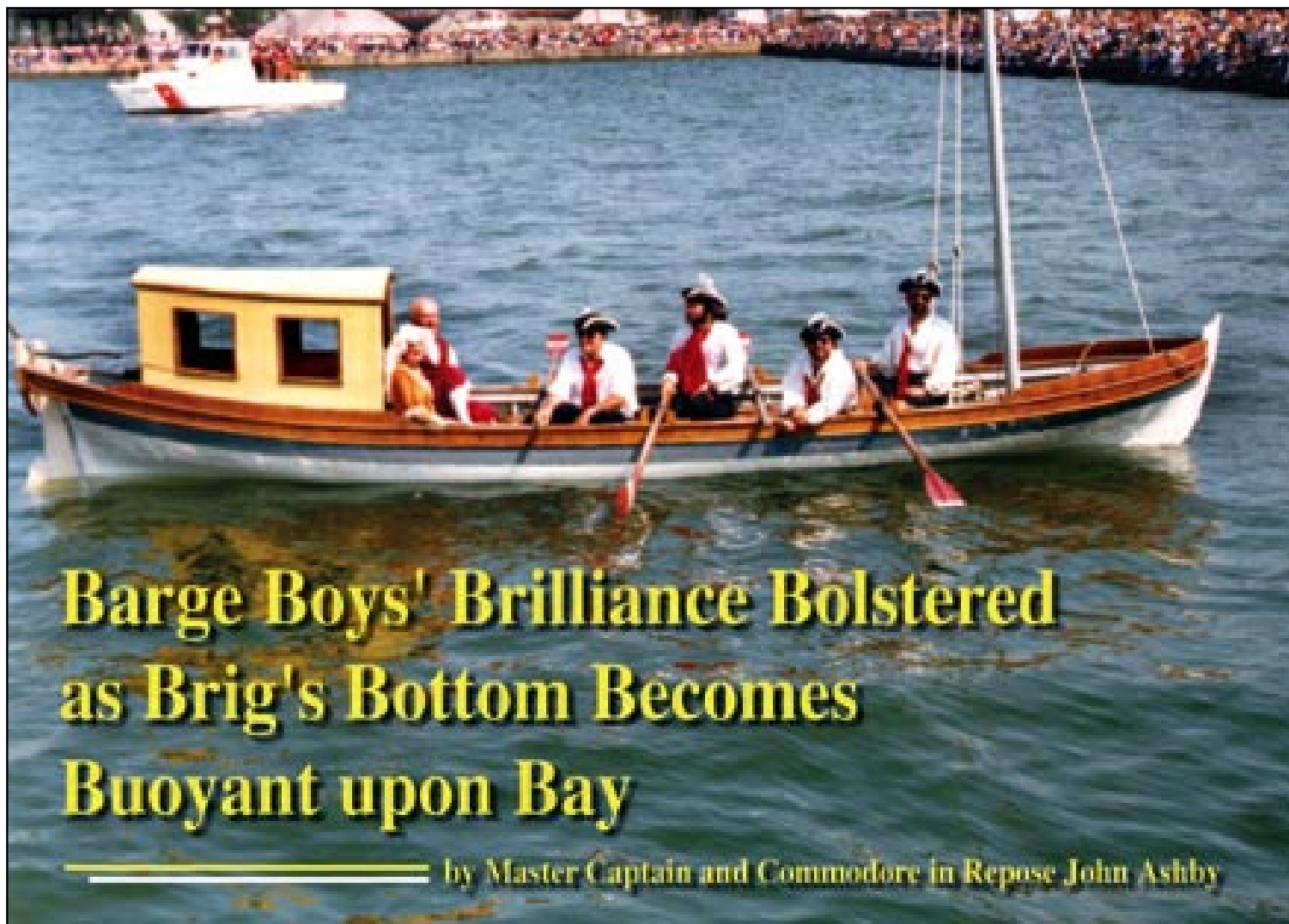


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Barge Boys' Brilliance Bolstered as Brig's Bottom Becomes Buoyant upon Bay

by Master Captain and Commodore in Repose John Ashby

Thousands of spectators lined the perimeter of the west slip at Dobbins Landing but we enjoy the best view by far. In the Penn's Barge' L to R; Dee & Doc Bressler, Pat Doyle, Eric Ambro, the author and Derek Hartwig, Mercyhurst College's crew coach who coached the three of us.

Author's note: The following article was composed in a manner reminiscent of the prose and style of the early 1800's, although I certainly hope you find it much more comprehensible and somewhat easier to read than the writings of that day.

The following story recounts a not so highly publicized nor fore-published event that took place within an event that was, at the time, highly publicized and had been extensively published at that time in history.

This chronicle is not blatant boisterous babbling for it concerns the EYC Barge Boys as highly skilled mariners (also referred to in this saga as oarsmen) whose responsibility it was for the transport of the day's most distinguished and honored guests (also highly skilled EYC reenactment players) aboard their historic barge during the celebrated third launch of the third US Brig Niagara upon the waters of Presque Isle Bay. It all took place on September 10th, 1988 exactly 175 years to the day after Commodore Oliver

Hazard Perry had issued his famous War of 1812 dispatch from western Lake Erie, "We have met the enemy and they are ours."

The 1988 Brig Niagara launching event generated more spectators than probably took residence in the City of Erie at the time of the original Niagara's launching during the War of 1812. The thousands of spectators on hand that bright warm September day crowded both Dobbins Landing and the adjacent southwest breakwall to catch a glimpse of this awe inspiring momentous occasion. People of all ages, nationalities and from many corners of the world, were treated that day to a spectacular event as the Brig Niagara was plucked aloft and gently placed upon the placid waters by a gargantuan crane located on the Erie Sand and Gravel Company dock just across the West Slip from Dobbins Landing on the beautiful waterfront of the City of Erie, Pennsylvania.

The spectators were further treated that bright bonny day, not fore reported, to the masterful handling of the historic William Penn barge by the talented oarsmen who were aboard the only other vessel permitted within the boundaries of the West Slip's



Dee and Doc "P/C" Bressler were naturals as Mr. and Mrs William Penn... Great job well done.

waters, and who at the time were carrying as their only passengers the honored guests of the affair, in the personage of Pennsylvania's own Mr. & Mrs. William Penn. The Penns were truly enthralled in relaxed expectations as they viewed the proceedings from the comfort of their trustworthy "barge" knowing full well of their able-bodied crew's highly experienced abilities drawn from the many trips they partook with said oarsmen from their home known as "Pennsbury", located



The three EYC Barge Boys during the Penn's Barge launching.

on the banks of the Delaware River.

