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the ELOG



A Family Storm!



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From the Bridge

Commodore Dave Arthurs



Spring is here! How can you tell? The covers are coming off the winter stored boats, sanders and buffers are humming and amid all this, the volunteer dock construction crew is hard at work completing the assembly of J, K and L docks. The most visible part of the reconstruction thus far will be the backdrop for our opening day ceremonies. This is a testament to the foresight of the previous Bridge officers, Boards and the Membership to undertake such a major but much needed project to improve our infrastructure.

On another equally important front, the changes to our Associate Class of membership have exceeded all expectations. By the time you read this issue more than one hundred new members will have joined our ranks – most of those in the Associate Class but also several in

the Junior, Junior Family and Regular Classes.

The infrastructure is undergoing improvements, the membership is strong and we are well underway to complete the last piece of the puzzle – improvement to our food and beverage quality and service. Chef Steve has introduced some new and delicious appetizers and entrees. The staff has undergone training. Now we need your feedback to tell us how we're doing. The member comment cards have been included with your check since early March and your feedback will help our staff to serve you better.

The parts are in place to make this a great year but it takes all of us to make it happen.

Wishing you a safe and happy boating season!



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On the Cover...

Kristen and Jeff Enterline relax on the forward deck realizing all to well that there was some heavy weather coming, they just didn't know "how heavy".



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The happy family before leaving on our much anticipated cruise to Port Dover. (L to R) Son Jeff 14, daughter Kristen 19, my wife Lauri and yours truly the author.

I don't remember how we picked that weekend to go to Port Dover. We try to take at least one or two weekends a year to sail across. It was Friday August 17th, Lauri and my 22nd wedding anniversary. What better way to celebrate that milestone than to pack up the kids, 19 year old Kristen (Dad, you know I can drink in Canada now?!) and 14 year old Stuart. We were all excited to go and had planned to do this for sometime. We could not however manage to get an early start that day. I was a little concerned about the forecast of 10-20 knots out of the west with predictions to go NW later in the evening but figured hey, we have sailed in those conditions before and it will be a fast ride with wind on the beam. We left at 1400 hours and I predicted we would likely make it in by shortly after sunset. In actuality, the trip took 12 long hours. Here is our story.

At 1351 hours the wind at Erie International was 16.1 mph with gusts to 23 out of the West. We headed down the bay in bright sunshine

with ¾ of the genny rolled out and no main. There were whitecaps in the bay and we were doing hull speed dead down wind. I kept getting that nagging feeling that this might not be the best day to attempt this but shrugged off those doubts believing that we could do this trip without too much trouble. I had a crew who had seen windy and rough conditions before and it was our last chance to go to Port Dover for the year. Everyone wanted to go.

An hour later the wind was still west but piped up to 22 mph with gusts to 26.5. You should know the Entson has no wind instruments other than my gradually thinning hair, so this data comes from the archives of the Weather Underground. Oh, I was monitoring the weather radio that kept assuring me it would not get too bad and that the wind direction would hold until at least nightfall.

Once we rounded the Peninsula the waves began to get bigger gradually. A couple of hours into the trip Stuart was looking a little green around the gills. Before we knew it, he was in full seasickness mode. As I recall we were about 12 miles from Long Point and I again had those fleeting thoughts of turning back. But I reassured Stuart that once we rounded the point we would have protection from the big waves from the West and smoother conditions. At one point Stuart and I watched a 10 footer sweep under us. It was also about this time that we realized the tiller pilot was of no use. I went below briefly after setting the auto helm and remember looking out the companionway and seeing the auto helm working feverishly trying to stay on course and overcorrecting in wild swings of the tiller. Now we were heading east with a large wave approaching the stern. Of course I knew Tillie



(yes, that is what we call her) would do her best to get this boat heading north again (because that's her job). I also knew she would figure out rather quickly that she was about 60-90 degrees off course. That is where I got concerned. You see she likes to stay on course within 3-5 degrees. I also knew she would be slightly embarrassed to be so off course and would want to remedy the situation rather quickly before her master noticed. Well, I was looking at her and she was looking at me. I think I may have even yelled "NO!!" Too late. She thrust the tiller hard to starboard just as I lunged out of the cabin on my belly to discon-

"Hey honey, looks like we might have some weather ahead" I mentioned to Lauri as she calmly replied without looking up, "really!"

nect her from the tiller. Anyway, I made it just in time to avoid the majority of an uncomfortable broach.

As we battled closer to Long Point a funny thing happened. The wind began to swing to the north. We could not hold our course and had to keep falling off, going further east than we wanted. Another funny thing happened ... the waves coming out of Long Point bay were pretty big! Oh not as big as the ones in the

lake but big enough to continue to knock us off course. They were also steeper and closer together. Now things were getting fun. The nice NOAA lady also fessed up and admitted what we had already experienced, winds would increase to 15-25 knots with higher gusts. Now turning back did not seem like an option. I reasoned that the closer to the Canadian shore I got the better the sea conditions would be. We decided to see if we could just motor into Dover from here. We were only 16 miles or so from port. We fired up the Atomic 4, rolled up the furler and hit the gas. With our 2 bladed prop and full throttle, the wind now on the nose and the waves, the GPS said we were making about 1.5 knots into this mess. Now math was never my best subject, but I suspected this could be a long night.

We decided to just tough it out and beat into this towards Dover. After another 90 minutes it became depressingly apparent that our ability to point was pitiful with the partial headsail and no main. Our second tack took us near the Bluff Bar light. It was a dark moonless night. We were wet and cold. Stuart was still seasick. We tacked again and the sheet got hopelessly fouled on the winch. We tried to get it off without success. We now were heading back east again into the bay. Options were becoming limited. I decided to go forward to cut the line at the clue. I had a harness on and clipped into the lifeline but never rigged jacklines (another mistake). I did not want to be forward any longer than need be. With the line now severed and the sail flapping wildly we came about again with our only remaining



The wind was kicking up pretty good as we charged across the Lake headed for Long Point so Jeff decided to take a nap on deck.

port sheet sailing back to the shallows again. Boy this was fun! We had to tack again soon but no line was rigged for a starboard tack.

We had now been out for over 8 hours. What made this situation worse was the fact that due to the conditions no one had eaten since we left. In fact, except for one beer early in the trip and maybe one bottle of water I had nothing to drink and suspected the crew was also likely dehydrated. One of the most frustrating times of the trip was my one attempt to use the head. Imagine strapping your head onto a mechanical bull. My head has no dedicated handhold (note to self this should be corrected!) Then have some one put the monster on high speed ... well, you get the idea. I think it was that trip below when I saw the destruction of the cabin. Despite my crews' best efforts,

(continued on page 26)

A Family Storm!

by Brad Enterline

The Falkirk Wheel

by P/C John Ashby

This is truly ingenious engineering. It is not only beautiful to look at and a terrific tourist attraction, but a hundred years ago there were 11 locks that The Falkirk Wheel has replaced.

