

The ELG



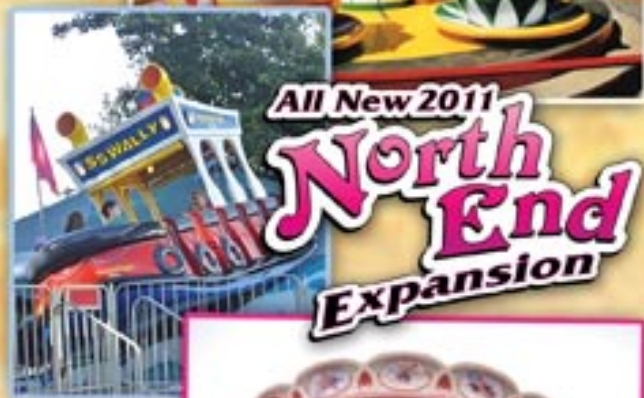
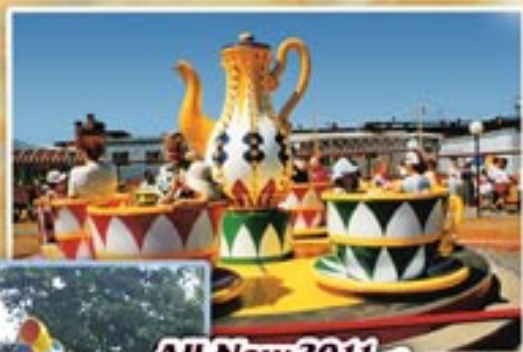
**Sailors
Make
the Best
Pilots**



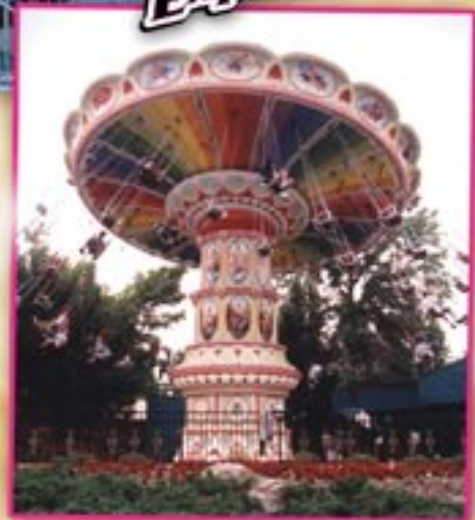
Waldameer

ERIE, PA

Water World



Ravine Flyer II Voted
6th Best Wooden
Coaster In the World
by "Amusement Today"



Waldameer's 2011 North End expansion features the thrilling new Flying Swings, as well as two new family rides, Wendy's Tea Party and the S.S. Wally. These three new rides join Waldameer's host of other rides, slides & attractions for all ages and thrill levels. Waldameer also features free parking, free family musical shows and free admission to the amusement park (except for Fireworks and Holidays when those 19 and under not accompanied by a parent must purchase a Ride-A-Rama before entering). Waldameer is the perfect place to make memories with family & friends!

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From the Bridge

F/C Ed Schuler

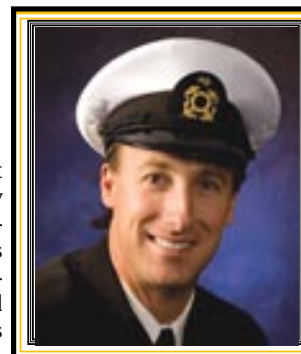
Spring is here and summer is around the corner, finally. Warmer weather also signals the start of another season; construction season. There are numerous exciting projects underway this spring at the club! One that especially effects all members and guests is the condition of Ravine Drive. The repair and drainage work on the road is expected to begin May 1 and run into June. The scope of this year's project will be to complete the installation of the new drainage system, mill, and then pave the entire road.

During this activity please expect lane and limited road closures. Please use extra caution and reduce your speed when traveling up and down the "hill" as the construction crew may have personnel or equipment around the next corner. A note to members with trailers, it may be advised to limit your travel to evenings or weekends to ensure smooth sailing. I think we will be very happy with the final

product and it will last for many years. A little inconvenience is worth the reward. Last fall a flagpole was installed on the island by the front gate. This spring, it will be landscaped with a nautical theme.

One other major project is the Lighthouse Bathroom Building. This is an exciting addition as we are replacing the portable toilets with a permanent structure. This will enhance the Lighthouse's functionality as well as member convenience.

I am very honored to have the privilege to be your Fleet Captain this year. If you have any questions or comments do not hesitate to contact me. Have a safe and enjoyable Summer at the club.



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On the Cover...

Leigh Loesel grew up at the Erie Yacht Club sailing in the FJ fleet and today he flies Navy fighter aircraft landing on aircraft carriers. This proves one thing, Sailors make the Best Pilots.



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Sailors Make the Best Pilots

by LTJG Leigh "FJ" Loesel
United States Navy
with Aimee Nicolia

Introduction by Aimee Nicolia

Like many kids will do this summer at the EYC, Leigh Loesel learned to sail on the waters of Presque Isle Bay with the Reyburn Sailing School. Of course, some might say he was born to sail. After all, his grandfather P/C Rich Loesel is a former Navy Seal, and his parents Micki and Dave Loesel of the powerboat Sea and Ski, spend their fair share of time on the water too!

But Leigh found that those sailing lessons provided more than just a fun way to spend

Surprisingly, the hardest part about flying a 50 million dollar fighter jet is not the stick and rudder skills of dropping bombs, shooting missiles, or even landing on an aircraft carrier in the middle of the night. As a Naval Fighter Pilot, the most difficult concept to grasp is how to think, build situational awareness, and react when things don't go according to plan. These skills cannot be taught by flight instructors, but are developed by the life experiences of the pilot prior to flying. When I think back to where I developed these skills, I think about one thing most. . . sailing.

For me, it all started twenty years ago on the docks of the Erie Yacht Club. Sailing FJ's and

won two national championships, skippered my own 40 foot racing boat, and persevered through the most intense storms and extreme weather. Sailing truly prepared me, not only to become a U.S. Naval Officer, but also to fly the best fighter jets that the Navy has to offer.

The F-18 Hornet is a powerful machine capable of supersonic speeds, employing air to ground weapons, engaging other aircraft in aerial dogfights, and, of course, landing on aircraft carriers. Much like a sailboat driver uses the tiller to feel the way through the waves with each puff and lull, a Hornet driver relies on the stick to sense the way through the turbulent air. While a tactician scans the instruments for boat speed, wind direction, and angle of attack, a pilot comprehends the altitude, air-speed, and heading. A skipper prepares a boat for a race by ensuring all equipment is ready for the task like an aviator pre-flights the jet before the mission at hand. These similarities make the cockpit a comfortable home, regardless of whether it is a 50-foot racing sailboat or a 50-foot fighter jet. As the pilot of the F-18 Hornet, the critical-thinking skills that I developed on the water enabled my success in the sky.

It has been my experience that sailors make the best pilots. We understand how to "max perform," while keeping situational aware-

ness to all going on around us. We perceive the winds and weather, using it to gain a positional advantage. We keep a level head when things go wrong, fixing the problem rather than losing our cool. We act as a team because we know it is the only way to succeed.

Walking into the Reyburn Sailing School at the age of eight years old, I never imagined that the skills I would learn on the water at five knots would prepare me for a life in the sky at 500 knots.



Leigh got his start racing Laser sailboats with the Reyburn Sailing School. He went on to sail Lasers at the Naval Academy in Annapolis as well.



As a member of the US Navy's Varsity Offshore Sailing Team, Leigh skippered a 40-foot racing sailboat on the Chesapeake Bay and along the Eastern Seaboard.

his summer vacation. In fact, those early days of sailing set the course for his future career as a Navy pilot, along with his lifelong passion for sailing.

Holly Wolford O'Hare, one of Leigh's first sailing instructors at the EYC, remembers him as being one of the nicest kids around. "Leigh was just plain happy and he really loved to be on the water," says Holly.

Who'd have thought that the little kid on the FJ sailing through the basin of the club would someday grow up to be flying fighter jets for the Navy! The following article is Leigh's story.



During his years at the Naval Academy in Annapolis, Leigh was a member of the Academy's world-class sailing team. He helped the team capture two national championships.

Lasers forced me to develop a confidence in myself. No matter what situation arose, I was able to work through problems, and get back to shore. Later, it was this skill set that allowed me to sail for the Varsity Offshore Sailing Team at The United States Naval Academy. There, I continued to gain valuable time on the water, being thrust into situations that forced me to work with my teammates and overcome challenges. Ultimately, in my four years at school, I sailed thousands of miles in the open ocean,

Like all racing sailors we like to relax when the fury of competition goes from intense to laid back and relaxed.



Steering an FJ dinghy up into the wind along the Junior Sailing dock as a child started the ball rolling for Leigh Loesel who would one day be landing fighter jets on a Navy aircraft carrier.



Leigh Loesel has gotten to see a whole lot of the world fast - seriously fast - as the pilot of an F-18 Hornet fighter jet which flies at supersonic speeds.

"LIFE CAN BE A TRIP"!

by Janet Stachelek

Ermoupoli is a port city on the island of Syros in the Cyclades.



The article's vacationers Shawn Phelps and Jo Wilcko pose in front of the fifth century BC Poseidon Temple south of Athens.



In tow are three young ladies from Erie - Haldis Larson, Tori Honard and Madison Bott.



Windmills in Mykonos on the Aegean Sea.



Aegeotissa II our 130 foot wooden motor sailer rides easy at anchor.