Erie's own retired Rear Admiral and EYC Member Denys Knoll, who acted as honorary Chairman of this memorable event, was joined by many other dignitaries of the day such as Melbourne Smith, Master Shipbuilder of the Niagara, Brent Glass, Executive Director of the Pennsylvania Historical and Museum Commission, then Erie Congressman and Honorary EYC Member Tom Ridge, Pennsylvania Governor Robert Casey, Canadian Consul Ted Lipton, County Executive Judy Lynch, most of Erie's then state legislators and of course, our then famous Mayor Louis J. Tullio, an EYC Honorary Member who loved visiting the Club which he managed upon many occasions.

Yes it is true, all in attendance that day did marvel at the brilliance afforded them, as did the Penns, in the masterful handling of their historic barge upon the serene waters of the West Slip by the EYC Barge Boys' dexterous oarsmanship on that historic day, with their beautifully, brilliantly and superbly executed contribution to Erie's long historical maritime legacy. Congratulations for a job well done for you oarsmen exhibited sharp seasoned savvy reminiscent of the fact that you all really know what to do with your oars. And another three cheers for all those aboard the now famous William Penn barge on that day that the EYC Barge Boys' brilliance was bolstered as the Brig's bottom became buoyant upon our beautiful and bountiful Bay.



March & April Calendar of Club Events

March

- 1st-19th Club Open Normal Hours during the renovation
- 20th Club Closed
- 21st Club Closed
- 22nd Club Reopens with new Grillroom
- 26th Lunch with the Easter Bunny and Egg Hunt
- 27th Easter Sunday Dinner Buffet

April

- 2nd Grillroom Reopening Party
- 8th BINGO
- 15th BINGO
- 22nd BINGO
- 30th BINGO

Champagne Brunch
Every Sunday 11 AM to 2 PM

Mid Week Buffet
Every Wednesday 5:30 – 8:30 PM
\$9.95 per person

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A Special Pilgrimage

by P/C Roy Strausbaugh



Thousands of America's finest found their final resting place in the American Cemetery above Omaha Beach.

November 11, 2005, winds about 20 plus knots from the sea, temperatures in the low fifties, as Rosanna and I exited the mini-van that brought us from Paris to Pointe-du-Hoc, Normandy. It was the start of a visit that had been a dream for a long time, inspired perhaps, by growing up during World War II. More likely, it was my time in Europe in the Navy when one could still see, not the scars of war, but the terrible physical damage that remained. It was not surprising that my life's work as a historian focused on modern Europe – teaching courses and seminars, and doing research in diplomatic history and the history of the Second World War. Nancy and Jim Lynch had visited the invasion beaches last year, and we had several conversations with them, which led to a decision – do it. After thirty-five years of living and visiting on the other side of the Atlantic, it was time to go to this special place. And now, we were at the beaches and cliffs in Normandy.

The new growth of trees and the cattle in the fields have, in part, masked the scars. But as we looked at the cliffs at Pointe-du-Hoc and climbed down into the bunkers, we began to get some idea of what the American Rangers who had to climb those cliffs faced. The fields close by remain pock-marked with craters from ordinance delivered in anticipation of the assault in which so many lives were lost.

We traveled the few miles to Omaha beach where American forces suffered their greatest losses on June 6, 1944. It was quiet there this morning – a road along the beach, a few houses and a coffee shop. No one, but the seven of us, was there. The only sounds were the wind and waves. The two monuments, one dedicated on the fiftieth anniversary, seemed less than inspiring on this cold, empty day. The sand, blowing from the beaches across the road on which we walked towards the sea, seemed to be the true monument linking that day in June 1944 with our presence. Those in the mini-van were quiet as we followed the road “up the hill” moving inland through the narrow gap as did so many those years ago.

Within a short time, we turned towards the sea, and then walked onto American soil in France – the American Cemetery above Omaha beach. As we walked into the cemetery we passed a young American in uniform whose blouse indicated that he had been in some nasty places quite recently. He had visited this special place on “Veterans Day” to pay honor. Thousands of white crosses interspersed with Stars of David – that is what takes your breath away. Here and there, for these warriors who did not see America flourish and grow, there was a spray of flowers from someone who did remember that special person who died in 1944. This immacu-

late cemetery with grave markers, a chapel, and a marble memorial with still blooming roses and a tall staff with the American flag, where recent American presidents have honored the fallen, was special. And again, so quiet – only muted voices. It was the wind and waves below the cliffs offering their requiem that we heard.

We then drove towards the British and Canadian landing beaches. Normandy farmland is beautiful, filled with small towns – one shop, one school, one church and a monument to the town's fallen in the “Great War.” This day, flags – Blue, White and Red – of the French Republic were displayed. It was “Armistice Day”. We passed small groups of people in several towns before the monument remembering the sacrifice of those French citizens so long ago in the “war to end all wars.” We stopped on another cliff. There, artillery pieces made by Skoda in occupied Czechoslovakia, rusted in bunkers. Rommel tried to be ready. We entered an observation bunker still in good shape where the graffiti of the Germans who lived there remained on the walls. It was the bunker used in the scene in the movie “The Longest Day” when the invasion was reported to German headquarters. From there the van



The stark rugged landscape of Pointe-du-Hoc Normandy.

journey took us to Arromanches, a small town on one of the British landing beaches that include Sword, Gold and Juno.

We had lunch in a restaurant decorated in British World War II memorabilia. On this “Remembrance Day”, the “Brits” were there in force – eating fish and chips and drinking pints, some with medals on their jackets. There were coach loads of them. In these special places, people were very polite to one another. We were all there for the same reason. We ended our visit in Normandy at the World War II museum in Caen – with a French view. De Gaulle was, perhaps, more prominent in this exhibit than the credit that Eisenhower or Winston Churchill might have given him.

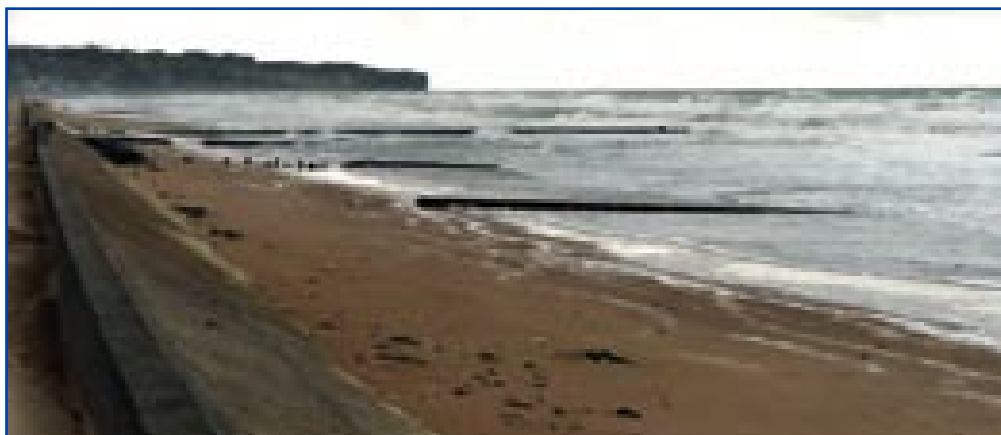
Then, the drive to Paris – it was a long day. Our driver must have been a former Concorde pilot – “grande vitesse.” Our lodgings were within sight of the Arch de Triumph and as we returned that evening the ceremonies marking November 11th were ending. It was quite a day - one to remember oth-



Typical German gun emplacements over the invasion beaches.

ers who never had the chance to raise a family or have a career; and it was for all of us.