This awesome spectacle was constructed to connect the Forth & Clyde Canal running from Glasgow to the Edinburgh's Union Canal. It was all part of a 21st century solution to joining the two canals but also a Millennium initiative to encourage waterway usage when completed in 2002 and boy has it worked.

This Millennium Link was an ambitious project whose objective was to restore historic navigable transportation across central Scotland. The Falkirk Wheel project was costly at a mere 84.5 million "pounds" or \$169 million USD to complete.

One major challenge in this project was that the Forth & Clyde Canal is 115 feet below the level of the Union Canal. Historically, the two canals had been joined at Falkirk by a flight of 11 locks that stepped down across a distance of a little more than a mile, but these were dismantled in 1933, breaking the link.

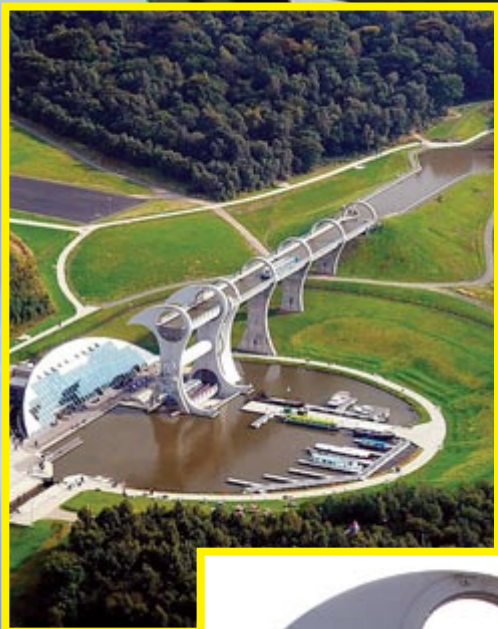
The solution is the world's first, and I'll bet not the last, perfectly balanced rotating boat lift/lock aqueduct. The arches over the aqueduct also add to the drama of the structure, forming a complete circle with the reflection in the canal to extend the feeling of the tunnel. The fact that the canal literally ends in mid air creates a thrilling sense of sailing off the edge into the spectacular scenery on the horizon.

Here's how it works. Boats entering the Wheel's upper gondola are lowered, along with the water that they float in, to the basin below. At the same time, an equal weight rises up, lifted in the other gondola. This works on the Archimedes principle of displacement.

That is, the mass of the boat sailing into the gondola will displace an exactly proportional volume of water so that the final combination of 'boat plus water' balances the original total mass.

Each gondola runs on small wheels that fit into a single curved rail fixed on the inner edge of the opening on each arm. In theory, this should be sufficient to ensure that they always remain horizontal, but any friction or sudden movement could cause the gondola to stick or tilt. To ensure that this could never happen and that the water and boats always remain perfectly level throughout the whole cycle, a series of linked cogs acts as a back up.

Someday, since I'm of British ancestry, I would love to tour the British Isles and The Falkirk Wheel would certainly be an adventure for someone like me who suffers from acrophobia, the fear of heights. But what a view of an absolutely breathtaking landscape.



Wouldn't you love to spend this summer sailing on the beautiful Presque Isle Bay? Wouldn't your kids love it too? If you've thought about taking the sailing lessons offered through the Erie Yacht Club but aren't sure where to begin, here's help.

And even if you've been taking the sailing classes in recent years, there are a few changes in the choices this year. We offer a class for just about every age and level. The different classes are described below.

For the Youngest Beginner Sailors

Sailors can start as young as 6 years old in our ***"Opti Starter Class"***. This class is designed for kids age 6 through 8, who have no or very little experience with sailing. It takes place on Monday and Wednesday evenings, with your choice of either the first four weeks of the summer, or the second four weeks of the summer.

We do not recommend that students take both of the four-week sessions, since each session will focus on teaching brand new beginners.

The Opti boats (Optimist dinghies) are one person boats with a single sail. They are ideal for teaching small children, because the boats' small size makes it more inviting to most children. The class is meant to be a fun and exciting way for children to get comfortable with the water and the boats, while learning the very basics. Though the boats are designed for one person, small children in the class will often sail two to a boat, making the experience one they will enjoy, while building up their self-confidence.

For Our More Seasoned Sailor Kids

If you grew up taking sailing classes at the Erie Yacht Club, this is probably the class you remember. Our ***"FJ and 420 Program"*** is a day-

time class for kids age 10 through 14. Our fleet includes Flying Junior's and 420's. Both boats include main sails, jibs, and spinnakers, and are designed to hold 2 to 3 sailors.

Also in the daytime program, kids age 8 through 10 can sail in our ***"Opti Learn-to-Sail"*** class. Students in this group will typically sail one to a boat in the one-sail Optimist dinghies. This year the daytime Opti classes are a full day class to coincide with the FJ and 420 classes.

For both the FJ/420 and Opti daytime classes, you have your choice of the traditional eight-week program or four-week program. This year we are only offering the four-week session in the first four weeks of the summer. (Please note that we are not offering the second four weeks of the summer as a session, since instructors and students felt that the second four weeks should focus on advanced skills, rather

than beginner skills.)

Whether you choose to take the four-week session or the traditional eight weeks, your choices for days are: Mondays and Wednesdays from 9am to 4pm; or Tuesday and Thursday from 9am to 4pm.

New Class for Teens Only

This year we have a new class specially designed for kids age 12 through 16. The ***"Teen Friday"*** class is the perfect choice for older kids who want to continue learning to sail on the FJ's and 420's along with kids their own age, but aren't necessarily interested in being on the race team.

For those with a Need for Speed

We are offering a new class this year for younger sailors who have taken at least one year of Opti sailing classes and are now interested in

learning how to race. The ***"Opti Learn-To-Race"*** class is an eight-week program that will meet every Friday for a full day class.

For sailors age 13 to 18, who love to sail fast, compete with their peers and take part in regattas, we offer the ***"Race Team Program"***. Students are coached both on and off the water in this eight-week program. Classes are on Tuesdays and Thursdays from 4pm to 8:30pm. Each year, race team members are selected to represent the Erie Yacht Club at Junior Bay Week. We are proud to have had several of our sailors perform well enough to go on to compete in the Semifinals and even U.S. Sailing National Championship.

Just for the Grown-Ups

Our ***"Adult Learn-to-Sail Program"*** is a class in which students age 18 and up can learn how to sail on the FJ's and 420's while enjoy-

ing Presque Isle's famously beautiful sunsets. We offer two 4-week sessions, but encourage students to take both sessions. The classes are on Monday and Wednesday evenings from 6pm to 8:30pm.

The Adult Sailing classes are often the place where students learn to love sailing and gain the skills and the confidence they need to go on to purchase their own larger sailboats. In addition, the class provides a fun setting for our adult students who often wrap up the evening's sail by socializing over drinks or a late supper in the clubhouse.

If you are interested in any of the classes and would like to know more about the dates and our rates for the 2008 season, please visit our website at: www.erieyachtclub.org/reymburn/reymburn.html.



