

VOLUME II / ISSUE 3

MAY/JUNE 2004

# The LOG



## Enigma ... the End of an Era

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## On the Cover...

The beauty and majesty of *Enigma*... remembrance of an era gone bye.



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## From the Bridge

Commodore Andy Hanks



On behalf of the Bridge and Board all members are invited to attend the 110th Opening Day Ceremony to be held on Monday, Memorial Day, May 31, 2004. The Call to Colors will begin promptly at 1150 hours, and will be followed by the traditional Deli and Punch buffet.

This is a special day for all EYC members. Not only does it signify the official opening, of

what we all hope will be a great boating season, but it also gives us the opportunity to personally thank past and present Bridge members for their tireless efforts throughout the years to make the Club what it is today.

Food, music, laughter, and fun are the traditional hallmarks of opening day at the EYC. Let's make this year's ceremony the best ever! Come one, come all, and enjoy the day.

## Directory

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# Enigma... the End of an Era

by P/C Rich Loesel  
*Enigma's last skipper 1956 to 1977*



Did you ever know that the EYC had a Santa Claus? According to an article written in the Cleveland Plain Dealer by Sports Writer Al Mastics in 1970, we did. Who was this man? He was Kennedy M. Eckerd, a son of the founder of Eckerd Drug Stores. He spent most of his youth in Erie and served his country in the U.S. Army in France during WW I. He was also a successful business man and an avid sports fan. His philanthropy to various charities, especially colleges and hospitals, was most generous.

In the 1920's Ken became interested in sailing and sailed on various boats and hence became a member of the Erie Yacht Club. In the late 20's he commissioned a Naval architect by the name of Chester Nedvidek to design a sailboat in the 45 foot range. This boat was to have ample accommodations in the main cabin as well as an owner's cabin. She must be capable of long range cruising and be of shallow draft. Ken then contracted the noted boat builder Herman Lund of Erie to create his dream. Herman brought the boat to life and she was launched on May 29, 1931. She was 45.6 feet overall, with 13.5 beam, draft with board up 3.5 feet and board down 7 feet. She was rigged as a yawl and had a mast head rig with a 65 foot main mast. There were six big bunks below with a huge ice box, cast iron furnace, cook stove and all mahogany interior. She had a big skylight, two hatches and thirteen port holes for good light and ventilation. Auxiliary power was a six cylinder gas engine and she could motor about eight knots. Because Ken could not come up with a name that suited everyone he named her *ENIGMA*. Thus the image of a cat with a question mark tail was displayed on her sails.

Ken and many of his friends spent many happy hours cruising and racing the Great Lakes. In every port she visited, *Enigma* always turned heads and was admired by all. With our nation in the grip of a Great Depression, Ken was able to find many new crew members for his forays on the water. Many new dedicated sailors were born from these Depression era trips. Andrew Shafer, a Past Commodore of the EYC, was key to recruiting young and energetic new crew members. It was not uncommon for three generations to be aboard *Enigma* at the same time. "Uncle Ken", as his crew called him, was proud of the fact that many of the young men he introduced to sailing became accomplished skippers in their own right.

Many of the crew, who spent endless hours on board, are still members of the Club. The oldest are P/C Bill Walker and Brub Mehl. Some of the others include Lew Klahr, Al Rickloff, Al Benson, Bill Beyer, P/C Gib Loesel, David Bierig (sail maker as well), Ernie Nagle, P/C Doug Nagle III, Dick Nagle, Dave Loesel, Doug Loesel, Mark Rickloff and Dave Strong and yours truly. P/C Doug Nagle Jr. and Homer Coleman, who have recently passed on, were most influential.

In 1953 Ken decided that he would like some changes in the boat. The stern section had a boxy look so he had three feet added to the boat which gave her a very graceful look and reduced the size of the transom. Since the boat was a yawl design, the big aft mizzen mast gave her a hefty weather helm. He therefore added a six foot bow sprit which increased the forward triangle and balanced the helm. She was indeed a beautiful boat and now had an overall length of 54 feet. You can see a model of this lovely craft with her



Top: *Enigma* jockeying for position at the start of the Falcon Cup. Above: Kennedy M. Eckerd known by his crew as "Uncle Ken."

new look between the upper and lower grill rooms. This model was built by Skip Nagle and donated by Ken's niece Sue Eckerd Britton.