Given international issues, the French with whom we spoke were exceptionally polite and sensitive. Paris is always a delight – good



Omaha Beach today... so quite and serene

restaurants, good art, and great walking. Then off to Florence for a while with its museums, and architecture. It was a trip much too short, but we were happy as we flew in over the Erie Yacht Club from Detroit. One week later, I was trying to explain how important the history of Europe is to college students too young to remember the first Gulf War. As Rosanna and I tell each other, “We need to travel while we can still carry our suitcases.” We are planning.



Rosanna and I stopped at one of thousands of Paris' unique restaurants for lunch...always a Parisian culinary adventure.

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2004 EYC Volunteers Are Celebrated

by Irene Boyles



The volunteers of the Erie Yacht Club were honored at the Annual Commodore's Appreciation Party this past October. Commodore Andy Hanks paid recognition to those who put forth their energy, skills and time in lending a hand to help make the Club what it is today.

There are over one hundred volunteers involved in numerous projects at the Club. You can find a volunteer serving on a committee to help with the "outside" visual appearance of the Club, to serving on a committee to help with the "inside" visual appearance of the Club, such as the recently formed committee that has worked with the EYC Board in planning the upcoming renovations to the Grillroom, bar and lobby areas. Also, there are volunteers working on committees to help to facilitate upcoming events such as the Family Picnic, Opening Day Ceremony, the Kentucky Derby Day and so on.

These individuals not only contribute their time and knowledge, they sometimes also give of their own personal resources. You would be amazed if you knew the amount of time and effort that is spent in planning an event or completing a project at the Club. It is almost impossible to measure these components. A true volunteer does not take the time to brag about the projects they helped to complete or the time they spent on a committee, they are too busy with the project and

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enjoying being a part of helping to make the Club run smoothly. Payment for a volunteer is the satisfaction in seeing other's reap enjoyment and/or pleasure from a completed project that they helped with. Remember, the definition of a volunteer is a person who performs or gives service of his/her own free will.

You will find that a volunteer is a very warm and creative individual. For example, this summer, when you are sitting on the deck of the Clubhouse, think of how relaxed you are enjoying the beautiful surroundings of the Club. Or, take a minute when you attend the next function, to stop and think of the planning that went into the event, then think of the pleasure you are enjoying at the function.

I would like to acknowledge the efforts of the Club's General Manager Mike Lynch, Banquet Manager Mary Tarbrake, Executive Chef Bernie Erickson, and especially to all of the staff (behind the scenes) who helped to make the Commodore's Appreciation Party a success. Without their help and dedication, the party would not have been as successful as it was.

Hats off to all of the volunteers of the Erie Yacht Club! Their efforts have once again helped to make the Erie Yacht Club one of the finest yacht clubs in the country.



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Under-appreciated Ferncliff

by Thomas J. Haller

(As appearing in the Sat., September 21, 1996 edition of the Times News)

In Erie, as in every town, there are a number of undiscovered and under-appreciated places. Such a place is Ferncliff.

On the bayfront just east of the Erie Yacht Club, Ferncliff is a picturesque collection of seasonal and year-round cottages tucked underneath the more substantial homes of South Shore Drive at the crest of the bank.

Ferncliff was a place where I spent a great deal of time as a teen. I enjoyed it immensely then, but it is only now - 35 years later - that I realize what a truly wonderful place it was.

I first encountered Ferncliff when my brother and I talked our father into buying a boat. Oh, we would pay him for it out of our paper route earnings (in those days we delivered the Erie Dispatch-Herald and later the Erie Morning News), but in the meantime, he could finance it for us.

Normally fiscally conservative, Dad was vulnerable to the boating mania as much as we were. I think we provided a convenient excuse for him to get involved in something he would have had a hard time justifying without our prodding.

Part of our motivation to get into boating was speed. We knew that the fastest boats on the Bay were powered by Mercury outboards, and the only place to buy Mercurys was at Merle's. Merle Neuberger and his wife, Mabel, ran a boat store at W. 12th and Delaware (it is now an Interstate 79 interchange) and lived over the store in the winter, moving to their Ferncliff cottage and boat livery each spring. They offered a complete service: Mercury outboards, a variety of small and medium sized boats (ours was a super-light and super-fast blue Cutter), maintenance, and a place to keep the boat during the summer.



Tom at the helm with little brother (EYC member) David Haller in the stern seat... that little Davey was so darn cute!

Painted keg

The \$45 summer fee included a painted beer keg mooring guaranteed not to move during Erie's sporadic summer gales, and rowboat tender service. What this small sum also purchased was access to a world of people and activities that were fascinating to a young boy such as myself.

The summer residents of Ferncliff were a diverse group. They included college men, musicians (the well-known organist, Brad Swanson, was a resident), and many fishermen. Some lived "up the hill" in Erie, but most boarded or rented in Ferncliff. A few stayed in their campers in the unpaved parking lot.

Merle's was headquarters for the boating group, while the serious fishermen seemed to favor the other boat livery at Ferncliff, Lynch's.

Ferncliff was known as "the poor man's yacht club". I had friends at the other yacht club, but somehow they never seemed to have the fun I had at Ferncliff. They were involved in regattas and sailing lessons, but sailing seemed so slow. At that age I preferred speed.

George Dobler was Merle's dock boy from Pittsburgh who boarded each suer. He made sure all was tidy at the boat livery, and woe to the boater who muddled up the rowboat tender.

Often, the offending customer would be commanded to hoist the rowboat on the wash rack and hose it down himself.

But George was not above having a bit of fun. It was he who organized and led nocturnal rat hunts. With 22s and BB guns, young men and old ran down the cat-sized rodents and dispatched them quickly.

Gas guzzler

Rob Tozer had a red Cutter with a 45 HP Mercury. Robby was my best pal on the waterfront. I often ran out of money to buy gas for my boat, and when I did I rode with Rob. Also, he launched his boat early in the season. Ignoring the elements, Robby's boat was often the first boat on its keg in early April.

The three Scott brothers had a lyman with a 4-cylinder 50 HP Johnson. This motor guzzled so much gas, it required constant fueling. I can remember seeing the Scotts carry a five gallon can of gas in each arm from their house on Mohawk, down the wooden stairs at the foot of Lincoln Avenue (they collapsed years ago), to their boat at Ferncliff. What a physical feat!



Ferncliff at low water in the '80's. Photo is facing east.



High water can be devastating for Ferncliff's year round homes and summer cottages.



Low water facing west towards our EYC property.