Reyburn Sailing School Simplified

by Aimee Nicolia

What better way to end the day than with the Adult Learn-To-Sail class and a beautiful Presque Isle sunset as your backdrop. Many of our adult students gain a love for sailing as well as the skills and confidence they need to go on to purchase their own sailboats.

If you grew up taking Reyburn Sailing School, you probably remember the Flying Juniors, the friends you made, and all the fun memories spending your summer days learning to sail at the Erie Yacht Club.

In the Opti Starter Class, our very youngest students learn to enjoy the water and the fun of boating.

Each summer, the Erie Yacht Club sends Race Team members to Junior Bay Week. Over the years, several of the Race Team members have done well enough to go on to Semifinals and even the U.S. Sailing National Championships.

Not only is the Reyburn Sailing School one of the oldest and largest sail training organizations in the country but we boast the finest facilities and absolutely the best body of water for learning to sail ... Presque Isle Bay.

Teens will have a class of their own this summer with our new Teen Fridays program.





(L to R), Kevin Bowling (with beard), Bill Palmer (yellow sweat-shirt), John Houghtaling (red T-shirt), Larry Shufelt (reclining in front), Patty Houghtaling, Pam and John Franzen and dog is "Tugboat" who is so popular among the potential members that he could become their first Commodore!



This island was formed in about 1940 as a result of a dredging operation deepening the shipping channel on its eastern side.



Nestled along the western bank of the Hudson is the location of what could be the beginning of a new Yacht Club.



There is no question about it, "Tugboat" is definitely the "Dock Master" today and has his eye on a higher office in the future.



The southern end of the marina with picnic facilities and a small boat launching ramp.



"Tugboat" on patrol of the main floating dock of the marina which currently boasts twenty plus boats of various sizes.

The Birth of a New Yacht Club?

by P/C John Ashby with John Franzen

Sunrise reflects off the serene surface of the Hudson River demonstrating the sheer beauty of the location of what may very well become a new Yacht Club.

What does it take to create a new yacht club? Well in our case it took one highly motivated, enthusiastic and purposeful individual who was totally dedicated to seeing the Erie Yacht Club become a reality. That was of course our founding father and our first Commodore who served from 1895 thru 1903 and again from 1908 to 1910, Mr. George T. Bliss. Since the EYC is essentially a "family structured organization", George's granddaughter, Mrs. Bob Ferrier, is a member today along with her two daughters, Commodore Bliss's great granddaughters. And if you ever

have the chance to read the history of Bliss's struggle to get this organization started you will understand that George Bliss was the man we needed at the helm to keep our birth on course back in 1895.

Today, the same desire is necessary to create an atmosphere of shared fellowship through the love of the water that is prevalent in all yacht clubs. This story is a mere glimpse at what very well could be the emergence of a "new yacht club". It grew out of my visit last fall to Athens, NY and meeting a terrific group of boaters who were dock mates of my

hosts Pam and John Franzen. Even from my brief encounter with this group of individuals I believe they have the credentials of what it takes to create a new Yacht Club ... love of the water, boats and a shared fellowship. I found these people to fit the bill for not only creating but sustaining a successful yachting organization. This group already has fully equipped docking facilities, an excellent location, the physical room for expansion and the camaraderie that is capable of building an organization for the future. The combination of talents needed to make it all hap-

pen successfully exists among their current group. They actually talked about the possibility of such an event taking place and had a great time in suggesting appropriate names for their club. I told them that I would design their logotype, burgee etc. "free of charge" for a non-resident lifetime membership and I think they might actual agree with my proposal since they would only have to put up with me, at the most, once a year! They have got it all ... now we'll see what happens!



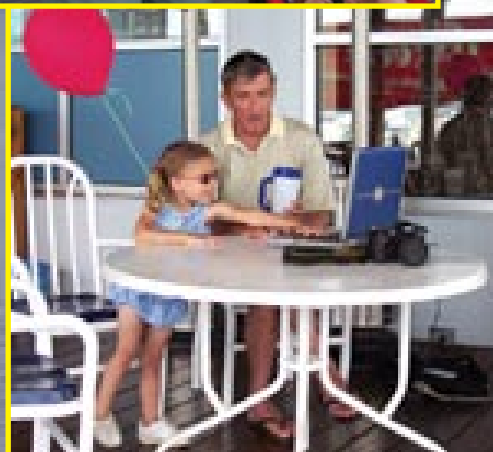
Frolic on the Bay

by **Marty Farrell,**
Chairman

The one factor that has not wavered off course one degree has been the highly successful direction that Frolic-on-the-Bay has taken over these many years. This has been due to the skill and dedication of the agencies involved, the sponsors, the boat donors and all the volunteers who together make it the success that it has become. The children and their families who are given the opportunity for a day on the water of Presque Isle Bay and the bay-side picnic could not have this experience if not for your kindness and donations of your time, treasure and talents.

One thing that will be changing this year is that our highly successful Chairman for many years now, Jim Finn, has graciously asked me to step into his shoes and I am fully aware what a big step and challenge that will be. Jim will remain as a big part of the program and with all of your help Frolic will continue to do its job for those deserving children.

So get all fired up for Frolic for it will take place this year on Monday, July 7th and let's make it another day the kids will not soon forget. Call me at your leisure with any comments or thoughts at 814-453-6571 and thank you all in advance.



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A Voyage to Protect & Restore the Great Lakes

On June 14th and 15th, 2008, the magnificent *Earth Voyager*, the fastest sailing vessel on the Great Lakes, will be visiting Erie as part of the 2008 Healthy Lakes Healthy Lives Tour. This tour, organized by the Healing Our Waters Great Lakes Coalition (HOW), will include visits to dozens of port cities to celebrate the role of the Great Lakes in our lives and to raise awareness about the need and enormous economic benefits of protecting and restoring them.

Tour events will celebrate efforts to restore and protect the Great Lakes, reinforce community efforts regarding local water quality initiatives, and underscore the connection between the health of the Great Lakes and the health of the community, its people and its economy.

Earth Voyager, a Formula 60 Trimaran, is 60 feet long, 40 feet wide and has a mast rising 97 feet off the water. The ship's mast rotates and the dagger board can be raised and lowered while underway. She can easily sail between 26 and 30 knots with bursts reading 33.34 knots. *Earth Voyager* is sure to help draw attention to the majesty and significance of the Great Lakes.

For more information on the tour and events for the June 14 and 15th stop in Erie, visit www.earthvoyager.org.



The beautiful *Earth Voyager* has been entrusted to the HOW Coalition by owner/builder Ray Howe to promote Great Lakes public education.

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Boats, Marks, Rules & Strategy

by Dave Heitzenrater

In maintaining the Erie Yacht Club Racing Fleet's continuing effort to promote sailboat racing and racing education, the fleet sponsored a one day strategy seminar with presentations and discussion as to how to best apply the racing rules to specific situations around the race course for tactical gain.