The *Enigma* was not only beautiful and well maintained, but she could fly on a reach and down wind. Since she was a center board boat she did not like up wind work, especially in big seas. *Enigma* won many races as

continued on page 4

# “Punk Pome”

## The End of an Era

The Enigma has gone, an era has ended  
Across the lakes her fame has extended  
And now I recall with a lump in my throat  
The great times so many have had on the boat

The design was by Nedwidick, built by Lund  
She was launched and set sail in the year '31  
She cruised Lake Erie and to Put-in-Bay  
To Mackinac Island -down Chicago way

She has raced most races held on the lake  
She has left broken records in her wake  
She's sailed every Falcon since they began  
A win - 1st finish many times in that span

But the delight, the beauty, the thrill of the  
year  
Was to lead down the bay under spinnaker  
gear  
Jibe at the channel and lead the made chase  
To Port Dover each year in the Annette Cup  
Race

To finish number one and let out a big cheer  
With the owners permission open a beer  
Put up our colors, Canadian flag at the bow  
But that has been changes - she's Canadian  
now

The years have passed quickly -really 46?  
The crew has been varied, quite a mix  
There's been dozens, scores who've sailed  
on the boat  
Learning basics of sailing so often remote

With Murphy, The Count, Andy and Schauble  
Chet, and Brub, and Rich not a bauble  
We've had a great time for over 46 years  
Let's revel in good fortune, not is tears

How was this possible, this era, this age  
This delightful experience, this history, this  
page  
T'was the dream of Ken Eckard of long long  
ago  
To build the Enigma we all now know

His kindness, his generosity and so much  
more  
His guidance and tolerance and patience  
galore  
Made all this possible as we breathe a sign  
Many thanks Uncle Ken, you're one great  
guy.

Written by Lew Klahr  
and the Crew of the Enigma



The beauty of *Enigma* working to weather...  
although not her favored point of sail.

### Enigma... the End of an Era (continued from page 3)

you might notice in the trophy cases at the Club. Even against the new fiberglass designs after WW II she could still hold her own. The Spectator, the daily newspaper of Hamilton Canada, on June 30, 1973 wrote “VETERAN LEADS LAKE RACERS. Port Dover-More than 60 sailing vessels of all classes took part in the 69th annual cross-the-lake race from Erie to Port Dover. First to finish was the 43 year old, all wood *Enigma* from the Erie Yacht Club owned by Ken Eckerd and skippered by Rich Loesel.”

In 1977 as Uncle Ken was getting up in years he made the decision to sell the boat. He was having difficulty getting around on the boat and after forty seven years he lost the zing of being an active yachtsman. We all knew that one day this would happen. She was sold and moved to Port Dover. The last race she would ever sail under American Colors with Ken Eckerd's owner's flag occurred in June 1977. We had quite a crew. Every one who had sailed on her wanted to

be on board for the last sail. She raced as an American boat and carried the American flag and after we passed the finish line she was Canadian and the Maple Leaf was hoisted. There was not a dry eye on the boat. In the July 1977 issue of the EYC Log there was a picture of the old girl and a poem written by Lew Klahr which expressed the story beautifully. It says it was written by the crew, but Lew was the only one with talent for poetry. It is included in this log.

Al Mastic's final paragraph in his article was as follows: ‘So, if you don't believe there is a Santa Claus , just ask any of the boys who had the opportunity to ship out with Ken Eckerd. Better yet ask their parents.’



On reaches and downwind, *Enigma* would fly  
helping her pile up victories.



EYC “Old Guys Luncheon” in June of 2000. L to R: LaSalle Padden, P/C Doug Nagle, Chuck Schauble, Ed “Brub” Mehl and P/C Rich Loesel. These sailors have over 200 combined years of sailing lake Erie, 100 of which was sailing the yacht *Enigma*.



# Super Fishing... Super Bowl

by Itchy Penman & Glenn Thompson  
with Sue Parry, Ed.



Some of the attendees at the Vanderbuilt Inn for "cocktails on the beach." **Front Row:** Al Church, Mickey McMahon, Kim Palmer, Glenn Thompson **Next Row:** P/C Fritz Curtze, Itchy Penman, Judy Penman **Rear:** Chas Baumbach, Mary Chivers, Christine Phillips and P/C John Ashby

Surf, sun, suds, sustenance and socializing took a Florida EYC get-together well beyond its origins as simply a convergence for Super Bowl XXXVIII. It was so successful, in fact, that hosts Judy and Itchy Penman have decided to make it an annual event.

Before the Super Bowl bunch all met in Bonita Springs February 1, most were already in Florida doing other things. Itchy, Fritz Curtze, Glenn Thompson, Mickey McMahon and Al Church had been fishing together in the Florida Keys. These avid anglers, having bagged an array of species, each also caught a sailfish. Henry "Hank the catcher of fish" Lorence, wintering in the area, was invited to join them on one of their charters, and in his enthusiasm to go, arrived an hour and a half early and then left early before the group picture was taken!

Over on the east coast John Ashby was attending a trade show for a client, and Chas Baumbach (a close Erie friend of the Penman's) was in the keys visiting Pete and Lorna Traphagen. Back in Erie Judy Penman



Some guys (Big Deals) are always talking on the phone... in this case probably to each other.

and three of her good friends were getting ready to fly down Saturday in time to set things up for "party time" on Sunday.