Captain Stavros took 10 years to build the boat and has sailed it for 12 years.

Considering the number of years and hundreds of hours I have spent sitting at the EYC bar, I would have thought that there would be nothing new or exciting I could learn about any of our members, but I was wrong. Of course, I have known EYC member Ted Padden and his wife Denise for many years. Denise taught my sons Mathematics at Erie Day School some fifteen years ago. I also knew that she and her friend, Ginny Rogers, an English teacher



L-R. Our group Bruce Yates, Trish Yates, Shawn Phelps, Jo Wilcko, Madison Bott, Noreen Griffith, Rick Griffith, Bill Welsh, Matt Rogers, Belinda Rogers and Dr. Wick.

at Erie Day School, have for the last eighteen years, taken countless numbers of kids from throughout the Erie area on at least two fabulous trips every year. From Canada to Europe, they have shared with these children their love of travel, history, languages and the arts as only teachers can. So popular were these trips that parents did not want to be left behind and there began the "family" trips.

As you can imagine, they have developed



We toured this winery in Santorini and sampled their wares ... it was quite tasty.

a very strong relationship with hotel staff, tour guides, bus drivers, and private citizens over these many years, Denise tells me that the most important part of any trip is the "tour guide." The more dynamic the guide is, the better the trip will be. Denise and Ginny have developed such a strong rapport with certain guides in each country, and they are so much fun to travel with, that it is often the guide who asks to work for their group rather than the

Passengers sunbathing mid-ship while en route to our next destination.



other way around. So, you can count on Tommaso's expertise in Italy, Portugal, and Spain, Mara's in Greece and Turkey, and so on.

Here comes the new part of my story. I have recently learned that Denise and Ginny have incorporated to form "Life Can be a Trip LLC". They now plan three to five trips per year, and they are NOT all for kids. They offer at least one "Adults Only" trip, as well as a "Women Only" trip. They can name at least twenty-five EYC members who have traveled with them either as a family, a couple, or individually. Denise and Ginny are enjoying this new part-



Photo of mid-ship to the bow spread of the ship as we exit an anchorage.

nership immensely, but where does Ted fit in all of this? I have spoken to several of the participants and it turns out that Ted has a VERY important job. He is the designated "Social Director". For women who are traveling alone on an adult or family tour, Ted is your man. I am told that he can help you find the best martini bar, wonderful markets for shopping, interesting restaurants and that he is a great conversationalist for those lazy afternoons

continued on page 34.

Kolbe & Me

"A TALE OF TWO KOLBES"

by David Frew

In this issue, David Frew shares a story about Robert and Ed Kolbe. Ed has been a long-distance friend of the Port Dover Harbour Museum for many years and recently allowed them to copy his family's remarkable photograph albums from the 1920s and 30s. Ed lives in Portland Oregon but has recently become a Canadian citizen.



Port Dover about 1910. The fish tug JIM & TOM lies alongside the wooden wharf. Her crew and the man on the wharf are very aware of the photographer. A small punt lies almost under the wharf in the lower right of the picture. Packing crates and barrels are stacked.

In 1977 a faculty colleague moved to my bayfront neighborhood and I stopped at his new house to welcome him. After encouraging him to move there, I was troubled when my friend's wife began muttering about the geezer who lived behind them. Apparently their curmudgeonly, back-fence neighbor was guilty of cleaning fish on his picnic table and horror of horrors, using a block and tackle to hang a rowing dory upright in his tree during the winter months. These were reasons to make me interested in meeting the mysterious neighbor so I leaned over the fence and hailed him as he was deftly filleting perch. When I introduced myself he responded that his name was Robert Kolbe.

By this time I had become a regular Port Dover visitor and I immediately wondered if he could be related to the famous North Shore fishing family. "Yup" he answered. "William was my father, and I spent much of my youth over there," he added, gesturing toward the lake. That brief introduction led to more meetings with Robert Kolbe and also to an endless supply of beautifully filleted fish which streamed into my faculty colleague's freezer from Bob the neighbor. I asked Robert how he had come to settle in Erie and managed to

learn a few details about his work as manager of Kolbe Fish and later Union Fish. But I never thought to ask questions about his own family. Robert's eyes welled with tears as he mentioned that his wife Doris had passed away, so I didn't press for details.

Years passed and I spent more time in Port Dover learning about William Kolbe and his sons Louis and Carl, but little mention was made about Robert. At the time it never oc-



1925 photograph of the fishing tug RACEY of Port Dover in her home port alongside a wooden wharf and fishing shanty. On the roof of the shanty is "S DYER". A variety of fishing gear is scattered across the dock and leaning against the building.



Dr. Ed Kolbe

curred to me that Robert could have had kids my age since he seemed quite old when I met him; much older than my own parents. I spoke with Robert several times over the next few years but never made a concerted attempt to meet with him formally to listen to his stories in detail. Then one day I noticed a moving van in front of the Kolbe home and was told by the new owners that Robert had gone off to an assisted living facility. Apparently he was losing his sight and couldn't manage the big homestead anymore. Sadly, I never saw Robert again and he passed away in 1997.

When the Port Dover Harbour Museum mounted The Kolbe Exhibit nine years ago I began to understand just some of what this quietly understated man had accomplished during his lifetime. Ian's research revealed a man who had been an engineering genius, an inventor, and like his father, brothers and sisters, an accomplished businessman. When Ian generously allowed me to move the exhibit to Erie, I began to learn even more. Once the Erie version of the exhibit opened at the History Center, old friends of Robert's began to arrive and tell stories. Bothered by my own foolishness at not taking enough time with Mr. Kolbe when he lived so close, I continued to gather information until one day I fell upon the jackpot. Unknown to me, Robert had a son exactly my age who had graduated from Erie's Strong Vincent High School in 1960, the same

year that I graduated from Cathedral Prep. Ed Kolbe lived only a mile from me, shared many of my friends and like his father, lived a quiet life. I went to college in Erie at Gannon. Ed Kolbe followed his father to Rensselaer University in Upstate Troy, New York.

Thanks to a sequence of coincidences I began to communicate with Ed Kolbe years later and learn the details of his father's rich life. Robert Kolbe left Erie in 1911 and moved with his parents, five brothers and two sisters to Port Dover. William Kolbe had decided to take advantage of the opportunity to develop a second fish processing business in Port Dover where new Lake Erie fishery laws allowed him to catch and process Canadian fish and then ship them to his plant in Erie. In those days the U.S. market was much more lucrative. The missing component in William Kolbe's genius business plan was a system for freezing fish fillets. Commercial fishing was in transition. Perch, blue and yellow pickerel were replacing whitefish and herring and while Kolbe was the first commercial fisherman to use filleting to send product to market, existing practices of sawdust and ice refrigeration were inadequate for shipping fish to faraway big city markets like New York and Chicago.

Robert Kolbe, who was the youngest of six kids, worked in the Port Dover business as a youngster with his father and brothers, but he was also a talented student with college aspirations. Recognizing Robert's gifts, William agreed to send him to college in September 1919. Robert was the only one of the Kolbe children young enough to go to college and since he seemed to have both the capacity for academics and a practical feel for the fishing business William Kolbe decided that a university environment could help advance the business. The choice of Rensselaer was an amazing one for the youngster from Port Dover. At the time, Upstate New York was quite like today's Silicon Valley, and Rensselaer was the Stanford of the era.

Robert went off to college with a mission. His charge was to work on the development of a freezing system which would solve the problem of preserving fish fillets for the Kolbe business and he could hardly have chosen a better place. The faculty at Rensselaer was on the cutting edge of all kinds of engineering technology. Robert's new school was also attracting some of North America's premier and most competitive students. At Rensselaer Robert found himself studying with Allen Dumont the inventor of television, Erik Johnsson, eventual CEO of Texas Instruments, and Milton Brumer, Chief Engineer on New York City's George Washington and Verrazano Bridge projects. His fellow students challenged him as much as the faculty and by his Junior Year, Robert Kolbe had developed a clever mechanical system for flash freezing fish fillets. Metal pans containing fillets were floated through a container with moving stream of super-cooled brine which drew heat from the pan. Since saltwater freezes at a lower temperature than fresh, when the pan emerged the fillets were



This November 1, 1907 photograph is of the seized American fishing tug E. C. OGCEL, after being brought into Port Dover by the fisheries protection steamboat VIGILANT for fishing in Canadian waters.

frozen solid. Robert's original invention was designed to be installed in fish tugs where it would flash freeze fillets while tugs crossed the lake to Erie.

Kolbe's system was presented as his Senior Thesis Paper in 1924 and after he graduated he returned to Erie to manage Kolbe Fish and work on translating his invention into a stationary system for both the Port Dover and Erie facilities. In 1925, he secured both American and Canadian patents for his freezing process and his patents were generic enough to protect the mechanical systems which operated the stationary freezing systems. In 1927, Robert and his brother Carl formed a separate business called Kolbe Freezing. They opened offices in Chicago, Boston and Toronto where industrial representatives sold their freezing systems to fish processors throughout North America. By 1930, Kolbe systems were heralded as North America's most widely used mechanical freezing units.