The course was presented on Sunday February 24th at our own club by rules expert and world class sailor Dave Perry as an instructor for the North U racing seminar program. Despite the February cold and deep snow, Dave sauntered into the EYC lobby in flip flops to entertain and educate sailors from New York,

Ohio, Pennsylvania and Toronto who were in attendance. His presentation of these somewhat technical issues was clear, humorous, animated and very educational. Terms such as "The Zone, Overlapped, Luffing, Close-Hauled, Leeward, Obstruction and Acquiring Right of Way" were soon bouncing off the walls. There was even a "Mast-a-Beam" muttered in there somewhere.

Dave Perry's impressive pedigree includes serving as a Senior Certified US Sailing Judge,

member since 1986 and current Chairman of the US Appeals committee. Mr. Perry has authored many volumes on the subject including this trio familiar to many of our fleet racers: Understanding the Racing Rules of Sailing, Winning in One Designs and 100 Best Racing Rule Quizzes.

Dave received the United States Sailing Association's National Sportsmanship Award. He is a member of the Sailing World Hall of Fame, the recipient of US SAILING's W. Van Alan Clark, Jr. Trophy plus the Captain Joe Prosser Award.

More than an administrator and author, Dave is an accomplished racer as well. He grew up in Connecticut sailing dinghies at the Pequod Yacht Club. He was the captain of the 1975 National Championship Dinghy Team at Yale and is a two-time All American. He was fifth at the 1979 Laser World Championship, second in the 1984 Soling Olympic Trials, the 2003 Ideal 18 North American

Champion and two-time Congressional Cup winner. He was invited again to race this spring for the 2008 Congressional Cup to be held at Long Beach Yacht Club. The slate of competitors includes the world's top match racing skippers. The 10 invitees will helm Catalina 37s raced by six-man crews who will rotate boats daily.

Those keen to the local racing scene attended our program and discussed tactics regarding the Upwind and Downwind legs, Windward Mark and Leeward Mark situations. This was a demanding seminar that broke into groups that worked through lunch diagramming and discussing various tactical situations on the racecourse. Dave was impressed by our group and club and was seen sporting an EYC emblazoned shirt and stocking cap above those snow treaded flip flops as he departed our front lobby.

Our EYCRF is gearing up for the 2008 season that



commences with the second Wednesday in May. There are several social events scheduled before the flag drops on the 14th. Check the fleet's link on the EYC web page for planned educational and social events as well as the complete race schedule and associated parties. You will also see the 2008 entry form so find a pen and use it!

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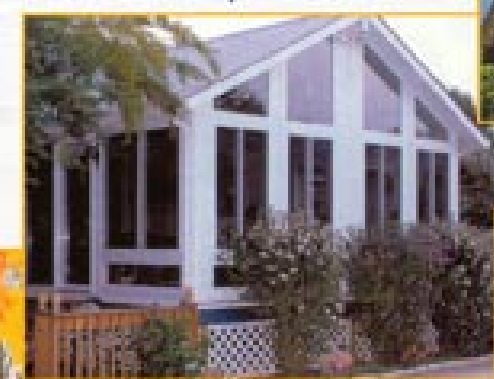
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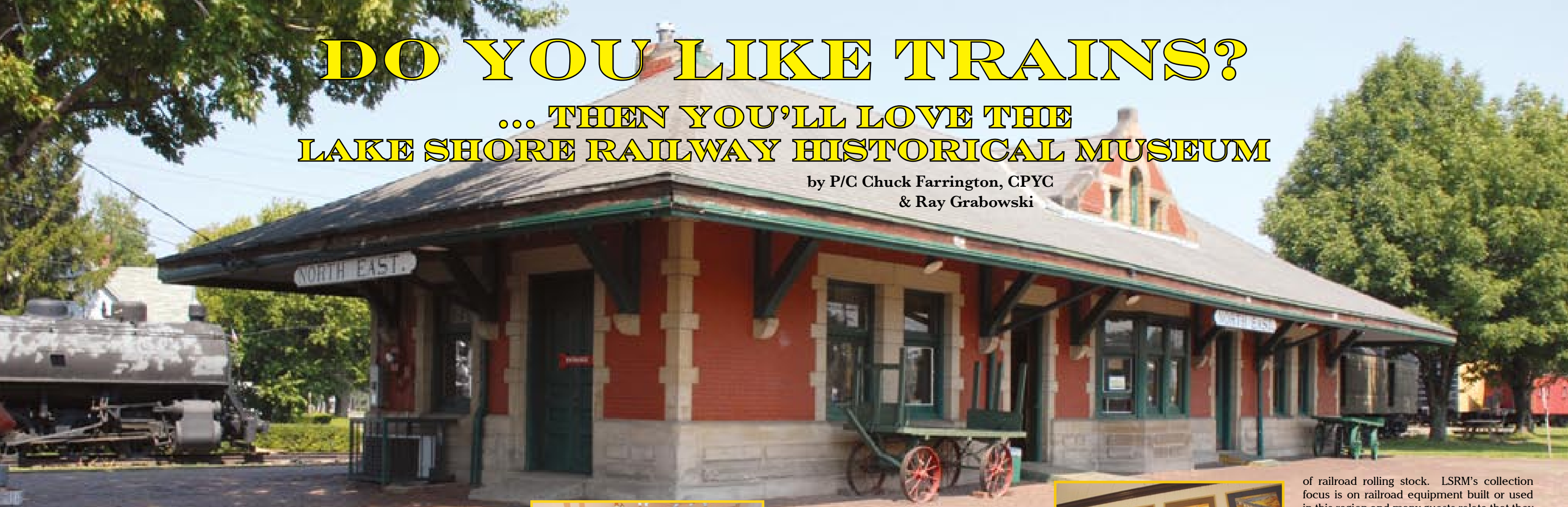
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DO YOU LIKE TRAINS?

... THEN YOU'LL LOVE THE LAKE SHORE RAILWAY HISTORICAL MUSEUM

by P/C Chuck Farrington, CPYC
& Ray Grabowski



miles east of Erie. To round out the description you may add, eager children (and adults!) over twenty five pieces of historic railroad equipment, model trains of many sizes, hundreds of railroad artifacts, and two 100+ year old railroad depots all in a befitting, park-like setting.



Every Dining Car has to have a galley and this is located in our "Empire Builder".

The place is steeped in history, both the history of the individual things here and the history and stories you get when special people visit. To get into the correct mind set about a railroad depot, you need to think about the function that the modern airport or bus terminal plays in today's society. Families dropping off loved ones for trips far, far away; the same families waiting anxiously for a loved one to return; servicemen going to and from



Currently under renovation is our Club Car where Bing Crosby and Bob Hope relaxed with cocktails while racing down the tracks.

their assignment; businesses and farms shipping goods in and out, and politicians doing "whistle stop" visits to rally support. The railroad depot did all that and a lot more. Until the creation of the interstate highway system, the railroads were very much front-and-center in everyone's life and they knew it.