Early on Super Bowl Sunday, with everyone gathered, individual interests prevailed and the group broke off to "do their thing," with some going to the dog track, some swimming in the Penman pool and some going out to lunch. Late in the afternoon they all met at the Vanderbuilt Inn in North Naples for cocktails on the beach. Back at the Penman's, they watched the game. At half-time ate a bountiful feast featuring succulent beef tenderloin artfully prepared by "Chef Extrordinaire" Chas.

Next day everyone dispersed, with some of the group going 40 miles offshore at Ft. Myers Beach to catch nine huge grouper.

To say a good time was had by all would be an understatement. Vive le comaraderie!



Al, Fritz, Glenn, Mickey and Itchy caught loads of fish with each landing a magnificent sailfish... Super!

## May/June Calendar of Club Events

### May

- 1st Kentucky Derby Day  
Window opens at 4:00 pm
- 7th Karaoke Night in the Grill Room  
9:00 pm
- 8th Free Safe Boating Certification  
Class -see website for details
- 9h Mothers Day Buffet
- 18th Auxiliary Annual Spring  
Luncheon and Style Show

### Memorial Weekend

- 28th Lobersterfest - Entertainment by  
Endless Summer
- 29th Southwest Pig Roast - Entertainment  
by the Lake Erie Monsters
- 31st 110th Opening Day Ceremony  
Call to Colors 1150 Hours

### June

- 3rd Sunset Happy Hour with DJ Toby  
5:30 pm
- 10th Sunset Happy Hour with DJ Toby  
Raingutter Regatta 5:30 pm
- 17th Sunset Happy Hour with DJ Toby  
Brawt and Brew Night 5:30 pm
- 18th Summer Solstice Party  
Entertainment by Night Shift
- 24th Sunset Happy Hour with  
Uncharted Course Live 5:30 pm
- 25th InterClub Regatta - Entertainment  
by Pittsburgh's Legacy
- 27th EYC Family Picnic 3:00 pm to 6:00 pm



# EYC Sailors Cruise Under Power

## On Royal Caribbean's *Radiance of the Sea*

by Irene Boyles

That's right, a group of dedicated sailors decided to exchange wind power for the power of a magnificent 961 foot cruise ship. Betsy and Dennis Bort, Sue and P/C Ron Busse, Kay and Gary Fritts, Elaine and Ron Geron, Diane and Ed Glass, Barbara and David Loose, Cindy and Tom Madura, Debbie and P/C Dick Robertson, and Fay and Tom Trost spent seven days during the first week in March visiting ports in the Eastern Caribbean.

They left port at dinner time from Fort Lauderdale. The day had been bright and sunny but the wind was building. As the ship made a heading towards its first port of call, San Juan, the winds began to howl. Fay said, "The winds were very high, sometimes reaching as much as 65 knots across the bow of the ship with the sea conditions rough. This made for an exciting although slow sail." Dave and Barb Loose reported the balcony outside their stateroom was a bit treacherous. Dave said he lost two morning newspapers, three cups of coffee, and a box of cigars to the "breeze". This group of competitive EYC sailors did not seem to be bothered much by the high wind and sea conditions since most of them have encountered, on numerous occasions, the aggressive waters of Lake Erie.

Finally the ship arrives at its destination, the Port of San Juan. Time on shore was limited, so most of the group decided to board a tour bus that traveled from one end of San Juan to the other. They not only took pleasure in the sights of San Juan, but were able to savor a refreshing drink of precious rum when the tour bus would make an occasional stop. They were also able to enjoy a little beach time on several of the stops. The group decided they would just have to explore San Juan another time, since they only had five hours ashore.



Ever vigilant, ever ready our past commodore Dick Robertson is ready to strut his stuff snorkeling in Nassau.

The next port of call was Philipsburg, St. Maartin. The group was excited that the ship arrived on time, and that they had a full day on shore. With ample time on their hands, part of the group enjoyed shopping, sight see-



Left to Right From Top: P/C Dick Robertson - Row 2: Ron Geron, P/C Ron Busse - Row 3: Tom Trost, tour director of Trost Travelers, Tom Madura, Ed Glass - Row 4: Gary Fritts, Dennis Bort, Dave Loose, - Row 5: Fay Trost, Betsy Bort, Barbara Loose - Row 6: Kay Fritts, Debbie Robertson, Cindy Madura - Row 7: Elaine Geron, Diane Glass and Sue Busse at the bottom. All sail in the JAM fleet and most are EYC bowlers



The ship they called home... 961 foot *Radiance of the Sea*.

ing, sun bathing, and a snorkeling trip to a secluded island. Ron remarked, "We were all amazed, and will never forget, about seeing so many goats in such a small area. But, the clothing optional beach will always be a standout memory of our visit on St. Maartin!" Ron would not confess to me just how much time they spent sightseeing at this particular beach!