Ferncliff in it's winter wonderland coat of white.

During those wonderful summer days, we cruised and explored all the inlets on the Bay and Lake Erie, and we water-skied. In fact, we spent many summer days water skiing all day (when we had gas money). These exhilarating but tiring days were made more special when we slept the night at Gull Point at the Peninsula. What a free and easy life!

One particularly cold day one fall, I was racing down the Bay in the Cutter, and I felt a tremendous jolt - as if I had run into a wall. I peered back at the Mercury outboard, and it was lying on its side in a grotesque position, half in and half out of the water. If the steering and control cables had not been there to hold it, the motor would have sunk to the bot-

tom of the bay. When I pulled the motor out of the water to look at it more closely, I discovered that the entire lower unit was missing! I never knew what happened, but for years afterward, Dad always said I hit a "floating rock."

[continued on page 24](#)

In the summer Ferncliff residents enjoy the incredible sites of our beautiful Presque Isle Bay's boating activities and those spectacular summer storms.



Ann Markley: Erie Yacht Club's Top Model

by Kitty Ferrari

"America's Next Top Model" was aired September 22 through December 15, 2004. Hopefully you were able to view the hour show on Wednesday nights, as it featured our very own Ann Markley. Ann, now 21 years old, is the daughter of Dennis and Elaine Markley. The show was sponsored by UPN and Cover Girl, and it was filmed over the summer. Three locations served as a background for these beautiful models; New York City, Jamaica, and Tokyo, Japan.

I was fortunate to be able to interview Ann recently - she left Friday, January 14 to further her career in New York City. Not only is this gal absolutely gorgeous, she is also very



Photo courtesy of UPN.com

charming, well-spoken, educated, and confident. Ann very graciously answered all my questions concerning her background, thoughts on modeling, present plans, and hopes and aspirations for the future.

Background:

Ann graduated from McDowell High School in 2001, and continued her education at Mercyhurst College. She had modeling jobs out of Pittsburgh for about a year and a half. While at Mercyhurst, she was a dedicated gal on the water polo team. In fact, leaving the water polo team was one of the sacrifices she made when turning to a modeling career. Departing school was another sacrifice, as Ann had about a semester left at Mercyhurst.

She definitely plans on finishing her education in New York.

Modeling had been on Ann's mind for some time, as many friends and relatives suggested this would be an appropriate career for her. Ann mentioned that her parents have always been extremely supportive of any, and all, of her endeavors. Participation in the program "Fear Factor" was also considered as a possibility. Ann and her brother thought about applying for this show, but she was not old enough at that time.

The program "America's Next Top Model" came to Ann's attention, so she sent her tape to UPN, a show sponsor. After that, everything fell into place. She was sent along with 35 other girls to Los Angeles for the semi-finals. From there, 14 females were selected to be on the show. The show itself highlighted various modeling skills, including runway techniques, picture posing, and the like. The gals were given challenges to learn and utilize new skills. One such challenge was to walk in shoes too small - ouch!

Thoughts on Modeling:

The training for Ann right now is basically working out and eating well - in general, taking care of her body. A work-out includes 30-40 minutes of cardiovascular exercise, using the exercise ball, and Pilates, as well as other various techniques. All those large water polo muscles are not advantageous in the modeling world.

Modeling is both a job and fun according to Ann. The job part, obviously to make money, and the fun part, well, as she said, "I would not do it if it was not enjoyable for me." When asked if she would recommend this

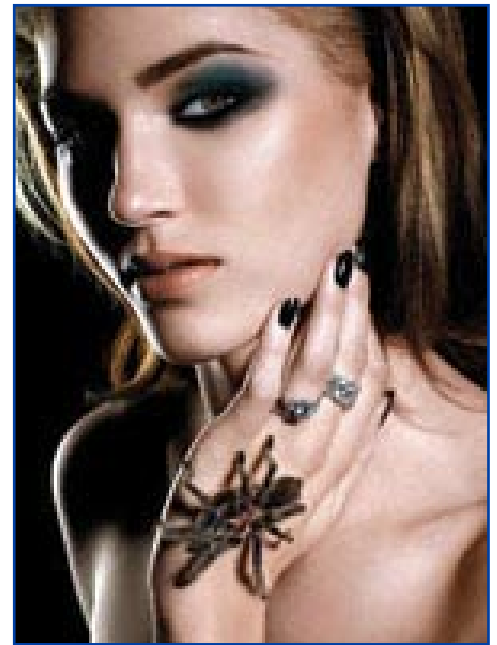


Photo courtesy of UPN.com

experience to others, she astutely noted that you have to be ready for this kind of "reality TV" modeling. You must be extremely comfortable with yourself, because there are many negative people who will put you down. You must be very confident in your own ability. She continued, "You must be open-minded, a free spirit, and be able to handle whatever comes your way."

The move to New York City is an unbelievable opportunity for Ann. She is living in an apartment in Brooklyn with two gals from the show. An agency will act as her manager, overseeing and booking all of her work.

Her goal in the Big Apple is to succeed in whatever she chooses to do, which of course is to make money. She mentioned here that she wants to pay back all the money her Dad has loaned her throughout the years. (Dennis, take note!) I, for one, am betting on her to succeed - good luck to you, Ann! What an absolutely captivating gal. We are honored to include her story in the Erie Yacht Club LOG.



An advertisement for Anchor Marine Ltd. It features a large anchor logo on the left and a boat on the water in the background. The text reads: "Anchor Marine Ltd", "Over 125 Years of Experience Serving Erie Boaters", "Five State St. • Erie, PA 16507 • 452-1717 • Fax: 452-1804", and "www.anchormarineltd.com • e-mail: anchormarine@att.net".

Holiday Extravaganza

by Kitty Ferrari

A vision of silver and white greeted over 160 Erie Yacht Club members Saturday, December 4, 2004 for the Annual Holiday Dinner Dance. Lights from the ceiling, a profusion of candles, and silver vase centerpieces created a true vista of a holiday extravaganza.

Elegantly attired guests started to arrive at 1900 hours. An impressive hors d'oeuvre table was the start to the evening. The table included beef en crouete, cheese display with fruit, and delicious assorted petite quiche. The Ball Room seemed to glow with lively conversation and holiday spirit. At around 2000 hours, all present started to proceed to their tables for the start of the meal. The dinner menu was fantastic - it included lobster bisque, roasted mozzarella and roasted tomato salad with basil, filet mignon with shrimp and scallop kabobs, mashed potatoes with caramelized onions, assorted baby vegetables, and the chef's holiday dessert. Now, this dessert was definitely "chocolate to die for" - a dense chocolate cake - every bite to be savored! Our praises go to our Executive Chef, Bernie Erickson.