But Robert Kolbe longed for adventure, independence and the opportunity to strike out on his own. In 1933 he left Erie and the family business, moved to Oakland, California and enrolled in Boeing's new Airplane School. After

graduation he took a Chief Station Engineering position with Pan-American Air on their new "Clipper Route" and moved to the Philippines. But Robert missed Erie and the lovely girl that he had met there named Doris Haller. In 1937, when he learned that he couldn't bring a wife with him on assignment, Robert resigned his glamorous Pan-American position and took tramp steamers through Europe where he studied the German and Dutch commercial fishing industries. He arrived in Erie in August of 1937, went back to work at the fish house and married Doris the next month. Robert and Doris moved to Port Dover in 1940 and rejoined the business during the WWII years when commercial fishing slowed in Erie. After the war when William Kolbe had passed away, Carl and Louis took over the Port Dover operations and Robert went back to Erie to run the business there.

By the 1940s, when the patents on Kolbe's freezing systems had expired, Clarence Birds-eye had begun to use Kolbe ideas to expand freezing technology into vegetables, and meats.

continued on page 33.



The year was 1989. The West Southwest wind that day blowing twenty to twenty-five knots was not too bad as we rounded out of the channel and headed toward Long Point but the further away from land we sailed the more the wind picked up its bone chilling qualities as it blew across the icy lake waters. We were dressed in our heavy sailing gear with hoods, despite the strong rays of sun that attempted to break through with some warmth.

It was a day for sailing to Port Dover. Of course, on *Soiree* under Captain David Sample, what day wasn't a day for sailing to Port Dover? One female passenger, Marian Schneider, a friend of First Mate, Toni Sample and the Captain decided she would accompany us on our trek. The three of us took turns at the wheel, spelling each other frequently for, even though the winds were steady

and the wheel was easy to handle, the bitter cold penetrated quickly through the upright target of the helmsman.

We were on our normal compass heading to Long Point. As I relieved the Captain on the wheel I noted on the distant horizon a freighter coming from the direction of Cleveland, obviously heading for the canal or the locks. Marian was setting with her back toward the bow, against the companionway bulkhead. The Captain had gone below and was calculating, with chart and instruments, our voyage, and getting warm and ready for his next time on the wheel. My eye drifted occasionally in the direction of the freighter and Marian and I kept up a steady stream of conversation accompanied with laughing and sipping on some hot buttered rum, which probably helped stimulate the conversation

and laughter.

At one point I determined it was necessary to take a compass reading on the long boat. Turning my hand so that it was perpendicular to the compass face I sighted down my hand to the ship and took my reading. The ship was barreling along quite quickly with the three to five foot waves giving her engines a steady push accelerating her speed. The waves that were helping the lake boat were actually working against us as they pushed on us from the side propelling us more toward Buffalo then we wanted, necessitating some direction changes to assure that we would cross to the inner bay close to the east end of Long Point, and not instead be closer to Nan-

ticoke or Maitland. In about five minutes I took another reading, it was the same. The ship was coming closer and closer and my attention to Marian became less and less focused and my eye on the approaching ship became more and more astute. "Captain," I called, "I believe we may be on a collision course with a very large freighter." I noticed that David didn't even raise his head to look out a port hole. "Keep her steady," was his response.

Marian hadn't turned her attention toward the freighter either. I was the only one watching as the big hulk of metal continued its press in our direction. Five more minutes and another reading.

The same. "Captain, I believe you need to focus some attention up here, we are on a collision course with a Lake Freighter." With

that comment Marian turned around, she swung her head back in my direction and her eyes were huge. At this point we could not only see quite clearly the rapidly approaching ship but we could almost clearly read the name on her side and faintly hear her engines. The Captain got up from his perch at the navigation area, climbed the three steps up the companionway, looked in the direction of the freighter, took the microphone off the VHS radio beside him and called to the Freighter. He called again. In seconds we heard the response, "Hard right." Our Captain responded, "Us?" And the disembodied voice on the freighter responded, "No, us!" We saw the freighter turn. We held course. As we sailed through, the freighter passed behind us and we felt the strong rocking of its wake and

clearly heard the 'ka-thump, ka-think, ka-think' of its turning engines.

That's not how it should be done. Even though the Power Squadron training course tells you that sail boats take precedence over power boats in the right-of-way, you don't really want to play 'chicken' with a freighter. It was a scary sailing day. It taught all of us something. The Captain needed to trust his First Mate a little more. The First Mate needed a little more sailing experience. The one thing the First Mate did right was to defer to her Captain for ships orders. What she didn't do right was to express to the Captain sooner that this was a serious situation. The passenger, Marian, who always before had enjoyed power boating learned that sailing has many different challenges and a lot less maneuverability.



When one of these big girls pops out of a fog bank your heart can skip a beat or two and cause an occasional near death experience.

Sailing With The Freighters

by Toni Armstrong Sample



A common sight to local boaters is the J.S. St. John our local sand dredge keeping the Port navigable.



Another common sight for all boaters is the large number of lake freighters throughout the Great Lakes.

We intend to continue the momentum of the Thursday Evening Happy Hours on the EYC Deck with a combination of tried-and-true elements as well as a few new ideas.

Theme Nights

EYC members always prove we don't really need a reason to party. Of course, providing a reason sure does add-to-the-fun, eh? How about "Island Night" with Erie's own Key West Express? We will enjoy Jimmy Buffet sounds and enjoy a Hawaiian-Shirt contest. Who knows what else might happen (if I can remember to bring my limbo-stick)? A new idea for 2011 is "90's Night"! We intend to have a special 90's disc-jockey playing 1990s tunes. Who could forget hits like Baby Got Back, Unbelievable and Cotton-Eye Joe? What could be more fun?

Look forward to "Cruising Night" where we will be entertained by the ever-popular Night Cruisers. To help set-the-mood, our guests will be the Presque Isle Corvette Club. Step back into the 1960s with "Beatles Night" with terrific entertainment provided by The Abby Road Band. While it is certainly true. . . All You Need is Love. . . we will have fish-and-chips to help set the 60's-England-mood. Rounding-out the season will be "Half-way to St. Patrick's Day". Be sure to wear-your-green as you enjoy those tasty mini-reubens.

Special-interest Automobile Clubs

We have all enjoyed admiring the beautiful automobiles and motorcycles of our guests since 2006. For 2011, we have invited the Antique Automobile Club of America. This coming summer look forward to seeing beautiful

EYC's Great Entertainment, Parties and Shows

by Dan Dundon

Crazy Contests

As always, in 2010, we paid close attention to your participation in the Crazy Contests! Everyone's good efforts to make up especially striking and imaginative entries sure paid off! All contests are "people's choice" judged by official applause-o-meters. Among terrific prizes are EYC "Dinner for Two" Gift Certificates.

We got off-to-a-good-start with many creative entries for Crazy Hat Night, always a crowd-pleaser. Last year was a tough call with so many great crazy hats! The competition at Hawaiian Shirt Night was fierce among several cabana boys as well as a few island girls. Hawaiian Shirt Night, draws-out many folks wearing their best flowery and tropical shirts. Many people came all the way from the EYC bar to participate in this contest! Continuing "a tradition", will be the EYC Mask Contest which brings-out many serious competitors wearing a variety of beautiful and intriguing exotic masks. Who knows which mask will win the people's choice. . . beauty or the beast? A new contest we added in 2010 was "Dress Like a Pirate Night". There were many good looking entries last summer. We look forward to even more participation this summer. RRRrrrrrrrr you ready?

Great Food and Drink Specials
Of course, every Thursday Happy Hour will include drink specials! Sometimes we will enjoy our traditional free snacks. Other evenings EYC will be serving nominal-cost-specials such as Shrimp-on-the-Barbie, grilled Urbaniak's Bratwurst, BBQ Ribs, and Specialty Burgers.

Super Entertainment
Look forward to enjoying live entertainment with great groups like Acoustic Gypsies, Uncharted Course, The Sam Hyman Band, G3, Key West Express, Night Cruisers, Endless Summer, and Abby Road.

Watch your summer 2011 mailings and check the EYC web-site and lobby easels for this summer's contests, entertainment and food specials.



Thursday Nites on the Deck "Car Nite".



"120 Days Til Summer Party".



A Thursday Nite on the Deck contest "Hawaiian Shirt Night".



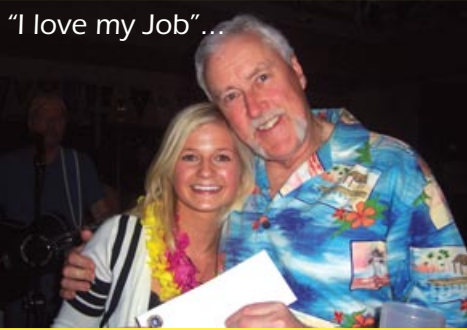
The Sun, the Shade or Not!



"Island Nite" featuring Key West Express.



Year round fun at the EYC is "Fabulous"!



"I love my Job"...



"We love this Guy".



"I love the limbo stick".



"We love this Club".



Thinking of a Sailing Cruise ... *Do It In Style!*

In February, 2001 the Sea Cloud II turned fantasy into reality: Like no other ship, she combines the timeless elegance of windjammers of past with the highest safety standards and the luxurious accommodations of modern cruise ships.

Sailing romantics will be fascinated while on board, where the 29,600 sq. feet of sails are set by hand – just as on her legendary sister ship, the Sea Cloud.

Your pleasure is of the utmost importance on the Sea Cloud II. And not only in the restaurant, where you'll enjoy exquisite dinners but also in the beautiful lounge where breakfast is served each morning and in the popular Lido Bar on the Sun Deck.

The epitome of service is always a given, with casually socializing among other guests on board encouraged.

When designing the Sea Cloud II, the luxurious and timeless ambiance of her legendary sister ship is the standard. The cabins and suites have the richest fabrics, woods and accessories. Fine furniture ensures very comfortable living.