Railroad history in North East (and all of Erie County for that matter) starts in roughly 1850, when small railroads began building parallel to the Lake Erie shoreline. For eastern Erie County, this meant the Erie and North East Railroad and the Buffalo and Stateline Railroad. A small, shanty-like railroad depot was built at this time in North East near the intersection of Lake Street, Pearl Street and the railroad tracks. The outline of the foundation for this first North East depot is visible in the brickwork that now serves as the passenger platform of the present, and third, North East depot. No photographs are known to exist of

the first depot, but a special story survives. . . In 1860, Abraham Lincoln won the presidential election and needed to travel from Chicago to Washington, D.C. He decided to travel through the heart of the country that got him elected, including the cities of Cleveland, Buffalo, Albany, New York, Philadelphia and Baltimore. That route included a ride through Erie County and a stop in North East. The train carrying a beard-less Abe Lincoln stopped briefly at the first North East depot to greet fans and well-



This is one of our Sleeper Car rooms featuring double bunk beds.

wishers. Abe did not make it far into New York State after leaving North East, when at another whistle-stop a little girl politely rebuked him, telling him he wasn't the most handsomest man around and that he should grow a beard to cover up more of his face! Surprisingly, Abe soon did. Fast-forward five years to April 1865, and the train carrying the body of assassinated president Abraham Lincoln re-traced



These beautiful GE water color prints, printed by Ashby Printing Co., were used as GE "good will" promotions back in the 60's and 70's.

the route of that earlier 1860 train, repeating every stop all the way back to Illinois. While the first depot is long gone, the 1860's railroad right-of-way still exists in the form of the "Old Track #3" railroad siding in front of the present North East depot/Lake Shore Railway Historical Museum.

Today, at LSRM, two "newer" railroad depots exist, one built in 1869, during a huge nation wide railroad boom that included the completion of the first transcontinental railroad, and a second built in 1899. The location of the 1869 depot was considered so prime by the Lake Shore & Michigan Southern Railroad, that when it came time to build the newer 1899 depot, the 1869 depot got moved out of the way 450 feet to the west. The newest 1899 depot today houses the LSRM, while the 1869 depot, now known as the "Freight House," awaits adaptive reuse and restoration.

Walking the grounds of the present day museum, guests are usually shocked at the number and historical significance of the Lake Shore Railway Historical Society's collection

of railroad rolling stock. LSRM's collection focus is on railroad equipment built or used in this region and many guests relate that they have family ties to the equipment. The three big locomotives on the museum grounds are graduates of the General Electric Locomotive Assembly Plant in Lawrence Park. A wonderful irony is that the biggest of the big locomotives (273 ton South Shore #802) is known as the "Little Joe!" Just after the end of World War II, Josef Stalin, the dictator of the communist U.S.S.R., ordered twenty large electric locomotives from Erie General Electric. GE built the monsters, but was unable to deliver them because of the onset of the Cold War. The Russian locomotives, later nicknamed "Little Joes" after the short statured Josef Stalin, sat orphaned at the GE plant for many years while the GE sales staff struggled to find a buyer for

(continued on page 30)

P/C Chuck Farrington, CPYC has been a member of the LSRM for many years and his wife, Marion, worked at the EYC's MS Regatta from day one.



Racing Team “HAPPY HOUR” Fund Raiser

By Dave Heitzenrater

The Inaugural Reyburn Racing Team Happy Hour was more than simply a fund raiser. This was a big time fun raiser held on February 21st at the Erie Yacht Club. There were many smiles, foods and beverages found among the fund raising events that recorded over \$5,000 collected during this cheerful evening event. The G3 Trio provided live entertainment and helped make the festivity a very enjoyable success. The quickly acquired funds will soon be put to good use in support of the EYC's Reyburn Race Team with purchases of new sails and equipment. Any remaining balance will be used to defray team travel expenses.

This charity happy hour featured a number of Celebrity Bartenders who cheerfully dispensed wine and beer with some help from our professional staff for those more difficult adult beverages. Some of those fresh faces observed hustling behind the bar included: Kathy Dahlkemper, Chris Wolford, Tom Trost, Kay Fritts, Mickey

McMahon, Bill Vogel and Ellen Kalivoda.

Many of the guests were challenged by guessing the weight of a gallon jar of dingy hardware. Jug tender and Race Team Committee Chairman, Chris Bloomstine artfully worked the crowd who were subsequently surprised to find that the glass jug of blocks, boat parts, bits and pieces weighed in at a mere 10lbs 5ozs. Greg Gorny, the EYC Jr. Sailing's representative to the Interlake Yachting Association nailed the weight down to the exact ounce to win the 50/50 prize.

There were many monetary prizes and Chinese auction gift baskets distributed during the evening. Captain Eric Marshall, a former Director of the Reyburn School was the proud winner of a large cash drawing and promptly donated the entire prize back to the cause.

The Reyburn Racing Team is an offspring of the EYC's Reyburn Sailing School which is now in its 58th year of operation. The school is named in honor of its founder and initial instructor Nat Reyburn.

The 2008 Reyburn School introduces our exciting sport to

youthful students beginning at age six. There are several age groups and levels of instruction offered that continue through age eighteen. The Reyburn School boasts three different style boats for optimum student fit: *Club Flying Junior*, the *420*, and the *Optimist Pram*. The most competitive and talented students graduate to become members of the Reyburn Racing Team.

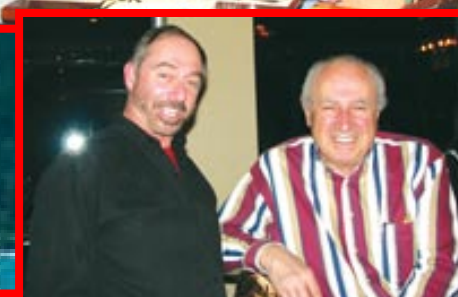
The Race Team (ages 13-18) continues the education process further with skilled young sailors learning and applying advanced tactics and techniques to improve their racing skills. Racing Team members compete against each other locally and eventually represent the Erie Yacht Club in competition with other yacht clubs nationwide.

The 2007 racing team coaches were Pat Bloomstine and Becky Bestoso who successfully coached team members Wade Christensen, Danny Bloomstine, Mike Bloomstine, Peter Rickloff, Sean Bloomstine, Nic Lucore, Joe Bloomstine, Ellie Bloomstine, Caitlyn Niemic, Nic Lucore, Margaret Szelwach, Phil Mashyna, Emily Reichert, Taylor Hoover and

Cutter Niemic.

The members of the racing team thank all of the donors, sponsors, volunteers and Happy Hour attendees.

The Reyburn School and Race Team are both available for your young sailor. You can find a full course description and class schedule for both the school and the racing team on the Sailing School menu found on the EYC web site: eriyachtclub.org and in the article Reyburn Sailing School Simplified in this issue.