The evening continued with dancing in the Bliss Room to the tunes of Tennessee Back Porch. This group plays just the right combination of music to successfully coax all the people on the dance floor at one time or another. And of course, much conversation, laughing, and joking with old and new friends was the order of the evening. The combination of the festive atmosphere, superb cocktails and dinner, both jazzy and romantic dancing, and EYC fellowship made this holiday extravaganza an evening to remember!



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of the LOG staff
listed on the inside
front cover.



The EYC Auxiliary will have its first meeting of 2005 on Wednesday, April 6th. The speaker will be Herb Gold who has been in the antique business in Erie for 37 years. As part of his presentation Herb has offered to appraise one item that you may wish to bring to the luncheon. This has been done at a previous meeting and it was fun. He is the only person in this area who is a member of the prestigious New England Appraisers Association. He is often called upon to appraise and liquidate estates in the region. Though it has little to do with antiquities, Herb has Degrees in Psychology and Accounting, and, has a delightful personality. Don't miss this special meeting.

Mark your calendar for May 4, 2005. This is the date for the EYC Auxiliary Luncheon and Fashion Show Fundraiser. The theme of the luncheon will be "Travel the World".



EYC Cat's Meow "The Clubhouse"



The Erie Yacht Club's Sailing Fleet still has a few "Cats Meow" keepsakes of the Erie Yacht Club Clubhouse for sale. According to Kay Fritts, "All proceeds from this fundraiser go directly to the club's sailing fleet to help underwrite the cost of our sailing program". To order your Clubhouse, pick up an order sheet in the Sailing Fleet Bulletin Board area, or call Kay Fritts at 866-3981. The cost is \$20.00. If you would like your Clubhouse mailed to you, please add the applicable charges as shown on the order form.



The Basin/Dock Study Committee Volunteers of EYC are Great!

by P/C Gib Loesel, Chairman



Char Shedd and Chris Leclair prepare to enter the frigid water of the EYC basin to do some much needed underwater survey work.

Sometimes when you accept the responsibility of a project such as chairing the Basin/Dock Study Committee you are not sure what will develop. I had no idea that 29 volunteers could become so enthusiastic and produce the energy that has been generated by this committee.

It reminds me of what is commonly called "the good old days" when the members were always deeply involved in every aspect of the development of our Club. However, as I stop and reflect on it, the fact is our members have always been involved. Some of the projects and contributions that jump out in my mind are:

- 2004 John Murosky and crew designed, built and contributed a neat Tike Bar for use at the Thursday Night "Sunset on the Deck" parties and other social activities around the Club.
- 2003 Under the watchful eye of Commodore Traphagen and Committee Chairman Matt Bacon the front wall of the Club was designed by members and completed with their help.
- 2001 The launch ramp on the East side of the Club was designed and built by members.

- 1995 The Light House deck and Junior Sailing School building are designed and built by the members with the funds they had raised. These two projects alone had a value in excess of \$70,000.

- 1993 P/C John Ashby accepted the responsibility of overseeing the entire Club renovation.
- 1987 The Gas House was designed by member Chuck Jenkins and constructed by about 20 hammer swinging members.

- 1983 Our now landmark Light House was created and constructed by P/C Jim Owen and members Al Widomski and Gordy Way.

- 1975 The Clubhouse was in need of a method to divide the bar from the dining area. P/C Bob Way stepped forward and designed two beautiful trophy cases, had them made, and donated them to the Club. The trophies are currently housed in the Club's foyer.

- 1973 P/C Bob Way designed, built and gifted to the Club our wonderful "stay less" flag pole.

- 1963 – 1969 The new Club basin was created through the tireless efforts of P/C's Doug James, Ken Welsh, Dick Amthor and many others. They hustled everyone in Erie to get



New member Chris Leclair is an accomplished scuba diver, as is Char, who both volunteered their skills benefitting all of us.

the materials, which included 15 or 20 demolished buildings, that created our basin.

These efforts go back further than 1947 when the locker house was painted by 23 distinguished member artists of the Club.

The following are your volunteers for the Basin/Dock Study Committee. Look them up and give them your thoughts and support, as they are the ones who will help build the future.

Dave Arthurs, Julie Arthurs, Matt Bacon, Rick Barner, Doug Beers, Dave Blake, Dennis Bort, Tracy Buczak, Bill Coleman, Dave Davis, Joe Duska, Jim Edgett, John Hilbert, Mark McEnery, Jim Means, Rusty Miller, John Murosky, Doug Nagle, Sumner Nichols, Dave "Itchy" Penman, Steve Sample, Ed Schuler, Fred Sickert Jr., Peter Sitter, Rich Speicher, Pete Traphagen, Jon Tusak and Gene Ware

As this article was being prepared new volunteers have joined the Committee. New member Chris Leclair and Char Shedd, Vice Commodore Jim Mean's lady friend, who on a very cold 16 degree day dawned their diving gear and did some much needed underwater survey work. Vice Commodore Jim assisted on the dock, along with Chris's wife Karen, while Jon Tusak recorded the important data.



Vice Commodore Jim Means lends a hand to Char while John Tusak, a member of the Basin and Dock Committee, looks on.



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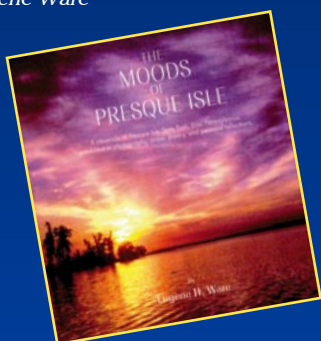
Edge of a day.
A magical hour.
Rich, saturated hues imbue the air.
Colors deepen and intensify.
Finger's of wispy fog drifts off the water.
Nature flaunts a pensive mood.

Standing high above the bay on the cliffs of
the city,
I watch boats nudge out of their moorings.
Ideal day for a morning sail.
Crafts large and small join the procession
onto bay waters.
As if an artist has drawn each onto a fresh
canvas.

Waters reveal an enchanting deep blue on
blue luster.
Lush dark green trees reflect off the
mirror-like waters.
Right on cue, light summer breezes expand
the many sails.
Slowly they move off down the bay.
No sound,
Only silence pervades the panorama.

I'm hypnotized by the scene.
Time flows by ever so slowly,
Blissful calm encompasses.
A vignette of stunning beauty.

-From the book
"MOODS OF PRESQUE ISLE
by Eugene Ware



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Cooking "On Board"

by Toni and Dave Sample

You can entertain the Captain or the entire crew with a scrumptious meal in real style on any vessel -- in a Cabin Cruiser or a Sailing Yacht -- 18 foot or 80 foot. You do need an appropriate amount of counter surface, refrigeration or a cooler with ice, and a cooking appliance (alcohol, gimbled sterno unit or the latest cook top with oven). You'll also need a limited number of utensils, cookware and serving dishes.