The marble baths are nostalgically trimmed with golden fixtures and inlays. The Sea Cloud II's full grandeur unfolds in the spacious owner's suites on the Lido Deck.

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Inspired by dreams and cradled by the wind, this legendary new ship will take the romance of sailing to new horizons. The SEA CLOUD HUSSAR will set new standards in luxury travel for those with sophisticated tastes.

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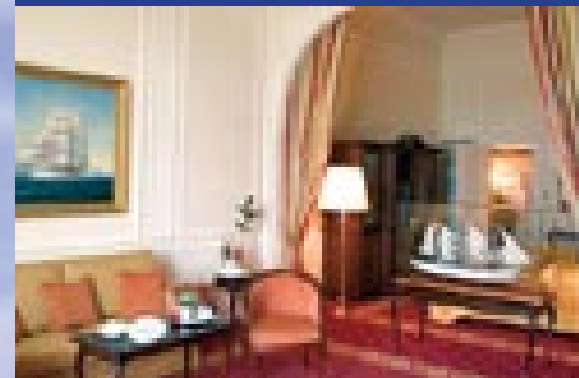
Accommodations



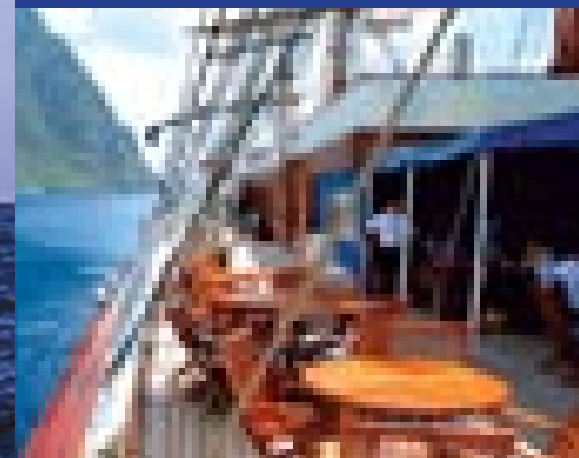
De-Luxe Outside Cabin



Junior Suite with Verandah



A Class Suites



Aft deck on port side looking forward sure looks comfortable.

by P/C John Ashby

SEA CLOUD HUSSAR

It's the official kickoff to summer and the boating season at the Erie Yacht Club! This Memorial Day, Monday, May 30th, Commodore Jerry Urbaniak, along with the EYC Bridge and Board invite all EYC members to the club's 117th annual Opening Day Ceremonies.

Members young and old will gather on the lawn as the Fleet Officers and Past Commodores line up in their dress uniforms. The flags will be raised and Monsignor Beibel will give his blessing to the Fleet. Members who have

Welcome to Boating Season!

2011

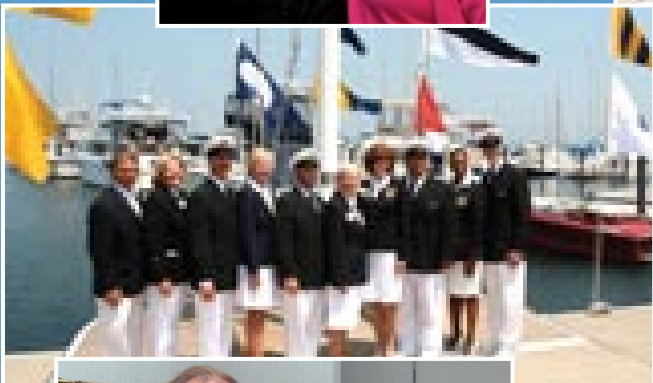
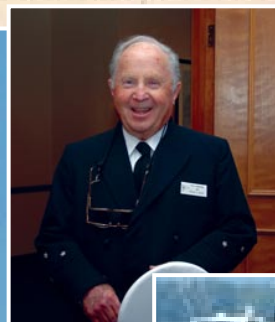
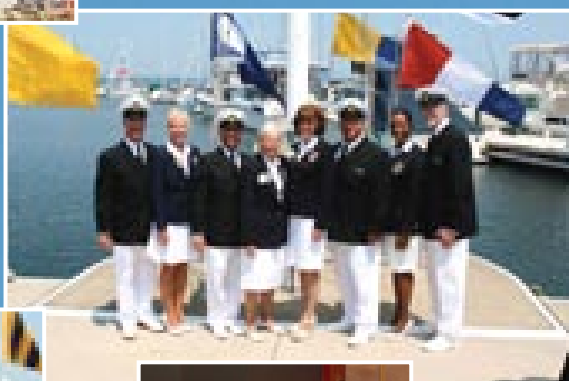
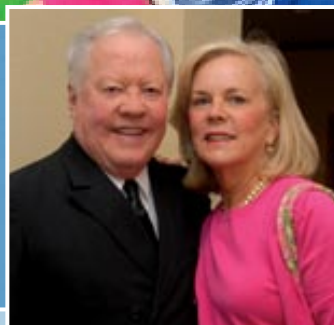
Opening Day

by Aimee Nicolia

passed away during the previous year will be remembered, and we will salute officers from neighboring clubs and the Power Squadron.

After the ceremonies, members can enjoy the traditional deli style buffet lunch, while listening to the sounds of Matt Cramer's band, "G3". Meanwhile, kids will get a chance to try their hand at sailing in the basin with instructors from the Reyburn Sailing School.

Now let's get boating!



The Marina

by V/C Dave Heitzenrater

Did you know that the completion of our basin reconstruction project is in sight? Yes we are getting close to completing this extensive, multi-year, multimillion dollar development that will give us nearly 400 state of the art slips with floating docks plus over 440' of floating guest dock space. This will be a wonderful, long awaited accomplishment that when completed will give us one of the finest marinas in the region. In the mean time, lucky you, as an EYC member there is much more

to enjoy here than a marina and it's on good old terra firma.

The club has over one hundred events annually, way too many to attend all of them, but you can try... we dare you!

Just a few hours after we clear away the dance floor, the drained champagne glasses and crumpled party favors, we start the year off with our free New Year's Day Tom & Jerry Party. This is a tradition begun back in the early 1920s by EYC Honorary Commodore Rip

Sawdey where the bridge officers personally serve the potent T&J concoction to this members only gathering.

A recent addition to the event mix is our Fellowship Dinner series that began in January with guests being served a delicious three course dinner accompanied by a very interesting speaker or author, most often a fellow club member. New in 2011 is the winter Trivia game series which have proven to be a great evening of entertain-

ment. Players were treated to a number of different and notable characters serving as guest MCs courtesy of P/C Ronald Busse.

Of course we have the wild Super Bowl Party and a romantic Valentine Dinner plus the fabulous Summer Party where we crank up the heat and music on a snowy cold winter evening with two bands and summer foods and dress. March of course brings the St. Pats Bawl celebration and more Trivia. April sprouts spring and the awesome Taxpayers

Bawl, the original of our Bawl series of events that began in 2009 with a means for weary tax payers to unwind and relax after the stressful hours staring at those revolting tax forms. The original event included a few guest revenue agents behind the bar to help lubricate the process.

There is the traditional Auxiliary Fashion Show plus our elegant Easter Sunday and Mother's Day events both with a wide array of food items among the ice carvings and subtle

background entertainment. We also have the New Members Reception that welcomes our newest members to the EYC family. Speaking of new, there is the fun & crazy Cuatro de Mayo Fiesta complete with a Mariachi Band, authentic food, beverages and a surprise guest. One of the most entertaining events dubbed as the fastest 3 minutes in sports is our Kentucky Derby Day where you may sip mint juleps and see all of the excitement on

continued on page 36

Fellowship Dinner lessoning to "Fortunes and Fury", a History of Commercial Fishing in Erie.



The co-authors Jerry Skrypzak and member Dr. Dave Frew gave an excellent overview presentation of their new book "Fortunes and Fury".

New members Elke and Bjorn Gabrielson at the "116 Days til Summer Party".



Entertainer "Westside Steve" serenading our own Dandy Dancing Dan Dundon at our "116 Days til Summer Party".



David, Dad Jim and Jim McBrier at the "Tom & Jerry Party" on New Year's morning.



P/C Dave Amatanglo going wild at the "New Years Eve Bash".



EYC Secretary/Treasurer and member Karen Imig with her new best friend at the "Commodore's Ball".

Kids participated in the intense "Annual Great American Whiffle Ball Challenge".



"Six Ladies of the Unicorn" a story of their voyage from Mackinaw Island to Erie was presented by Claudia Thornburg at the Ladies Spring Tea.

The Cleveland Band "Manhattan" entertaining at a "New Years Eve Bash".



P/C Dick Robertson and Janet Stachelek at the "Auxiliary Cocktail Party on the Deck".



Bridge serving the members at the "Annual Tom and Jerry Party" on New Year's morning.



Diane and Bob Cunningham enjoying the fun and frivolity of a "Summer Party".



Commodore Jerry Urbaniak, P/C Ron Busse and the author at a "Celebrity Bartender Night".



Members Sue and Bob Kline lovin' life at the EYC.

Commodore Henry H. Anderson, Jr.

“A Yachtsman and a Gentleman”

by Caleb Pifer

Whether one is a sailor in Erie, Newport or San Francisco, there are but a handful of individuals whose contributions to the sport of sailing exceed all geographic boundaries and decades in time. Commodore Henry Hill Anderson, Jr. is such a sailor. A true yachtsman and gentleman; he has devoted the better part of his life to the advancement of the sport. I am tremendously lucky to count him among my closest friends; a trusted mentor, and sage advisor.