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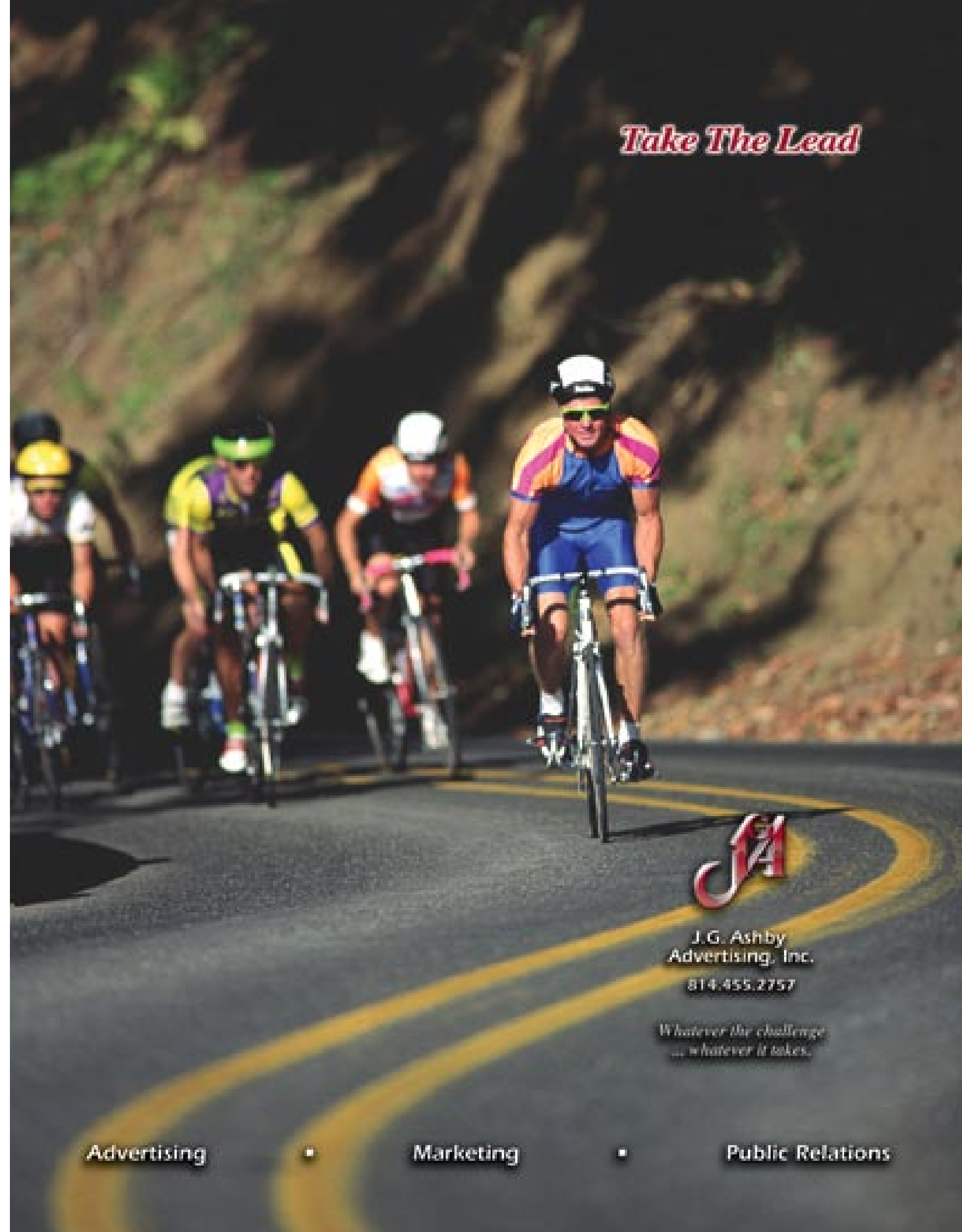
KENTUCKY DERBY RETURNS TO THE EYC

The sound, the color and the pageantry return to the Erie Yacht Club on Saturday, May 3rd, for the 134th "Run for the Roses". We're the second best thing to actually being there... and you don't have to drink Mint Juleps but we got 'em ...and ladies you don't have to wear your Kentucky Derby hats but you can if you got 'em. We've got it all with six TV screens from 27" to 144" to insure you the best view of the "Fastest Three Minutes in Sports". So come on down and "hoop and holler" for your favorites as the best of the best in thoroughbred racing do their thing in the 2008 Kentucky Derby right here at your Erie Yacht Club. Remember to "Hold those tickets 'til the results are final" and "They're Off".



If you like the beautiful Leroy Neiman print (22" x 34") at the top of this article they are available on-line at: art.com for \$44.99.

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A Family Storm

(continued from 5)

wet foul weather gear was all over; the cabin sole covered with gear and stuff thrown from the shelves. Lauri had mentioned that the vee berths were all wet and I went to investigate. We discovered the waves were coming over the deck with such force that water was coming in under the forward hatch. The hanging locker door was ripped from its frame.

At one point I checked on Stuart who was in the wet forward bunk. He looked at me with those miserable eyes and asked "Dad, are we almost there?" I wanted to lie so bad. But I told him the truth that we probably had 4 or 5 more hours of this. He later confessed that he thought the boat would break apart with all the banging of the rigging and boat coming off the waves.

By my thinking the only reasonable alternative was to once again attempt to motor into Dover and hope the 37 year old engine could make it. At this point Kristen suggested it might be time to call the Coast Guard. It was 2200

Well, here we are relaxing on our return voyage to the EYC with everybody happy including Lauri and that means "me too" !



hours. A quick prayer for the Atomic 4 and she fires up! In rolling up the headsail we got another hopeless wrap on the furling line winch! Options again were quickly being reduced. At full throttle we again made less than 2 knots. The other problem was that if a wave knocked the bow off the wind at all, (which happened frequently) you had to throw the tiller over hard and wait what seemed like an eternity before she would come back head to wind. Hand steering was the only option in these conditions. After about an hour, (that's less than 2 miles of progress) I asked Kristen if she could take the helm for a half-hour so I could lay down below. I was exhausted and cold. As I rested, I heard someone singing "Amazing Grace". It was Kristen, who later said that this helped her remain calm. A short time later Kristen indicated she was cold and having trouble keeping on course. The handheld GPS which I have mounted on the cabintop kept powering off and so we did not have a consistent bearing to Dover other than a best guess. (I discovered the next day that water had forced its way through a break in the seal of the battery compartment and shut it down) So I came back topsides to continue our attempt to get to port. It turns out that the lights we were heading for were towards Nanticoke well east of Dover. I corrected course and continued on. The good news was that as each hour went by we actually picked up a little speed, as the waves did not have as much fetch to build. I

think I did a little dance in the cockpit when we hit 2.5 knots!