Many galley chefs prefer to do the preparation and some, or all, of the cooking at home and then heat and serve their repast on the boat. I'm a 'tweener', depending on the meal I have chosen to serve. I generally like to do some of the preparing and cooking at home, allowing me greater enjoyment of the boating experience and friends. Eating and drinking should be an enjoyable complement to being on the water. The following instructions are for serving this meal while 'on a hook' and away from shore power. If, however, you're at the dock, you'll be able to use your microwave and other conveniences you might not otherwise have available.

WINE: A chilled bottle of Chardonnay. Our selection is a fruity tasting 2000 from the Habersham Estate Winery. Purchasing a Lucite wine server and some good Lucite or pewter wine goblets for the boat is a wise investment. Serving wine without a good wine goblet is like stepping into a "hot tub" full of cool water. The anticipation far exceeds the experience.

APPETIZER: Dave would, and has on many occasions, opened a can of smoked oysters with a box of crackers and a bottle of beer. He considers this a gourmet delight.

I, however, would prefer to serve something a little more palatable. My easy- does- it ship board appetizer for this meal would be Brie cheese with fresh, whole strawberries and kiwi served with crackers.

SALAD: This is one of my favorites on board -- Caesar Salad. Take a wooden bowl, smash a peeled clove of garlic, and rub it over the bottom of the bowl. Mix in 1/4 cup of olive oil, 1 tsp. Worcestershire Sauce, a coddled egg, and some salt and pepper to taste. Add your



cleaned and torn Romaine lettuce and 1/4 cup of Parmesan cheese. Top with anchovies (optional). Toss and serve.

ENTRÉE: Dave would grab a can of Dinty Moore beef stew and a slice of bread and butter, and be chowing down in 10 minutes flat.

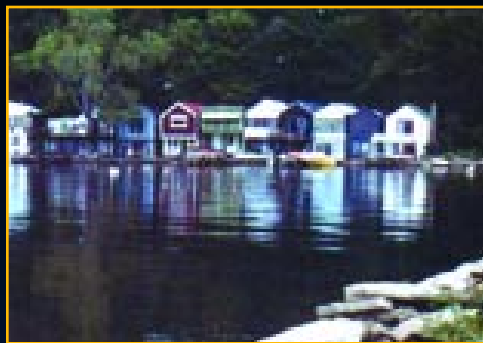
My palate would lead to a meal that could be prepared in advance at home and heated on the boat, or prepared with little difficulty from scratch in the galley:

- Parsley buttered boiled potato.
- Sautéed tomato, green pepper and onion with smoked sausage.
- Warm crusty baguettes, or thick sliced French or Italian bread.

[continued on page 24](#)



Under-appreciated Ferncliff (continued from page 17)



The west end of Ferncliff taken from our east breakwall.

Today, Merle's and Lynch's are gone, boats have become very expensive, and the EPA says you cannot sleep on Gull Point because it is a wildlife sanctuary. But the memories of these events are as strong for me as if they happened yesterday. Ferncliff, and the experiences I had, will always be very special.

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Photo Wanted

The LOG needs a photo for an article about the old club's "SNACK BAR" that was attached to the East Side of the Building.

Thanks P/C John Ashby
814/455-2757

Cooking "On Board" (continued from page 23)

DESSERT: If you guessed that Dave would grab a bag of Oreo's or chocolate chip cookies -- you win.

I think an All-American fun meal like this would be wonderful topped off with fresh hot coffee and Apple Pie and a slice of cheddar cheese. Served under the stars. What more could any boater want. Except maybe fireworks!

If you haven't invested in a good steel thermos yet, do it now. Steel thermoses never break, you'll have it forever and it keeps hot drinks really hot for hours (even overnight, if full). I would generally make the coffee before I began serving the appetizers, or even at home that day, and I would keep it hot in my metal thermos. This again assumes you're not at the dock and will need your cooking surfaces for other hot dishes.

The main ingredient to delightful dining aboard your 'ship' is thinking ahead and a little advance preparation at home. Organization and forethought can lead to a purely gastronomic adventure on the water. You'll receive rave reviews from those in attendance for a meal you and your guests won't believe you served on-board.

We will be offering other appetizing and

easy meal suggestions to prepare on-board in future issues of the LOG, and we invite you to share your favorite recipes with the readers. You can e-mail your recipes to us at: 'todalu-onthelake@wmconnect.com' and we will work them in to future issues. We hope Pete Traphagen sends his "Marinated London Broil" recipe, it is truly a scrumptious treat for crew and Captain.

Bon appetite and happy boating.



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EYCRF Yachtswoman of the Year

(continued from page 5)



Raven on a spinnaker run with Mary Beth serving as principle trimmer.

Award. She has set a high standard for all who follow. She is well known in the local fleet, as well as the racing community of Eastern Lake Erie and Western Lake Ontario, from Youngstown to Toronto.

There is no question that Mary Beth Dunagan Horst is a superb representative of the Erie Yacht Club and its racing fleet.



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The 2005 Tom & Jerry Party At the EYC

by Janet Stachelek



PDYC Commodore Robin McFarlane with our Bridge Officers.

Approximately 170 members showed up for the annual New Years Day "Tom and Jerry" party. A few were obviously very brave souls considering that I personally saw them rocking into the wee hours of the morning on New Year's Eve. Nonetheless, the Bridge cheerfully took their positions for the ringing in of the New Year with the traditional alcoholic concoction known as the Tom and Jerry.

As in years past, Gib Loesel and his team arrived early armed with 12 dozen eggs, pounds of sugar, cream of tarter, salt, vanilla,

and the "secret" ingredient. Large vats of this stuff were whipped up and ceremoniously brought to the serving station manned by the Bridge. Fleet Captain Arthurs began the process of building the drink by pouring a 50/50 measure of Rum and Brandy into each glass. Rear Commodore Murosky then added a generous amount of the blended "goop." Vice Commodore Means had the critical task of adding the boiling water and vigorously stirring the contents of the glass. This step is critical because it presumably "cooks" the

raw egg in the concoction, although I have my doubts! Commodore Vicary finished off each drink by adding a dash of Nutmeg on top.

Incidentally, both folklore and eyewitness accounts have it that the Nutmeg added by the Commodore may or may not actually be Nutmeg in any given year. Thus, the stories of a "secret" ingredient persist. I guess only the Commodore knows for sure, but one might presume that the container of tobacco snuff on the serving table has some significance. Regardless, members line up in droves to sample a few of these drinks each year. For the faint-hearted, a keg of Beer is also on hand.



The Brewmasters.

This year, the EYC was pleased to extend invitations to the party to two of our visiting Canadian friends, Robin McFarlane, Commodore of the Port Dover Yacht Club and PDYC member Carm Wallace. The Basin Committee provided a terrific display outlining proposed renovations of the basin for all to view. Everyone I spoke to said that they had a great time and that this is the one event they look forward to each and every year. All in all, a success!



A popular members tradition.



The secret ingredient?

It's A Photo Contest!

by P/C John Ashby

OK all you Kodak Kids, Cannon Balls, Nikon Nuts and Minolta Magicians, this is your chance to show off by strutting your stuff in the EYC LOG's 1st "Members' Photography Contest".