Commodore Anderson is the oldest living commodore of the esteemed New York Yacht Club. His involvement with dingy racing, yachting, and sail training now span over eight decades and reaches the highest echelons of achievement and service to the sport. Anderson's involvement with sailing cannot even be served justice in a single article.

Born in 1922, on Long Island's North Shore in Oyster Bay; Anderson began to sail as a young child at the Seawanaka Yacht Club. As a teen, he raced on George Roosevelt's famous schooner Mistress where he completed his first Newport to Bermuda Race. Anderson recalls that it was Roosevelt who taught him about the life changing power that sailing and the sea can provide. This love of both yachting and sail training stayed with Anderson throughout his career. He continued to race competitively throughout his prep school years for Andover and then Yale during undergraduate studies. Anderson then went on to graduate from Columbia Law.

With a plethora of stellar achievements in the sport already under his belt, he quickly became Commodore of the Seawanaka Yacht Club, and subsequently, Commodore of the New York Yacht Club. Always the visionary leader, he brought his expertise to the national level to serve as Executive Director of the North American Yacht Racing Union, known today as US Sailing, and also served as Vice Chairman of the International Yacht Racing Federation. Additionally, Commodore Anderson has served as Chairman of the America's Cup, the America's Cup Selection Committee, Chairman of the 12 Meter Class, and Chairman of the American Sail Training Association, an international sailing judge, and one of the most highly decorated Finn Sailors in the United States. He has sailed and worked with some of the greatest people in the sport including Harold Vanderbilt, Gary Jobson, Bus Mosbacher, Ted Turner, and Dennis Conner. According to winning America's Cup sailor, Gary Jobson, "Harry Anderson has been a very productive leader on behalf of sailing in the USA, and throughout the world. His wisdom at every level of the sport has helped thousands of sailors over many years. In 2011 Harry turns 90. And, he is still going strong".

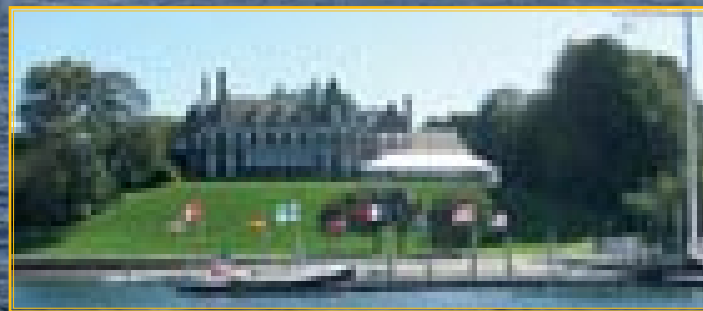
Indeed, Commodore Anderson has spent much of his illustrious career helping young sailors enter the sport and stay competitive. In fact, it was Anderson who bought Gary Jobson his new Finn sailboat for the 1972 Olympic Trials. He has financially supported numerous sailing programs, organizations and programs, and his name can be seen gracing the walls of multiple buildings including the sailing center at Yale University which is named in his honor. I certainly would not have become involved with the American Sail Training Association or tall ships at the national level if it weren't for the Commodore, better known to me as "Harry". When I first began to spend summers in Newport while working with the tall ships, Harry opened up his home to me in downtown Newport. The first time that I met him was a memorable, but brief encounter. He gave me a house tour and a set of keys and told me to keep the partying to a minimum. He then said that he was off to his summer home in Canada for the next month, and we would reconvene upon his return. With that, I was left in this beautiful home with pictures of Harry and past American presidents and kings of foreign countries adorning the walls. I was really blown away when I sat down to write a post card in the living room and read the placard on the old writing desk: Aaron Burr, 2nd Vice President of the United States (Harry is a direct descendent). Who was this man I thought to myself? With time, I had the privilege of getting to know Harry and believe him to be the most fascinating, generous, intelligent, and kind individuals who I have ever met.

On June 18th, we will honor Harry's incredible achievements, and 90th year with a fabulous birthday bash at the New York Yacht Club in Newport. As the New York Yacht Club's official historian, John Rousmaniere, likes to call Harry, "Mr. USA Yachting" will have the not-to-miss sailing party of the year. Of course, in the true spirit of Harry's generosity and commitment to sail training, all of the proceeds raised that evening will go to benefit the endowment of the American Sail Training Association.

Finally, I will be hosting Harry for a special Commodore's dinner at the Erie Yacht Club on May 22nd for his first ever visit to Erie. I think that you'll agree when you meet him that he's a one of a kind "consummate yachtsman and true gentleman".



Harry aboard his 40ft lobster boat "Annie B" cruising through Cape Bretton in Canada.



This is the NYYC Harbor Court clubhouse in Newport. The club only offers reciprocity to the Royal Yacht Squadron and the St. Francis Yacht Club.



Commodore Anderson receives the International Sailing Federation's Beppe Croce Trophy from His Majesty King Harald of Norway. ©ISAF



The author and Anderson pictured at the Jekyll Island Club.

The New York Yacht Club's famous "model room" at the 44th Street clubhouse in Manhattan. The ceilings are more than 50ft tall, and the walls are lined with the world's largest collection of half models.



The New York Yacht Club's Harbor Court clubhouse in Newport offers a commanding view of Newport Harbor. Technically, photography is forbidden at the club.



Reading: Even at age 90, Anderson reads multiple newspapers and periodicals daily.

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I Loved My **MERCURY** Outboard

by Paul Jenkins

My Mom was a very wise Lady, and she told me many things that have proven to be true over the years. One of Mom's favorite sayings was, "The older you get, the more you cherish the memories of your youth."

When I first started the hobby of collecting and restoring outboards, my first thought was to find a Mark 20 Mercury, like the one I owned over thirty years ago.

I remember very clearly the first time I saw one of those spunky little green and silver kickers. I was hunting ducks with a friend on the Hammermill crib about a half mile off shore in Lake Erie. My friend Bill Brown and I had rowed out to set decoys in my leaky old flat bottom skiff. When we finally settled into our makeshift blind just before daybreak, we heard a motorboat coming our way. As the gray aluminum boat came closer, Bill identified the craft as belonging to a fellow Bay Rat friend named Bobby Z. Bill said, "I heard Bobby got one of those hot rod Mercs. Think they call it a Mark 20." The motor had a very distinctive high pitched whine, and was much different from the small outboards of our day.

When Bobby got close, Bill and I focused on the sleek green motor that pushed his boxy gray duck aluminum boat. Bobby yelled out to ask if he could set some decoys and hunt with us. As he zipped around setting his homemade blocks, I noticed something that blew my mind. Not only did the perky kicker push his boat well, it had a forward and reverse gearshift, which was mostly only found on larger motors in those days. Talk about a lucky guy. What I would have given to just have any kind of outboard to push my old boat in one direction. After hunting for a while we finally managed to down a pair of bluebills, and I asked Bobby if I could pick up the birds with his boat. "No problem," he said with a grin. He fired up the Merc and showed me how to work the controls and off I went with a twist of the handle grip throttle.

By then the ducks had drifted at least a half mile to the east, but the little outboard launched me over the two foot waves toward the ducks and I was there in a matter of minutes. After retrieving the game I decided to take a little spin to see what the Merc could do. Down wind, I literally vaulted off the swells, slapping the old skiff's flat bottom and cascading white plumes of flying spray high into the air. When turning into the wind, the old boat pounded its way quickly back to the crib with equal speed.

As I pulled in Bob was waiting there to tie me up and asked how I liked his little baby.

He brimmed with the pride of a new father. For the rest of the day we had a contest to see who could shoot the most ducks and get the reward of chasing them down with the speedy Merc.

My next encounter with a Mark 20 was about 15 years later when Bill and I purchased a 14



foot fishing boat and were shopping for a used outboard. One spring day we went to an east side flat to checkout an ad for a used 15 hp. outboard. We were welcomed into a dimly lit living room, the owner said, "there it is, what do you think?" Bill and I looked around the cluttered room and then chuckled in unison. A greasy old green outboard laid under a tattered coffee table where it was being used to prop up the three legged table.

"I haven't had it on a boat for a few years but on the last trip it ran fine," he said. The motor was a Mark 20 Merc and except for some faded paint and a ragged prop, it seemed to have all its parts. We gave the guy a down payment and promised the balance after a test run. Bill was skeptical, but I reminded him of the Bobby Z. hunting trip. Although the motor was over 20 years old, I thought it was the one for us.

The next weekend we clamped the little green beast on our Starcraft fishing boat and it not only started after a few pulls but it propelled our hefty aluminum craft so fast that it banged along like an empty oil drum. We bought the motor and it served us well for many fishing seasons with very few problems.

My last Mark 20 encounter came about ten years ago when I met a new friend named Paul Huntley. Paul introduced me to the hobby of antique outboarding. Paul not only shares my first name but we both enjoy the sport of iceboating, rebuilding wooden boats and soft water sailing. We even grew up in the 1950s as "Erie Bay Rats", even though we didn't know each other at the time.

"You must love old outboards," he said to me while I visited him during his recuperation from heart surgery. I told him that I usually owned newer outboards but down deep I really wanted to own one more Mark 20 Merc some day.

A few days later Huntley called me from the hospital and said something that really surprised me. "I found you a Mark 20 that is about to end up in a dumpster. Do you want it?" he asked. I was at the hospital within the hour to get the details about my soon to be "new" motor. The motor's cylinders were frozen but he thought that a good soak in penetrating oil should free them up.