Their next port of call was Charlotte Amalie, St. Thomas. The cruise ship arrived at 7:00 a.m. giving the group eleven hours to enjoy the numerous shops and open markets of Charlotte Amalie. They enjoyed a short ride via a water shuttle from the cruise ship to the dock at downtown Charlotte Amalie. Everyone enjoyed taking advantage of the many precious jewelry stores, the straw market, and the abundance of specialty shops where they were able to relish in numerous shopping bargains. Several of the girls bought Caribbean Hook bracelets as Charlotte Amalie souvenirs.

Nassau, in the Bahamas, was their next port of call. Most of the cruisers signed up to board the *Seahorse*, a sailboat utilized for snorkeling trips. This forty five minute ride to the dive location seemed to be mismanaged and overcrowded. During the ride there was a lot of griping and grouching. Dick said that it all suddenly ceased when they finally reached their destination and slipped into the ocean waters. They experienced the most amazingly overpopulated tropical fish paradise that most of them have ever experienced while snorkeling! Once again, the rum punch served on their return to the cruise ship made everything seem just perfect.

It seems the camaraderie of these EYC couples on one ship, transformed what would have been a great time individually, into a spectacular group experience! They are already planning another trip for next year.





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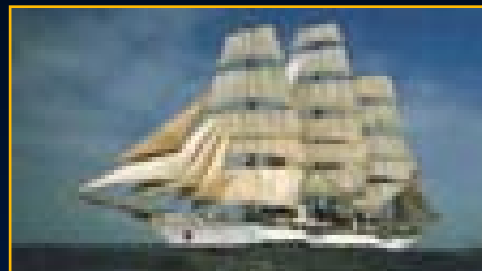
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## Little Known Facts

by Sandy Will

- Legend and history combine to report that Commodore Oliver Hazard Perry stopped at Ballast Island in the Bass Islands area of Lake Erie to pick up rocks during the War of 1812. Not the pretty colored rocks that you collected as a kid, but big ones that the Commodore then used to ballast his ships during the Battle of Lake Erie.



- Windjammer—the word was an insult. That was the intention of steamship crews, who used it to describe the huge square-rigged sailing vessels that were valiantly challenging the coming of steam on world trade routes. The monsters, they said, were far too gross and clumsy to sail neatly into the wind but had to be jammed into it.

- Lake Erie is the tenth largest natural freshwater lake in the world.

- The beaver helped spur the exploration of the Great Lakes region because of its valuable pelt. The beaver is the world's second largest rodent. Always busy with 20 teeth and a paddle for a tail, a full-grown beaver can weigh from 40 to 95 pounds. A beaver dam can be more than 1,000 feet long.

- About 80 million gallons of water roll over the Niagara Falls every second. The erosion of the cliff underneath has caused the lip of the Falls to move upstream about one-sixth of a mile since 1678.

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# Scuba Diving...

## teaching an old dog new tricks!

by Irene Boyles



Jim and Char exploring the warm deep abyss of the Caribbean Sea.

After forty-four years of looking at the world from the skies above, our Rear Commodore, Jim Means, decided to retire from his daily routine of flying as a professional pilot. Well, he *sort of* retired from flying. He will still fly upon the request of his services.

Along with his love of flying, Jim has always had a great fondness for boating and being on the water. He has owned and operated numerous boats, from rowboats to powerboats, since the late 1930's. During boating season, you can see Jim cruising around Presque Isle Bay and Lake Erie on his boat *Meanswell*.

One may wonder what more Jim could want to experience in life since he has (and still enjoys) the ultimate thrill of flying and the pleasure of boating. Well, back in November 2002, he was watching members of the Erie Skin Divers Club diving in the bay. He asked one of the divers, Charlene Shedd, how would he go about taking classes to learn to scuba dive. Char suggested that he contact EYC member Bill Legler. Jim started classes in January 2003 and became a certified diver in May of 2003 with his dive in Vortex and Morrison Springs Florida. I asked Jim how he felt when he did his first dive. He told me, "I wasn't afraid at all. In fact I felt comfortable because of the instructions I received from Bill."

Little did Jim know at the time, that this was the beginning of some of the greatest and most thrilling adventures of his life! Since his

passion for diving began last year, Jim has shared many diving experiences with his friend Char. They have been diving in Morrison Springs, Florida, the Gulf of Mexico, Sherkston Quarry, Canada, and of course Lake Erie. Last October, they enjoyed a diving trip to Bonaire.