We have three classes of competition:
Class A - 12 years of age and under.
Class B - 13 to 18 years of age.
Class C - everybody else.

Here's how it works...

The Rules:

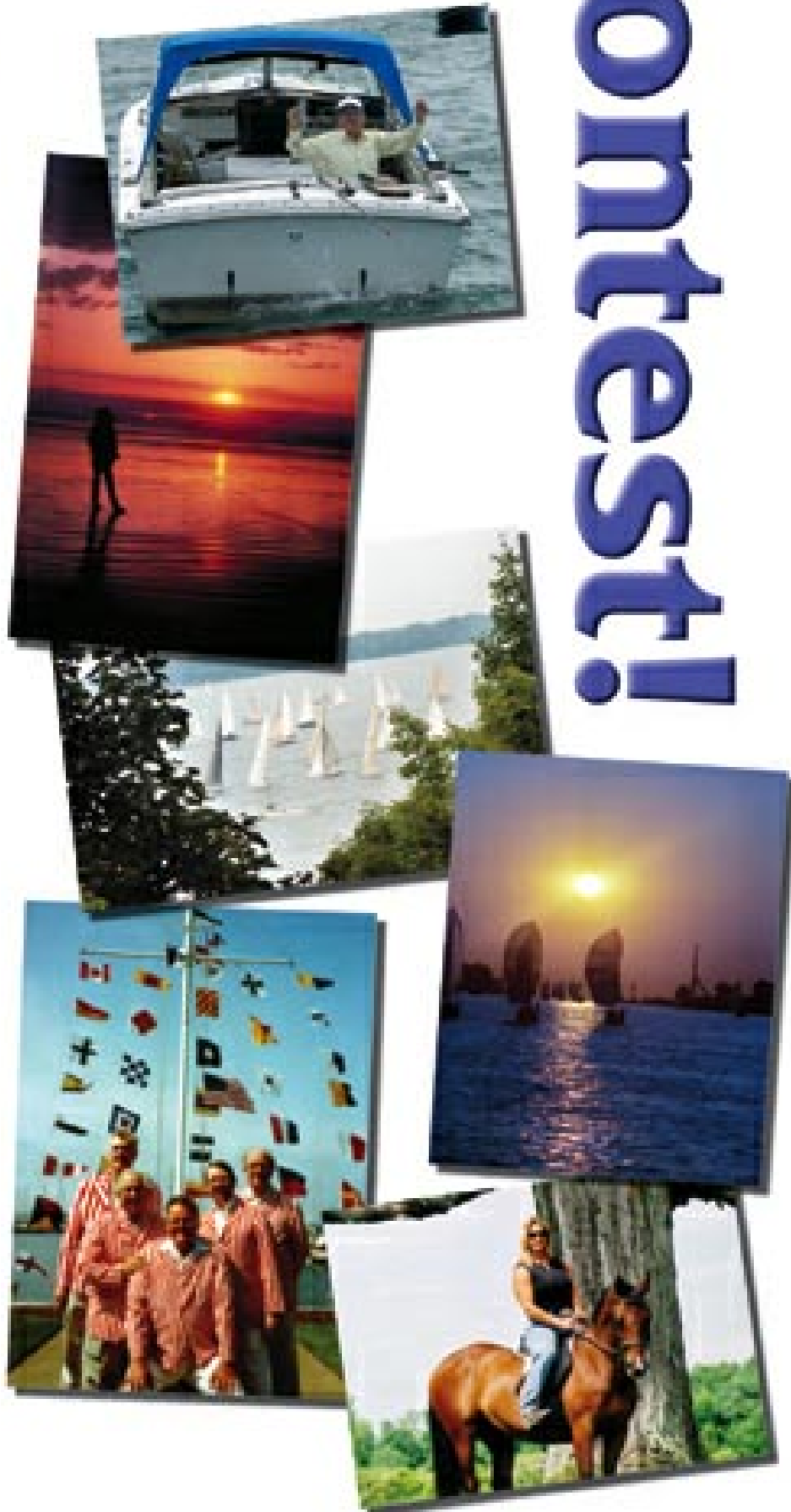
- 1.) All participants must be immediate family of an EYC member.
- 2.) All entries must be color 5" x 7" or 8" x 10" prints for judges review.
- 3.) All prints must be accompanied by the work's name (if any), description (what, where, when & why!), photographer's name, age, address and phone, and if not an EYC member, state relationship to member and member's name.
- 4.) All entries must be received by September 6th, 2005 to be eligible.
- 5.) All photographs must be of Erie Area boating activity, Presque Isle, Erie's waterfront, water sports, or outdoor related subject matter covering the spring and summer seasons only.
- 6.) Drop off or mail your entry to:

Log Photo Contest
Erie Yacht Club
P.O. Box 648
Erie, PA 16512

EYC member and published photographer par excellence, Gene Ware, is Chairman of the Jury Committee. Log Committee members P/C John Ashby, LOG Publisher, and Judy Ermling, LOG Photographer, will also serve as judges.

The committee will pick three winners in each class with the winning photo being published in the November/December '05 LOG.

Oh yes... and there will be prizes awarded to all winners.



New Years!

by Irene Boyles

The Annual Erie Yacht Club New Year's Eve Party was a rousing success again this year. Over 150 members and their guests enjoyed the music of Marty O'Conner during cocktails and hors d'oeuvres. The hors d'oeuvres table consisted of a variety of foods such as carved roast beef, a sauté station with pasta, pickled Herring, chocolate fondue, and much more to choose from. It was a spread worthy to serve a king and queen! The Club was decorated with multi-color neon glow tubes. The staff had a great time creating different items to display on the tables and hang throughout the Club. This idea was a big hit with the members.

After a relaxing hour and a half, the beat picked up and the atmosphere began to swing with the groovy sounds of Familiar Spirit, who were back for the third year in a row. By 10:00 p.m., more members and their guests had descended upon the Club in great anticipation of a rockin' night. The band had everyone putting their hands up and dancing the night away.

As midnight approached, everyone's attention was focused on the telecast from Times Square in New York City for the dropping of the New Year's Eve Ball. Approximately ten seconds before midnight, everyone in the Clubhouse loudly began to count down the seconds to the stroke of midnight. EYC members, their guests, and staff celebrated the end of 2004 and the arrival of 2005 with enthusiasm and vigor.

I would like to thank the EYC "staff behind the scenes", such as the employees who helped set up, decorated, and prepared the food and the Club for the party. Thanks also to the staff who worked that night laboring effortlessly and toiling into the evening to make sure the members and their guests had a great time. As in any event that is held at the Club, if it wasn't for their efforts and dedication, the evening would not have been such a success!

Thanks again to all those involved! Everyone in attendance went home with great memories of a fantastic and enjoyable evening!