A few weeks later Paul took me to meet a fellow outboard lover and ace mechanic named Jim Poole. Poole was semi-retired but still runs a small outboard repair shop behind his home in Newbury, Ohio.

The experience of visiting Poole and swapping outboard stories is a special treat for any outboarder. Pools outboard collection has to be seen to be believed. After getting to know Poole I finally asked if he would work on my old Mark 20.

"Did you say it's one of those dang Mercurys" he growled, while peering over his glasses at me with a cold stare. "I hate those darn green things, I won't even have one in my shop. Now if it was Johnson or an Evinrude, or even a Martin, or some other good old motor, it would be a different story." He said.

I was baffled. Was this smilingly delightful man serious, or just pulling my leg? Just to mention Mercury, seemed to set him off. And he was very adamant about it.

He finally let me bring my 'Green Thing' into his shop and leave it for repair, but only if I hid it in the back so other customers wouldn't know he was working on it.

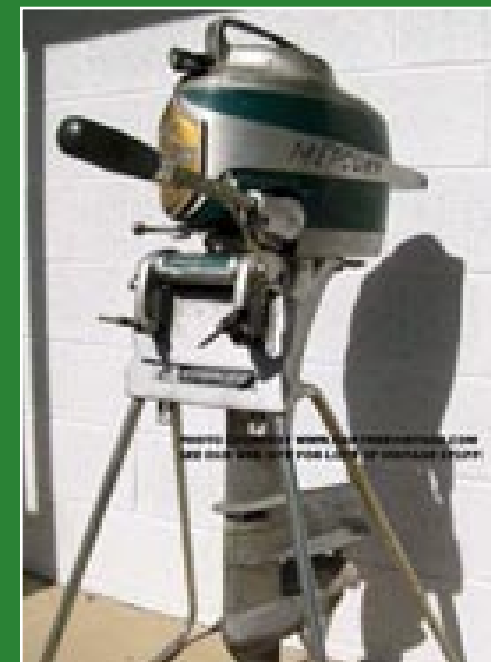
In about a month Huntley and I returned to see how Poole made out. When we entered the cluttered shop he was sitting in his greasy brown office chair in the midst of the old outboards.

"You're dang lucky you weren't here a few days ago when I was testing that awful green piece of junk you left me." He said. This time it

was more obvious that he was having fun with me, but there was also a serious tone to his voice. After he replaced the coil and did some carburetor work, it was put in the test tank for a try. When it finally started after smoking and coughing, it vomited large clumps of straw and dirt. It seems that a mouse had built a nest in the cooling system and the debris had contaminated Pool's test tank. As he told the story, his face started to warm up and he said, "After cleaning the tank, that Green Thing actually ran pretty good." He pointed to the motor which was still clamped to the tank. "Go ahead and give her a try," he said. I gave the rewind cord a few quick pulls and the Mercury came to life. Poole smiled broadly from under his greasy John Deere tractor cap. "I hope you are happy," he said. "Now get that dang thing out of my tank before someone sees it!"

The real test came a few weeks later when I mounted the motor on my 12 foot antique runabout at Edinboro Lake. Huntley and I took turns pulling the cord until the old Mercury finally lit up with loud chugs and white puffs of smoke, before settling down to idle by the pier.

Huntley jumped into his vintage aluminum runabout, powered by a 1939, 25 hp. Speedy twin and we both pulled away. I sat in the stern on my little craft and slowly twisted the throttle handle. My boat literally leaped up on a plane and flew over the calm water at a chilling pace. I went by Huntley like he was tied to the dock and he flashed me a big thumbs up. The wonderful scream of the mighty little



Mark 20 gave me goose bumps.

Once again I was taken back to that day hunting ducks on the Hammermill crib and the first time I heard that awesome sounding outboard and felt the speed of such a great little kicker.

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2011 Kentucky Derby

by Aimee Nicolia



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Can't make it to Churchill Downs this year?
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right here at the Erie Yacht Club.

This May 7th, the first Saturday in May, marks
the 137th Kentucky Derby, the first race in the
series of the Triple Crown.

To help get you into the festive spirit of the
day, ice cold Mint Juleps will be served. Ladies
are encouraged to wear their most fashion-
able hats - remember, the bigger the better!
And gentlemen, you're welcome to look your
dapper best too.

The race starts shortly after 6:00 pm, but
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World Champion Juggler Calls for Assistance

by Tom Madara and Dan Dundon



You never know when, where or with whom an EYC member will demonstrate new talents and abilities. Certainly, the "when" can happen at any time. It happened to Kathy Dundon twice during the week of St. Patty's Day.

The "where" was in the theater aboard the Emerald Princess in the middle of the Caribbean Sea. This time, the "with whom" was two-time World Champion Juggler, Adam Kario.

During his show in the Princess Theater lounge, Adam hand-picked Kathy from among the crowd of 1500 people after husband Dan failed the basic intelligence test.

Kathy's first assignment was to introduce another ball into Adam's routine. This is not as uncomfortable as it sounds, since Adam is used to having many balls-in-the-air. Kathy's job was to place a ball on Adam's foot, which he would then "flip-up" to join those already in the air. Since Adam continually moved around the stage, evading Kathy's best efforts, she was forced to grab his leg to keep him in place. Enjoying this, Adam smiled and told the crowd Kathy was "feisty".

For his next trick, Adam spun-around (pirouette juggling is very difficult) with five balls in the air. Kathy's job now was to catch the balls in a net behind Adam. She did OK with his little net, but delivered a perfect score once Adam let her use his bigger net. Imagine that!

At his encore show on St. Patty's Day, Adam was surprised to once again find Kathy sitting front and center, and couldn't resist picking her for another moment in the spotlight!

Though Kathy was certainly a tough act to follow, Tom, Cindy, and Dan joined her to play a tune as a four-person "human glockenspiel". This is difficult to explain here, but it involved plastic tubes and getting hit in the head. If you are interested, google "adam kario juggler" and watch the video to see the kinds of routines Kathy helped Adam through. Yes, ladies, Adam is even more of a hunk in person – at least Kathy and Cindy thought so.

In addition to being good-looking and a champion juggler, Adam is quite a nice guy, as well. When we told him St. Patty's Day was Kathy's birthday, Adam had all 1500 people in the theater sing "Happy Birthday" to his feisty assistant.



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EYC Members' Cook Book

by Michael Dent

First, I would like to thank the members who have responded to date. However, we are still short of our goal in the number of recipes required in all categories to make the first edition of the EYC LOG Cook Book all it can be.

This project from the beginning has totally centered on EYC member response. Adequate member response is needed to make this worthwhile project a success and we are not there yet. We hope that more members respond since the proceeds benefit the EYC Sailing School which provides a marvelous service not only to our members but also the entire community.


Our vision is to develop this cook book to include breakfast, luncheon, appetizers, main courses and deserts recipes from our EYC members. This affords others the opportunity to enjoy your interesting, unique and tantalizing specialties.

We would like to get this publication put together and printed in full color (hence the color photos for some or all of your entrees) so we can have it ready for this fall. But the deadline to produce this project is creeping up on us. We need to begin production by the end of summer for an early fall release.

Remember, all proceeds received from this project will be donated to our EYC Sailing School so it can grow and prosper in the Club's efforts to extend our love of the water and boating to as many young people as possible.

So please send us your recipes (with a full color photo if possible) as soon as possible. Again it is up to you to make this project a success.

Thank you all for your continued support for this worthwhile endeavor.




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Can you believe this guy? I'll bet he's turned many an eye while passing other boaters. The "Love Love" was built to look as if it is sinking.