Bonaire is an island in the ABC (Aruba, Curacao and Bonaire), a chain of islands off the north coast of Venezuela. Char said, "We chose to take a diving trip to Bonaire because the reef is a national park protected to a depth of two hundred feet all around the



Jim and Char off on another deep sea adventure. Jim has quickly become an "old hand" at scuba diving.

island. I knew that this trip would be a highlight of Jim's diving experiences."

Jim told me, "Nothing can match the beautiful sights that I have seen under water. I am mesmerized as I gaze upon the different coral, the diversity of sponges, the sea fans, and the hundreds of varieties of tropical fish. On our trip in Bonaire, we dove off of a thirty eight foot boat provided by the Divi Resort where we stayed for a week, with all amenities provided (except for Miller Lite). The water was always a balmy 85° with the underwater visibility definitely near two hundred feet wherever we dove."

Jim and Char also enjoyed night diving in the waters near Bonaire, using flashlights to light their way. They gazed upon sea creatures such as a four foot Tarpon fish feeding,



A French Angel fish silently meandering on a beautiful coral reef.

spiny lobster's enjoying a night snack, along with many other creatures that were not only feeding but were inquisitive as to who they were. Both Jim and Char said they felt no danger from sharks or any other sea creatures.

Jim also stated that he is captivated by the sights he encounters when exploring the shipwrecks of Lake Erie. "Naturally," he said, "you don't see any beautiful fish, coral, and underwater life like in the ocean waters, but it is exciting to explore the ship wrecks and experience the history of Lake Erie. When diving among these wrecks, I often think back as to what it was like to be the captain and/or crew on these vessels."

Currently Jim and Char are looking forward to their next trip to the Caribbean when they will travel to Cozumel, Mexico in October 2004 for another "great" diving adventure!





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## First U.S. Yacht Club

(And the beginning of yacht club racing)

by Sandy Will

The first yacht club in the United States wasn't as posh as her future sisters. She was founded in the summer of 1834 and was given the modest name of "Boston Boat Club" by its membership—a loose congregation of exuberant young men who enjoyed boating and playing pranks. It had no burgee or bylaws and its squadron consisted only of rowboats.

The following summer, the members scraped up \$2,000 to buy *Dream*, a graceful 46-foot schooner, and elected as their commodore Robert Forbes, a 30-year-old China trader. All summer the "Dreamers" as they now called themselves, reveled in day sails, cruises, picnics and gaming parties.

The next year, the group acquired a second yacht, the 52-foot schooner *Breeze*, and in the first American yacht club race on record, *Dream* beat the new boat to Marblehead. But Forbes, on the *Breeze*, still put one over on the winners: He invited the Dreamers to lunch aboard the new yacht, then persuaded his guests' cook into sneaking their provisions



Famed yacht *America* that won the first America's Cup in 1851 held at Cowes, England.

down the *Breeze's* forward hatch. Unknowingly, the men of the *Dream* fed heartily on their own lunch. Later, as the boats raced back home, the laughing commodore compounded the Dreamers' indignation by hoisting one of their empty champagne bottles high up his main gaff.

Such fun-filled races and pranks ended with the financial panic in 1837. Forbes returned to China and the club broke up. Nevertheless, American yachting can trace a kind of continuity from this first club, because *Dream* was bought by George Schuyler, a New Yorker who was later one of the founders of the New York Yacht Club and who, in 1851, helped form the syndicate that built and raced the famed *America*. The yacht *America*, as the only foreign entry against fifteen British yachts, finished in first place in the regatta held in Cowes on the Isle of Wight, England and the America's Cup was born.



# Frolic on the Bay... just Two Months Away!

by Sue Parry

Mark your calendars for Monday, July 12, 2004 and join fellow boaters to participate in EYC's 14th Annual Frolic on the Bay. Additional support for the event is provided by the Commodore Perry and Presque Isle Yacht Clubs and the Zem Zem Zailors.

Last year, with your help, over seventy-five children with various disabilities and their families enjoyed Frolic on the Bay with power and sail-boat rides on Presque Isle Bay. Participants invited include clients of MECA/United Cerebral Palsy, Muscular Dystrophy Association, Make-A-Wish Foundations, the Achievement Center, Diabetes Youth Group/Sharp Kids, and Special Kids Network

Please plan to donate your boat and your time to make this opportunity available to as many children as possible. Volunteers are also needed to help families on and off the boats, to provide dockside assistance during departures and returns, and to prepare lunches for the children and their families.

Watch your EYC mail for more information. Or, if you want details more immediately, call event coordinator Jim Finn at 453-6966.





# A Royal Relic

by Sandy Will

The best-preserved vessel of antiquity is also the oldest. Buried in a pit at the foot of the Great Pyramid at Giza, a royal barge of the Egyptian Pharaoh Cheops, laid untouched for 4,500 years until it was discovered accidentally in 1954. This vessel probably took its owner down the Nile to his tomb and, had been left there to ferry him to the afterworld.