Finally, at around 0200 we were pulling into the channel. I hailed the bridge operator who was very gracious in opening the bridge. Pulling up to the wall in front of the Port Dover Yacht Club never felt so good! We all crawled off the boat just to see what it felt like to be on solid ground. We were hungry now so we broke out the meal that was intended to be consumed 8 hours previously. Below in the wet cabin, around the salon table, after thanking God for a safe passage we ate and had great fellowship. Mom and Dad had a few glasses of wine, which did wonders in taking off the rough edges of the trip! We laughed and marveled at what we had accomplished and the conditions we endured. We discussed the mistakes we made and the things we did right. I told my crew I was so proud of how they performed. Every one pulled together and no one complained or blamed anyone (me) for the situation we were in. Everyone took a turn at the helm and did what they were asked. We sat up till 0330 just being together as a family and talking about the "adventure". We realized that this crossing was really a blessing because any storms that we would face in the future, whether on a lake or in life, would be measured against this trip. As a family, we would be there for each other, and together, we could survive anything.



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A photograph of a line of men in dark uniforms and white pants, standing in a row and saluting. They are outdoors, possibly on a ship's deck.

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A large photograph of the Ravine Flyer II roller coaster, showing a train of cars filled with people descending a steep drop.

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A collage of four smaller images showing various water rides at Waldameer Water World: a family on a yellow raft, a group on a circular ride, a person on a slide, and a group on a large drop ride.

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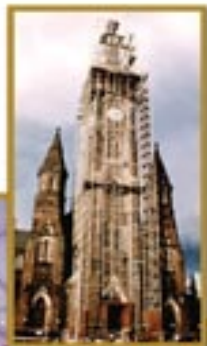
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pre-served, pre-serv-ing, pre-serves v. tr.

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- 2.) To keep in perfect or unaltered condition; maintain unchanged.
- 3.) To keep or maintain intact

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One of the rarest cars in the LSRM collection is this prized "wooden" caboose.

DO YOU LIKE TRAINS?

(continued from page 21)

them. Finally, during the late 1940's, and early 1950's the massive locomotives found homes. Today, only three still exist. By the end of August 2007, the west cab of the "Little Joe" should be open to museum guests. Near the Little Joe sits center-cab locomotive #1700 from the Wellsville, Addison & Galetton Railroad. The #1700 started its career as Ford #1006, working as one of eight similar locomotives at the River Rouge automobile assem-



This is one of only 3 Erie Dock Company 23 ton, 42.5" gauge shunt locomotives used at Erie's Port for unloading coal cars.

bly plant in Detroit, Michigan. The #1700's design is closely connected to the automobile. The story goes that in the late 1930's the City of Detroit enacted laws that restricted smoke emissions created by steam locomotives and Henry Ford was forced to buy the new-fangled

diesel electric locomotives being developed at the time. Being a man of intense pride, there was no way Ford was going to buy any locomotive from his competitor, General Motors. (GM was a leader in the production of diesel electric locomotives then.) The story continues that Ford drove to Erie and approached GE officials about their product. Mechanically, Ford liked the GE product, but he truly disliked the squared-off boxy looks. He required that



In 1949 GE built 20 engines for Russia which Stalin cancelled due to the "cold war" so GE took them back, refurbishing them for the South Shore Railroad.

the GE designers create a streamlined look for his order. The resulting locomotives had style lines that resembled the Ford Crown Victoria auto, including chrome handrails! Ford's design requirements echoed throughout the GE product line for many years. You can purchase locomotive identification books (in the LSRM gift shop!) and see the striking difference between the same model of locomotive before and after the eight "Ford locos." Locomotive #1700 is the last remaining of those eight.

For guests interested in a meal in the dining car, LSRM offers multiple events throughout the year when you can re-enact the "dinner in the diner" line from the popular big-band hit 'Chattanooga Choo-Choo.' Events that include

meals in the dining car are a Mother's Day Dinner, and a Father's Day Dinner, Wine Fest (the last weekend in September) and Christmas at the Station (the two weekends immediately after Thanksgiving). After a meal in the dining car, many guests walk through the various passenger cars open to the public. When in the Pullman car "Central Park," museum guests get to see a car in the process of restoration. They also get to sit in chairs in the Observation Lounge of "Central Park", chairs that Bob Hope, Bing Crosby and Jack Benny may have sat in while riding the popular "Twentieth Century Limited" passenger train that this car was a part of in the 1920's and 1930's.

Every month throughout the summer, LSRM sponsors various special events. Pancake breakfasts in the dining car on the last Saturday on the month from May through September; free public programs on the evening of the third Saturday of the month, May through September; classic and antique car shows, military reenactments, and railcar/speeder



The inside of the historic North East Depot is loaded with a huge variety of memorabilia that will amaze you.



Seventy plus freight trains pass the Museum daily at better than 60 mph. What a "rush" as they go flying by as you wave at the conductor who sometimes blows the whistle.

rides. Usually once a summer, LSRM's Erie-built fireless steam locomotive is charged up with compressed air for demonstrations back and forth on museum trackage.

The Lake Shore Railway Museum is open to the public from mid-April through the end of October. Admission is free, but donations are vital. The all-volunteer staff maintains the buildings and equipment throughout the year, and even if the place is "officially" closed, visitors are accepted and welcome. Information about LSRM schedules and events is available on the Internet at: <http://www.velocity.net/lshrms> or by phone at 814-725-1911. Oh! Why would the air smell so good that you would like to eat it? The Welch's fruit processing plant is just across the railroad tracks from LSRM. Spring and summer smell (taste?) like strawberries and the fall smells like grapes!



This is the Depot that was built in 1869 and moved to its present location as a freight station when the present Depot was constructed in 1899.



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2008 Opening Day Ceremonies

Memorial Day Monday, May 26th



Join us for the 113th Opening Ceremonies of your Erie Yacht Club. Bring your friends and family to enjoy the pageantry and traditions of Memorial Day services in memory of our departed members and those who are serving in the Armed Forces protecting our freedoms. The Trumpets will be sounding our "Call to Colors" at 1130 hours. Sailing School instructors will provide rides for potential students again this year. So bring the kids and enjoy the EYC's "kick off to summer"... you'll have a Great Time at a Great Place ... your Erie Yacht Club.





May Calendar of Club Events

- 3rd Kentucky Derby Day 5:00pm
Reserve a Ballroom Table at 453-4931
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Seating
- 4th Champagne Sunday Brunch
11am - 2pm \$11.95
- 7th Mid-Week Buffet • 5:30 - 9pm \$9.95
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10:30 - 3pm Marty O'Conner and
John Dauber
5:30 - 7:30pm Keys & Strings
- 14th Mid-Week Buffet • 5:30 - 9pm \$9.95
- 18th Champagne Sunday Brunch
11am - 2pm \$11.95
- 21st Mid-Week Buffet • 5:30 - 9pm \$9.95
- 25th Champagne Sunday Brunch
11am - 2pm \$11.95
- 26th 114th Opening Day Ceremony
10:30 - 2:00 Raven Band
- 28th Mid-Week Buffet • 5:30 - 9pm \$9.95

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There were Crazy Things Going On at the EYC deck during last summer's Thursday Evenings Happy Hours. As promised, we paid close attention to your participation in the Crazy Contests! Your really good efforts to make up especially striking and imaginative entries in these contests sure paid off!