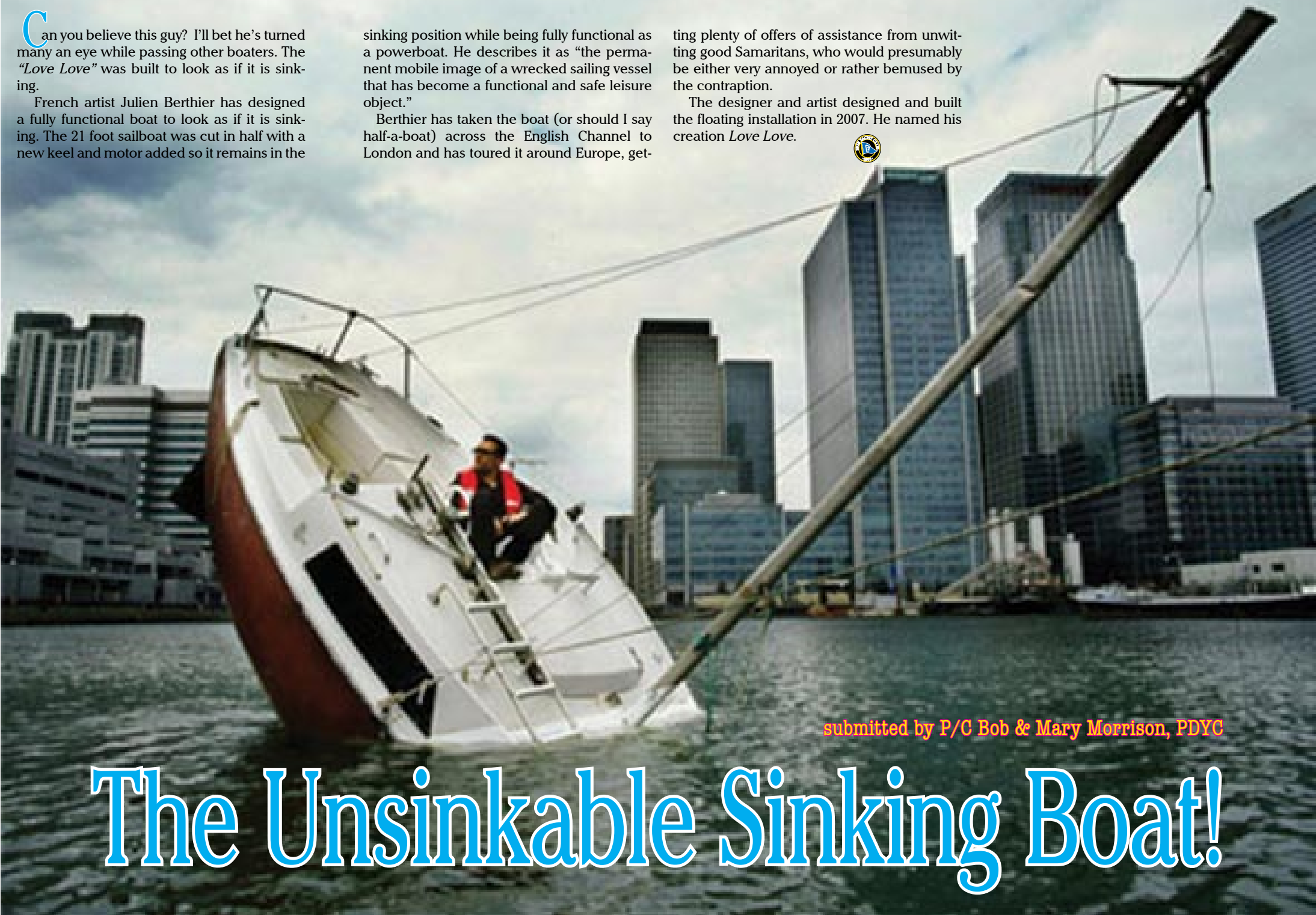
French artist Julien Berthier has designed a fully functional boat to look as if it is sinking. The 21 foot sailboat was cut in half with a new keel and motor added so it remains in the

sinking position while being fully functional as a powerboat. He describes it as "the permanent mobile image of a wrecked sailing vessel that has become a functional and safe leisure object."

Berthier has taken the boat (or should I say half-a-boat) across the English Channel to London and has toured it around Europe, get-

ting plenty of offers of assistance from unwitting good Samaritans, who would presumably be either very annoyed or rather bemused by the contraption.

The designer and artist designed and built the floating installation in 2007. He named his creation *Love Love*.



submitted by P/C Bob & Mary Morrison, PDYC

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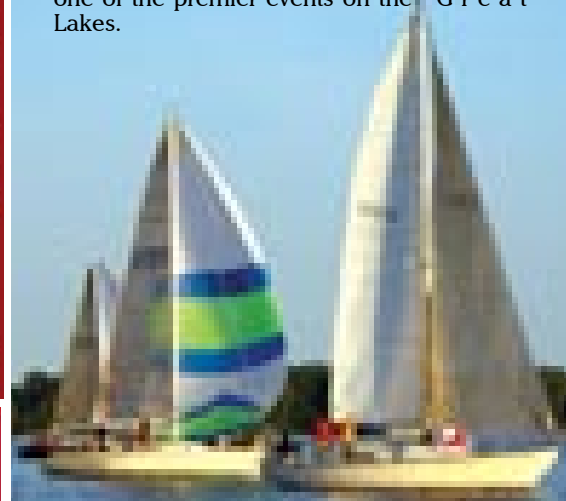
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2011 InterClub Cruise

by Diane Mitra
Cruise Coordinator

The 54th Lake Erie InterClub Cruise kicks off this year on Friday, June 24th with all the opening activities to be held at EYC. With five days of racing and events, this has become one of the premier events on the Great Lakes.



Race One (Saturday, June 25th) the fleet heads to Dover. Watching 60-70 sailboats sail through the channel at daybreak on a clear morning is one of the best sights you will ever see in Erie. Perch dinner in Dover is "Grrreat"!

Race Two (Sunday, June 26th) will be the Long Point Bay race.

Race Three (Monday, June 27th) we race to Port Colborne, home of the SSC, and again enjoy the hospitality and welcoming spirit that makes the InterClub such a great event at each stop along the way.

Race Four (Tuesday, June 28th) takes us to the BCC, Point Abino where we enjoy the clear water of the lake and the beautiful beach as we are entertained and fed once more in great style.

Race Five (Wednesday, June 29th) will be the Buffalo Course race. Something new this year - BYC plans to host the awards at their Abino Station followed by a BBQ. This will be a great way to end the 54th Lake Erie InterClub Cruise.

The Lake Erie InterClub Cruise is always about good sailing, friendships and fun. Each port or club on the cruise adds the warmth and hospitality that makes it such a memorable event. Make sure you visit the photo gallery on our website.

We thank our sponsors. For information contact Diane Mitra or visit the website for more information and to register: www.erie-interclub.com.



Crew of the fish tug *DIMMIE JOHN* out of Port Dover around 1925. Edward Crossley (center) invented the "Crossley Net Puller" (above in front of Crossley) right here in Erie.

Kolbe & Me

continued from page 9.

Robert shifted his engineering focus to refrigeration. He built a prototype mechanical (rather than harvested ice) refrigeration warehouse in Erie and began to sell his design. Between the late 1940s and his eventual retirement in 1976, Robert continued to invent and innovate as he worked in commercial fishing. He developed a stainless steel, filleting assembly line that was commonly used on the Great Lakes, an innovative fish tug engine cooling system that directed raw lake water through the hull to cool the floors of the fish tugs, and a mechanical system for processing smelt. When smelt fishing became a major industry on the North Shore, he designed A-Frame systems for retro-fitting tugs for trawling. Robert worked with both the Paasch and Gamble Yards to incorporate his hull cooling and A-Frame designs into new and rebuilt tugs.

When the Kolbe's decided to close their



And this is what it has been all about since Lake Erie was first praised by her earliest settlers, the Indian tribes, and later settlers who all benefitted from her life sustaining gift of a bountiful "tote of perch"!

Erie facility, Robert took over as manager of Union Fish, where he continued to invent and innovate. As commercial fishing continued its decline, Robert converted idle dock space to a boat livery where he rented fishing boats to blue pike fishermen and offered storage for private boats. Unable to find suitable boats to rent, he built his own and powered them with small diesel motors. Noting the shortage of downtown dockage for pleasure boats he invented a vertical storage rack for anglers which held 15 to 20 foot boats in unitized containers. Kolbe's vertical Ferris wheel type apparatus held 200 boats and could be operated by the boat owners, themselves. It was powered by the motor from an old fork lift truck. Noting the reduction in fish, he purchased a large tract of land on Six Mile Creek east of Erie and began to raise salmon and trout in ponds. During that era he built his own 55-foot boat called, *Explorer*, which he used to travel to Port Dover and for fishing.

When Robert Kolbe finally retired, he moved his extensive woodworking shop into the basement of his home where he continued to build ship's wheels and custom designed children's toys using wood that he milled from his Six Mile Creek fish farm. He donated the toys to the local Shriner's Hospital.

In 2010, I nominated Robert Kolbe to the Erie History Hall of Fame, noting that we needed a representative from the glory days of commercial fishing. He was inducted in September and added to the Erie History Hall of Fame Web site in October (the dedication can be seen online). Ed Kolbe helped immensely with the information that was needed to tell his father's story. In one stunning bit of primary history data, Ed produced a video tape from about 1990. He was visiting Port Dover before the museum addition and stumbled into Sylvia



Robert Kolbe in his basement making toys for the children at the Shriner's Hospital located on West Eighth here in Erie.

Crosslands, the curator. When Sylvia learned who Ed was, she called Johnny Matthews and Artley Martin who quickly came to the Harbour Museum. The foursome crafted a plan to take separate cars to Erie the next day so that they could spend time with Robert who was living independently in an assisted care home. Sylvia recorded the two hour conversation between the old friends and sent a copy to Ed Kolbe. Ed Kolbe was kind enough to loan the tape to me to be digitized by WQLN and incorporated in a future exhibit.

Ed Kolbe, himself, is a continuing part of the story. The quiet and unassuming boy that I never met while we were growing up in Erie graduated from Rensselaer exactly 40 years after his father and even shared a professor. Ed went on to earn two masters' degrees and a PhD in Ocean Science from the University of New Hampshire. He then enjoyed a distinguished career of his own in which he advanced the science of freezing on the West Coast at the University of Portland. When asked about the continuation of his father's inventiveness, Ed responded that he had been blessed with "dumb luck" as he built a career by adapting his father's ideas to salt water.

Dumb luck? I don't think so. Like his father, Dr. Edward Kolbe, Emeritus Professor, is modest and unassuming. When I began to show him drafts of papers that I was writing about his father he was happy that Robert was being recognized but dismissive of his own professional and academic accomplishments. "My father had five brothers and sisters who each worked in the Kolbe family business," he told me. "And all of the Kolbe kids and grandchildren became accomplished in their own fields," he noted. In his book "The Good Days" on Lake Erie Commercial Fishing, Frank Prothero said that "The North Shore of Lake Erie and its commercial fishing industry gained substantially when Captain William Kolbe and his family moved to Port Dover." I would add that Erie gained when William's son Robert moved back in 1925.



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"LIFE CAN BE A TRIP"!

continued from page 7.

when you are all toured out and just want to sip an Ouzo in a local taverna!