The tomb, protected by blocks of limestone and sealed with gypsum plaster, was virtually airtight and watertight, which left most of the barge's wood intact. Apparently, the Pharaoh's subjects had disassembled the vessel into 1,224 separate pieces. These pieces were then stacked in 13 distinct layers in the pit. Therefore, Archeologists learned the details of ancient Egyptian shipbuilding the hard way—by having to rebuild the royal ship from these component parts. The project took more than 10 years.



The rebuilders discovered that these Egyptians constructed their ships the same way as the Greeks and Romans did after them—from the outside in. First they fastened the planks of the hull together and then strengthened the structure with interior ribs. The current construction of boats (laying the keel, raising the ribs and finally fastening the hull planking over them) was not developed until the Middle Ages.

Buried with the wooden sections of the royal craft were thousands of yards of "alfagrass" rope, which the archeologists at first took to be rigging. Only after much trial-and-error reconstruction did they realize that this vessel was actually tied together so that the contraction of the wet rope and expansion of the wet wood tightened the fit of the planks and helped seal the seams.

Today Cheops' reconstructed barge has its own museum near the Great Pyramid of Giza. It sits in lonely isolation, virtually as secluded as it had been when it was in the tomb, but in worse condition. Having survived interment for thousands of years with little ill effect, the royal vessel has, however, begun to deteriorate under the onslaught of humidity and temperature variations.



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# Discover the EYC Sailing Fl

## Adventures in Racing, Cruising and Party

Check out Presque Isle Bay on Wednesdays and most weekends from May to September and observe the Erie Yacht Club Sailing Fleet do what they do best... race.

The Erie Yacht Club was established in 1895 and ever since then, whenever there are two sailboats in close proximity, it's a race as evidenced by the overstuffed trophy cases in our club lobby. That's just the way sailors are! Among the wide variety of beautiful trophies and silver bowls is our oldest, and possibly the oldest trophy on Lake Erie, the Annette Cup. Named after its initial winner, it is a handicap race based on its own rating formula, which was first awarded in 1907 by EYC sailors and it's still awarded today.

The sailing fleet of the Erie Yacht Club has provided exciting racing experiences and fun to its members over the past 108 years. Over these years racing was organized in a number of separate fleets that included various one design classes ranging from a six foot Cape Cod Frosty, to the large auxiliary sailing yachts racing in the Cruising Club of America Class, the Midget Ocean Racing Club or the Auxiliary Racing Fleet. On February 10, 1992 the fleets were reorganized as the "EYC Racing Fleet" under the direction of first year Chairman John Ashby.

The fleet does more than race. The season commences in January with committee meetings and ends in November with the awards party and banquet. In January the committee elects officers and drafts the schedule for the upcoming season. March and April bring social meetings for skippers and crew members. These meetings have included discussions on a wide variety of topics including racing basics, safety and first aid, racing rules, electronics, boat preparation, sail design and rigging among others. Guest speakers have included our own fleet members, sail makers, as well as world-renowned ESPN commentator Gary Jobson who has spoken on numerous America's Cup challenges. Local meteorologist Tom Atkins from WJET-TV tried to educate us about our local weather. Most recently fleet members Dave





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# Meet... Something for Everybody.

## ing.

by Dave Heintzenrater & Tom Trost  
with Irene Boyles Ed.



Hyland and Jim Stewart spoke on Dave's planned 4,300 nautical mile single-handed transatlantic race from France to Brazil in 2005 plus the fact that the 20 foot sailboat is being constructed here in Erie by the kids from the Bayfront Center for Maritime Studies.

May brings the distribution of the racing instruction booklet with finalized schedule after entry fees and forms have been received. Racing begins mid May with the first event being a Wednesday Family JAM race.

The racing fleet is divided into two divisions, Spinnaker and Family JAM. The Family JAM Division is limited to the use of Jib And Main sail hence the name "JAM" and is meant to be an entry point for new racers and/or family crewed boats. The field is leveled somewhat by a handicap system and further by penalizing just the winners so as to allow more racers to enter the coveted winners circle. The institution of three classes within the Family JAM division also attempts to level the field. Class placement is based on boat size, speed potential and crew experience level.

The introduction of this JAM division has been a great success with fifty-nine entrants in the 2003 season. Some salty members like

Ron Busse and Ron Hamilton have been part of our racing fraternity as far back as they can remember. Others like the youthful Brydon Parker sailing his boat *Moementum*, Joe and Fritts Busse sailing for Penn State-Behrend, Peter Lund Jr. leading the crew from the Erie Collegiate Academy and several boats with their young crews from the Bay Front Center for Maritime Studies are literally the "new kids on the block".