At Hawaiian Shirt Night on July 19th, many folks wore flowery and tropical shirts, contributing to the "island atmosphere" provided by Sunny Jim White from the Cayman Islands. The competition was fierce among several cabana boys as well as a few island girls. Sunny Jim gave vivid descriptions of each entry as he conducted people's-choice judging by applause volume. It took two go-a-rounds, and Tom Madura's electric-blue shirt with red parrots shirt earned him a "Dinner for Two" Gift Certificate at EYC.

The second terrific contest was held on August 2nd. Many people participated in the Ugly Shirt Contest. We saw shocking silk-screening, as well as garish sequins and myriad additional really ugly shirts. Joyce McGee's be-jeweled shirt won a "Dinner for Two" Gift Certificate at EYC. Chris Dundon was a close-second with his biologically-impossible-fish shirt.

The last contest of 2007 was Crazy Hat Night on August 9th. Many people showed up competing with several really creative entries. Especially imaginative where the "stealth" hats worn by a few serious competitors. The Crazy Hat Contest was judged by band-leader, Sam Hyman. It was a tough call for Sam, with so many great crazy hats! Tom Madura's Parrot-on-your-Head tropical straw hat won the "Dinner for Two" Gift Certificate. Cindy Madura's stylish brown-felt-hat came in second.

Another idea which gained enthusiastic support last summer was the Erie Yacht Club invitations to local special-interest automobile clubs to join our Happy Hours. These are great opportunities to meet new people, admire beautiful automobiles and showcase our great Erie Yacht Club atmosphere and facilities.

This year we look forward to again sharing

Happy Hour evenings with The Lake Erie Mustang Owners Club, Presque Isle Corvette Club and Tri-state Mopars. Among new-to-EYC car clubs, we are planning visits from The Antique Car Club and Lake Erie Classics!

If you know of other automobile clubs that would like to participate, by all means let us know! Call Dan Dundon 455-6672.

Of course, every Thursday Happy Hour will include drink specials! Interspersed among evenings with traditional free snacks will be nominal-cost-specials such as Shrimp-on-the-Barbie, grilled Urbaniak's Bratwurst, BBQ Ribs, and Specialty Burgers.

Look forward to enjoying live entertainment at every Thursday Happy Hour with great new-to-EYC groups like Key West Express Mini, The Hubcaps (car club night), The Matt Kramer Trio and Rob Vance and Suzi.

Expect to hear excellent things from "returning" musicians such as The Sam Hyman Band, Uncharted Course, The Dick and Jane Show, Acoustic Gypsies, Mark and Emily, Ron Yarosz & Vehicle, Abby Road and Sunny Jim White!

We intend to continue the Thursday-on-the-Deck-Happy-Hour-Contests tradition. You can rest assured; we will be paying close attention to your participation in these contests with prompt "peoples choice" selection of the winner and quick presentation of a "Dinner for Two" Gift Certificate at EYC.

Watch your summer 2008 mailings and check the EYC web-site and lobby easels for this summer's contests, entertainment and food specials.



Contestants of the '07 Hawaiian Shirt Night contest all anxiously await the results.



June Calendar of Club Events

- 1st Champagne Sunday Brunch
11am - 2pm \$11.95
- 4th Mid-Week Buffet • 5:30 - 9pm \$9.95
- 5th Sunset Happy Hour 6pm - 9pm
Free Snack • Land Shark Night
Entertainment by Key West Mini
- 6th Friday Night Lighthouse Happy
Hour 5pm - 8pm
Michelob Ultra Night \$1.00 off
Entertainment by Endless Summer
- 8th Champagne Sunday Brunch
11am - 2pm \$11.95
- 11th Mid-Week Buffet • 5:30 - 9pm \$9.95
- 12th Sunset Happy Hour 6pm - 9pm
Lake Erie Mustang Owners Club
Night • Shrimp on the Barbie \$2.00
Entertainment by Hubcaps
- 13th Friday Night Lighthouse Happy
Hour 5pm - 8pm
Rum Night \$2.00 all Rum Drinks
Entertainment by G3 Trio
- 15th Fathers Day Champagne Sunday
Brunch
11am - 2pm \$11.95
- 18th Mid-Week Buffet • 5:30 - 9pm \$9.95
- 19th Sunset Happy Hour 6pm - 9pm
Crazy Hat Night / Free Snack
Entertainment by Uncharted
Course
- 20th Dock Party A, B C, D E & F Dock
7:00pm Lighthouse
- 25th Mid-Week Buffet • 5:30 - 9pm \$9.95
- 26th Sunset Happy Hour 6pm - 9pm
Brat & Brew Night \$1.00
Urbaniak Bros. Brats and Miller
Lite Draft • Entertainment by Sam
Hyman Band
- 27th Inter-Club Regatta Night #1
Entertainment by Lake Effect
- 29th Champagne Sunday Brunch
11am - 2pm \$11.95

Basic Training

USCG STYLE

submitted by Peg Way

Large storm swells reached Morro Bay California on December 4, 2007, bringing 15-20 foot swells with some much larger. A U.S. Coast Guard 47-footer was out for practice maneuvers in the large surf, which is not unusual since it is all part of Coast Guard training program. However, one of the larger rouge waves hit which was probably a little more than they bargained for or expected. The air was filled with spray and at times the boat was just a shadow in the heavy quagmire of mist.

How would you like to go along next time on one of these U.S.C.G. training exercises?

(All the above photos were taken with a telephoto lens which effects the clarity and sharpness.)





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Why Men Don't Write Advice Columns

submitted by Kay Thayer



Dear Walter:

I hope you can help me here. The other day I set off for work leaving my husband in the house watching the TV as usual. I hadn't gone more than a mile down the road when my engine conked out and the car shuddered to a halt. I walked back home to get my husband's help. When I got home I couldn't believe my eyes. He was in the bedroom with a neighbor lady making mad passionate love to her.

I am 32, my husband is 34 and we have been married for twelve years. When I confronted him, he broke down and admitted that he'd been having an affair for the past six months. I told him to stop or I would leave him.

He was let go from his job six months ago and he says he has been feeling increasingly depressed and worthless. I love him very much, but ever since I gave him the ultimatum he has become increasingly distant. I don't feel I can get through to him anymore. Can you please help?

Sincerely,
Sheila

Dear Sheila:

A car stalling after being driven a short distance can be caused by a variety of faults with the engine. Start by checking that there is no debris in the fuel line. If it is clear, check the jubilee clips holding the vacuum pipes onto the inlet manifold. If none of these approaches solves the problem, it could be that the fuel pump itself is faulty, causing low delivery pressure to the carburetor float chamber.

I hope this helps,
Walter



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