I just want to give you a taste of what these trips can offer you. Want to go punting in Oxford? Bicycle through Versailles? Ride a luge in the Alps? Kayak under the Pont du Gard? Tour the wineries of Southern France, or hell, tour any winery anywhere? Denise and Ginny will take you. One thing I thought was really nice about the trips Denise and Ginny plan is that you will never stay less than three nights in any given place. This offers you the opportunity to really get into the feel and culture of the area.



One of our skiffs carrying people to shore on one of hundreds of uncharted islands.

The beautiful pictures you are seeing in this article come from one of their last trips, and I thought it might appeal to those of us who love boating. A group of twelve couples, many of them EYC members, toured the Greek Islands on a privately owned 130 ft. wooden clipper ship built in 2000 by the captain himself. Captain Stavros and his wife, Maria, are not your typical sailors. The amenities they and their crew offer on board are numerous and are all geared for your enjoyment. Each of the twelve cabins has an en-suite head. Maria, as head chef, offers home cooked authentic Greek meals made from scratch every day. There is an elegant Captain's dinner on one night. The ship is also stocked with wine, beer and liquors and you can help yourself according

Delos ruins at the center of the Cyclades Island. We are anchored at the bow and attached at the stern with a ramp for easy access to go ashore.



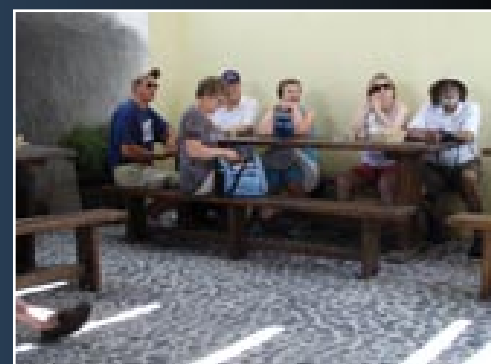
This is the Captain's dinner party held on our last night aboard.

to an honor system. There are three sundecks for relaxing and enjoying the wonderful views, but for the more adventurous, there is water-skiing, a banana boat, as well as hiking and wine tasting on the various islands, although perhaps you would not want to do that on the same day. The trip was such a hit that Ginny and Denise are offering it again in June with the addition of time in Turkey.

If you would like to know more about these trips, or perhaps take one yourself, it is nice to know that EYC members Ted and Denise Padden are only a phone call away. I am seriously taking Denise and Ginny's company name, "Life Can be a Trip" to heart, and I plan to be living it up on one of their next destinations!



L-R Fellow passengers Bill Welsh, Jr., Cindy Welsh, Ted Padden, Denise Padden, Sue and Dr. Wick at the winery in Santorini.



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Members Mark on Literature

by Dave Frew and Jerry Skrypzak



Fortune & Fury is a story of history and hope. It details the lives of people who earned a living on the shores of the greatest of the Great Lakes, while revealing errors made as well-intentioned fishermen struggled to earn a living. While it chronicles the overfishing which led to the destruction of species like the blue pike, herring and sturgeon, it does not assign blame. Instead, it tells stories of the quest to improve commercial fishing. The book is set in Erie, Pennsylvania, but it is much more than the story of a single city. Erie's protected natural harbor attracted fisherman from all over the Great Lakes as it became an epicenter of fishing technology, gateway to the lake's most productive fishing grounds, and ground zero in a violent international fish war that erupted between Erie and Long Point, Ontario. Gill netting, fish tug design, net handling innovations, commercial flash freezing and other innovations were credited to entrepreneurs and innovators from Erie. Tales of "iron men and wooden boats" including shipwrecks, gale-force winds, adventures and tragedies are included in the stories that illuminate an amazing history as well as a hopeful future for a sustainable fishery and

a pristine lake.

Dr. David Frew, a lifetime Erie resident, sailor and author has written thirty books including eight dedicated to Lake Erie ships, shipping and shipwrecks. He is currently a visiting professor at Mercyhurst College's graduate organizational leadership program, emeritus director of the Erie County Historical Society and professor emeritus at Gannon University. He is also a management consultant and regular contributor to Erie's Jefferson Educational Institute.

Jerry Skrypzak is a retired detective lieutenant and avid boater. He spent 30 years with the Erie Police Department, best remembered as the department's (CSI) crime scene investigator. His photographic skills, which solved dozens of crimes, now serve to record local history. As a long-time student of Erie's waterfront, Jerry has amassed an astonishing collection of images related to the docks, and commercial fishing. As president of Erie's Save Our Native Species (SONS) preservation group, he has spearheaded dozens of preservation projects including the restoration of Cascade Creek.



The Marina

continued from page 19.



Cindy and Tom Madura taking photos and enjoying the Summer Party last year.

the big screen as if you were actually there at Church Hill Downs. The time change and longer days bring the Spring Launch Bawl; the official start of the Racing Fleet's schedule with its own multitude of events including the 54th Annual Interclub Cruise; the traditional and wonderful Opening Day Ceremonies plus we honor our Dad's with the Father's Day Champagne Brunch.

Summer produces the Dock Party Series for the slip holders who rendezvous at our unique Lighthouse Pavilion amidst Presque Isle bay now with sparking new rest rooms; Thursday Sunset Happy Hours which have become very popular with their themes, various guest car clubs, live bands, food & drink specials all happening on the west deck & spacious lawn; Sunday Night Happy Hours materialize at our fantastic Light House Pavilion. Also we have the Firecracker 4th party and the Lobster & Clam Bake. Kids, yes we have kids and they get the Great American Whiffle Ball Challenge held at our own Waterfront Field, a wonderful free Family Picnic with hands on events for all of the kids, a fun Halloween Party and a Breakfast and Dinner with Santa plus the new always open Playground.

We have our annual charity events as well including the Bay Swim, Frolic on the Bay and the huge 27th Annual Charity Regatta. Fall brings leaf raking and the simply fabulous Commodores Ball open to all members. And yes, lots of other balls, we've got the Haul-Out Blues Bawl, the Turkey Bawl and Ballroom Dancing lessons this fall using our brand new parquet dance floor. Oktoberfest is our premiere fall

P/C Ron Busse alias "Karnak the *Not So* Magnificent" quizzing the audience at one of the many "Trivia Nights". Ron actually does very well.

festivity with multiple bands, authentic German food and beverages all being enjoyed by the raucous crowd. We have Wine Tasting, Beer tasting and Scotch Tasting events as well. December brings snow, ice and the members Christmas Party plus the Winter Solstice Party on the west deck with Old Man Winter and other cool people in attendance and don't forget the fireworks. Finally we have the New Years Eve Party dancing the night away with the Manhattan Band, then déjà vous: Just a few hours after we clear away the dance floor, the drained champagne glasses and crumpled party favors, we start the year off with our New Year's Day Tom & Jerry Party. What a beautiful venue to deep six the old and launch the New Year!

WOW!... the Erie Yacht Club... a little more than a marina.



Old Man Winter aka P/C Dick Robertson and Sarah Franke at the 1st Annual Winter Deck Party held in Mid-December of last year.



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May Calendar of Club Events

- 1st Champagne Sunday Brunch
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- 4th Cuatro de Mayo Fiesta
6pm • 5 Food Stations
Mariachi Band • \$14.95 Food Only-
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- 7th Kentucky Derby Day
Fastest 3 Minutes in Sports
5:30pm Dinner Service • 6pm Race
- 8th Mothers Day Brunch & Dinner
Special Brunch Buffet!
Entertainment by Marty O'Conner
Duo • 11am - 2:30pm
Mothers Day Dinner Specials
Entertainment by Keys & Strings
5:30pm - 7:30pm
reservations required for both
Brunch or Dinner
- 15th Champagne Sunday Brunch
11- 2pm • \$12.95
- 19th Spring Launch Bawl
Boat Launching Celebration!
5pm - 9pm • Entertainment with
The Breeze Band
- 22nd Champagne Sunday Brunch
11- 2pm • \$12.95
- 29th Champagne Sunday Brunch
11- 2pm • \$12.95
- 30th Opening Day Ceremony • 11:30am
Entertainment by G3 • 10:30am

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June Calendar of Club Events

- 2nd Thursday Sunset Happy Hour
6pm - 9pm • Kickoff Night
Live Music with The Acoustic
Gypsy's
- 5th Champagne Sunday Brunch
11- 2pm • \$12.95
- 9th Thursday Sunset Happy Hour
6pm - 9pm • Lake Erie Mustang
Qwners Club Night • Music &
Karaoke with DJ Bill Page
- 10th Dock Party A, B, C, D, E, F,
- 12th Champagne Sunday Brunch
11- 2pm • \$12.95
Great Whiffle Ball Challenge
1pm • Sailors vs. Power Boaters
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- 16th Thursday Sunset Happy Hour
6pm - 9pm • Crazy Hat Night
Music by Uncharted Course
- 18th Bay Swim Buffet Breakfast
9:30am - 11:30 am • \$8 per person
Swim begins approximately 9am
- 19th Fathers Day Sunday Brunch
11- 2pm • \$12.95
- 23rd Thursday Sunset Happy Hour
6pm - 9pm • Tex-Mex Night
Music by The Sam Hyman Band
- 24th Inter-Club Regatta
Entertainment with J.J. Swing
- 26th Champagne Sunday Brunch
11- 2pm • \$12.95
Sunday Lighthouse Deck Party
6pm - 9pm • Entertainment by
Key West Express
- 30th Thursday Sunset Happy Hour
6pm - 9pm • Brat & Brew Night
Music by G3

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