The fleet's Spinnaker Division is the group more competitive and experienced racers. The division entrants must have a certificate issued from the Lake Erie Performance Handicap Racing Fleet. These boats and crews represent the Erie Yacht Club at various regattas in Lake Erie, throughout the Great Lakes and the around Country. Locally they compete for the prestigious "Boat of the Year" award and the "Zurn trophy" for the overall annual winners.

Some interesting fleet events include the "Regatta de la Femme" (regatta of the women) and the "Past Commodore's Night Light House Race" sailed under a full moon and the Reverse Start Handicap Race".

Additional races include the Lake Erie Interclub Cruise that involves five days of racing from port to port on eastern Lake Erie; the "Koehler Cup" an overnight 2-race series that currently sails to Port Dover and back; a sixty-five nautical mile race to Bluff Bar inside Long Point and return for the Wolford trophy; the 140 nautical mile Trans-Erie Race that is sailed between Erie and Detroit and is becoming very popular as a replacement for the former Lake Erie Race from Buffalo to North Cape, Michigan. Fifty boats are expected here in Erie for the 2004 start.

The Erie Yacht Club holds one of the most recognized charity events in the country, the Sailing Regatta for MS, which is a firm part of the Sailing Fleet's schedule. There were ninety sail and powerboats that participated in the nineteenth annual regatta held in 2003. The single day event raised a record \$42,216.92 for

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continued on page 18

## On The Lighter Side

by Sandy Will

How about this situation... A radio conversation between a British Naval ship and the Irish off the coast of Kerry.

IRISH: Please divert your course 15 degrees to the South, to avoid a collision.

BRITISH: Recommend you divert your course 15 degrees to the North, to avoid a collision.

IRISH: Negative. You will have to divert your course 15 degrees to the South to avoid a collision.

BRITISH: This is the Captain of a British navy ship. I say again, divert YOUR course.

IRISH: Negative. I say again, YOU will have to divert your course.

BRITISH: THIS IS THE AIRCRAFT CARRIER HMS BRITANNIA. THE SECOND LARGEST SHIP IN THE BRITISH ATLANTIC FLEET. WE ARE ACCOMPANIED BY THREE DESTROYERS, THREE CRUISERS, AND NUMEROUS SUPPORT VESSELS. I DEMAND THAT YOU CHANGE YOUR COURSE 15 DEGREES NORTH, I SAY AGAIN, THAT IS 15 DEGREES NORTH, OR COUNTER-MEASURES WILL BE UNDERTAKEN TO ENSURE THE SAFETY OF THIS SHIP.

IRISH: We are a lighthouse. YOUR call.



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# Midsummer Party Coming to EYC

by: Dan & Kathy Dundon, Gerry Urbaniak,  
Mary VanHorn and Sandy Will

Are you sick of all this cold and snowy weather? Have you been longing for those sunny, balmy days of summer? Well you're in luck--your Erie Yacht Club Entertainment Committee has been working hard to bring additional reasons to celebrate this long-awaited summer season.

Throughout history, the celebration of the summer solstice has been an event rivaled only by Christmas in the European countries. From the bonfires of Wales' Lands End, to the Maypole dance in Sweden, millions celebrate the longest day of the year with dance, drink, food, music and merriment. Since these elements are the essential ingredients that your Entertainment Committee seeks in all their events, the first ever EYC Mid-Summer's Eve Party makes perfect sense!

Now, the Swedes being the clever folks they are, set up a national holiday sometime between June 18th and June 25th (depending upon which date falls on a Friday). This allows for a three-day-long celebration during which time the sun never sets. Because Nordic Countries are so much further north than EYC, they experience several days of non-stop daylight as the sun circles the earth never dipping below the horizon. Well, if the Swedes can take an idea like Mid-Summer and make a three-day

national holiday out of it, we can surely borrow their theme and that's just what you're going to get. Mark your calendars for June 18th and celebrate the start of the summer season.

enders for these events, call your friends and let's make this summer one for the record books. Watch for detailed information in your Log, special mailings and on the EYC website.



AND THAT'S JUST  
THE BEGINNING!

Have you been dreaming of the Hawaiian Islands? Well, your diligent Entertainment Committee invites you to celebrate the summer with an authentic Hawaiian Luau--EYC style on August 28th. We promise you will experience a taste of Hawaii enjoying superb food, excellent company, great entertainment and a super time.

Did you know that in ancient Hawaii, men and women ate their meals apart? Commoners and women of all ranks were also forbidden by the ancient Hawaiian religion to eat certain delicacies. This changed in 1819 when King Kamehameha II abolished these traditional religious practices. A feast where the King ate with women was the symbolic act that ended Hawaiian religious taboos, and the luau was born--long live the memory of King Kamehameha II. .