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History of the EYC Grillroom

by P/C Pat Geary



All these photos are now part of our Club's long and revered history.

As the Club continues to improve and update many of the areas of the Club, we sometimes forget about how some things came to be. The EYC Grillroom has been, and continues to be, a favorite of members and guests. But, it wasn't all that long ago that the Grillroom as it is today did not even exist.

In 1987 Commodore Pat Sheeran was at the helm. His Rear Commodore that year was P/C Jim Owen. Jim, having completed our lighthouse the previous year as fleet captain, set out some aggressive goals for the house during his term. P/C Owen organized a house committee, which included P/C Pat Geary (house chair), Esther Tate (then manager of the Buoy Restaurant), and Mark Dedonisio (owner of Henry's Restaurant). After a few meetings of the committee, areas that needed to be addressed were laid out. The biggest item that continued to be brought up was the lack of convenient food service available at the Club. In the days before an actual Grillroom, members had few choices. The bar with very limited seating served sandwiches until 2:00 p.m. There were no night hours for dining except in the main dining room. So, most members would venture to the top of the hill and frequent restaurants with more convenient hours. A dress code, although not formal, was in effect in the main dining room, and most members coming off their boats did not feel comfortable in their casual clothing.

P/C Owen and P/C Geary made a presentation to the EYC board to make the then bar into the Grillroom. The name came from a visit P/C Geary had made to the Chicago Yacht Club, which had an informal area called the Grillroom. The board agreed and the first menu was a plastic cube sheet with limited sandwiches and appetizers. Hours were expanded to include nights and week-

ends. The EYC bowlers, who after play was done would head to various watering holes for something to eat, helped to make the new Grillroom a success. The next summer the Grillroom became the place to be after boating or for casual dining on weekend nights. So popular that by the end of the year the low cocktail tables that made up most of the table seating were replaced with the tables still used today. A full-blown menu was developed and members who wanted the formal dining room menu could order from that in the Grillroom if they wanted. During the Club renovation, which was officially dedicated on July 2, 1993, the front porch was enclosed to again expand the Grillroom. As business has grown over the years, so have the ways to utilize this popular area. P/C Wolford had the patio enclosed, and when P/C Geary was Rear Commodore he and GM Mike Lynch took a chance and started the now popular Sunset Happy Hours on Thursdays in the summer. To expand those popular Thursdays, Rear Commodore and then board member,



John Murosky, helped start the musical entertainment.

Little did the Club know that casual dining would take off as it did and that the advent of the national chains would make this the way people today prefer to go out to eat. The EYC Grillroom has been copied by many of Erie's other clubs, and the Thursday Happy Hours are the envy of all of them. The Grillroom itself produces impressive sales if you take into account the number of members who belong to the Club. In 2004, for example, the Club's staff delivered 61,000 meals. To compare some numbers, if you look at the year 1992, the Club served 42,000 meals. As you can see, the growth continues as more and more members and their guests take advantage of the Grillroom.

With support of the members, previous and current boards and officers, as well as a dedicated and friendly staff, the Grillroom continues to prosper and grow.



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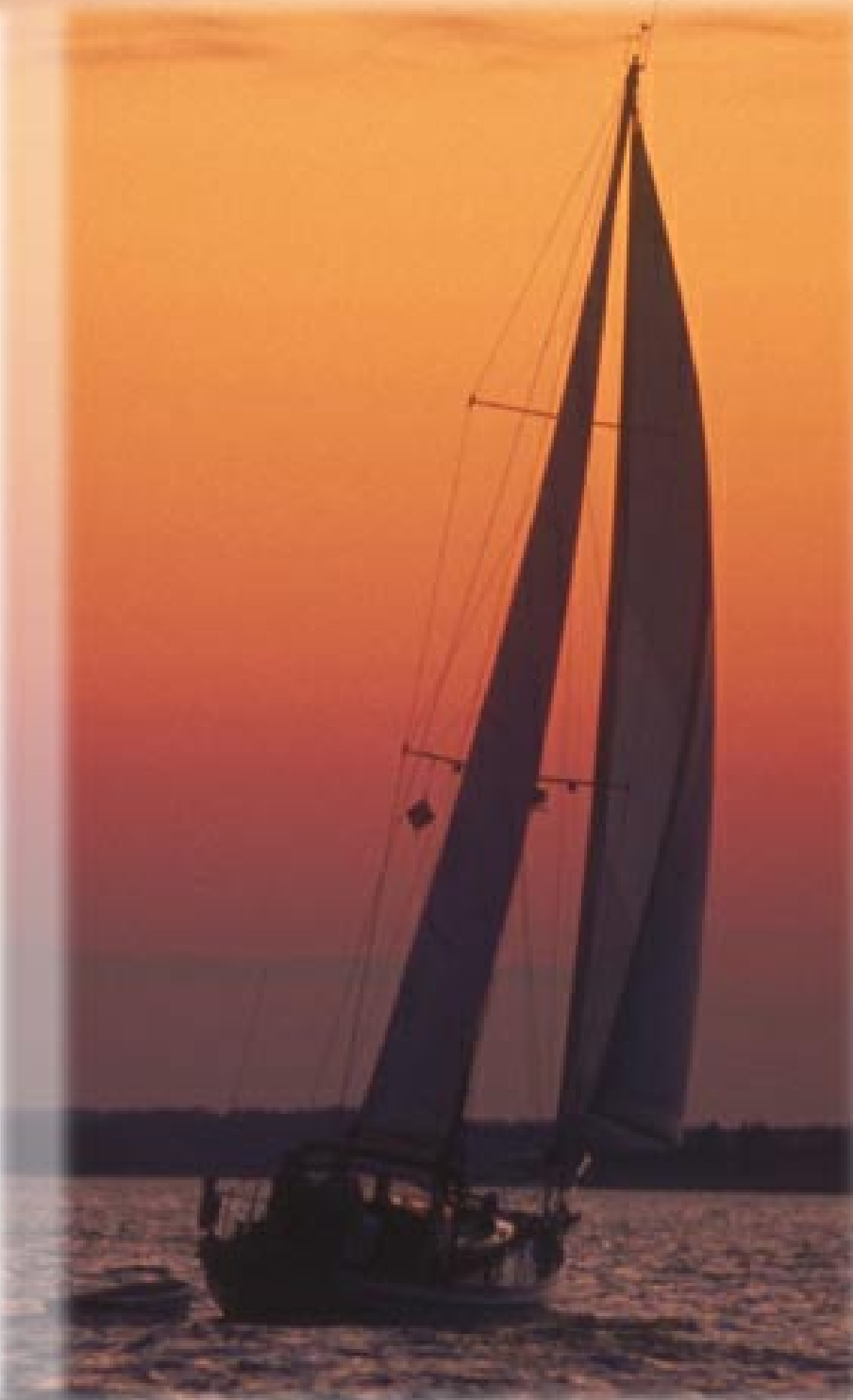
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