Well, now that you know what's in store for you this summer at the EYC, mark your cal-



# Team Graffiti's Journey to Mile Marker 0

by Tim Polaski



This past January, almost all of the EYC "TEAM GRAFFITI" racing crew loaded into the stretch van known affectionately as "chez whitey" and made the trek to warm and sunny Key West. The purpose was to participate in the "Terra Nova Trading Key West 2004" regatta - maybe better known as Key West Race Week. How did this come to pass? It was a major undertaking. After a failed attempt last year caused by tow vehicle problems, we were determined to make it happen. We also received a little help from our friends at Tartan/C&C Yachts in Fairport, Ohio, and we were on our way.

Our crew this year consisted of the following blokes: Skipper - Pat Huntley, Tactician/Trimmer Tim Polaski, Main Trimmer - Mike Hertner, Fuzzy Foreigner/Trimmer - Danny Claxton (flew in from Vancouver), Pit/Sewer man - Dave Machmer, Navigator/Instrument Man - Gary Edelman (JY 15 friend from Milwaukee) and Bowman Extrordinaire- TimMan Rastatter

The drive down was rather uneventful except when we decided that Pat needed a haircut in Columbia, South Carolina. While we were there, we had the van re-aligned, got new tires and we were on our way again. We arrived in Key West at o'dark thirty on an early Sunday morning under a crystal clear star-filled sky and beautiful temps in the 70's, foreshadowing what would be a perfect week to sail.

We "slept in" a little that morning and went to find our boat....a brand new C&C 99 being loaned to us by the factory. This was the inaugural event for this new class at Key West and we were more than happy to be a part of it. As

it turned out, Danny had found the boat the previous day and had spent the better part of that day underwater working on the concrete-like finish that was provided by the broker. Too bad for us...that meant the rest of us were to spend our day underwater scraping and sanding, scraping and sanding. When you weren't underwater, you were busy tricking out all of the purchases, halyards and fittings that you could grab. A lot of work was accomplished that day, but when it was all done, we were ready to sail.



The first day, and all of the following days were nearly identical; sunny and clear, with winds building from 10 to 15 up to 15-25 in the afternoon. Absolutely beautiful sailing conditions for this new class. Without boring everybody with details of each race, we finished the regatta in second place in a fleet of 11. I will tell you that we won a few races, did a few circles, and sailed in very close company with the rest of the fleet.

This was a tight fleet with only 2 exceptions...the 2 deep draft versions of the boat which sport an amazing 13" more keel than the rest of the boats. Designer Tim Jackett, sailing on a "standard" keel boat, realized the discrepancy on several occasions when sailing to weather, watching the long keel guys put "gauge" on the pack. To the credit of the factory and the class, Jackett has since put an end to this demonized version of the boat and has provided retrofit "standard" keels to those owners. ...a very good decision likely to contribute to the future success of this "one-design" class.

The days were long, leaving the dock at about 9 and coming back at about 3 or 4. By the time we got the boat put away and got back to the condo to clean up, it was dinner time. But there was still plenty to do as Key West offers a ton of night time entertainment options.

Off the track, there was fun to be had by all. A mother dolphin and her baby came alongside our boat in between races and rode the bow wave for awhile. Mr. Hertner provided swimming antics on a routine basis. Danny, Dave and Tim were corralled into a transvestite cabaret show on Duval Street, "Chez whitey" almost ran over Paul Cayard on a bicycle, we met catamaran legend/olympic medalist Randy Smyth in a run down bar, and we even had time to watch the "show" on Mallory Square.

Photos page 16

Top: A spectacular run with Dan Claxton trimming the spinnaker.

Middle: Even the Key West dolphins loved to tag along with Graffiti.





All in all a great 5 days of racing. Would I recommend this to others? Well, maybe. It is a top tier event as far as handicap racing and even some one-design classes are concerned. It is full of pro's and top amateurs all bringing their "A Teams". It is not inexpensive and it is a very difficult venue as far as logistics. Looking back, I think that if the tow vehicle got us there the previous year....the logistics would have killed us then. But, for those willing to go "the extra mile" to mile marker zero, you will be guaranteed memories to last a lifetime.



Photos page 17

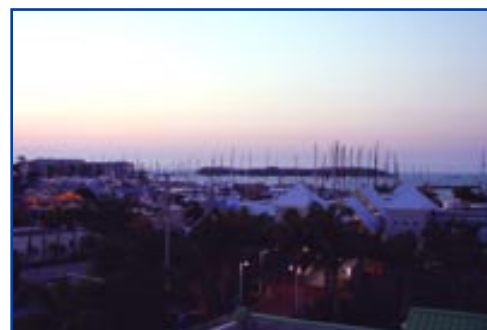
*Top Left: A beautiful run to the finish.*

*Lower Left: "whichway do I go... whichway do I go" Mike Hartner lost in Key West.*



*Top Right: We glad we not back there practicing a Chinese fire drill.*

*At Right: Sun setting over just part of the fleet.*

*Lower Right: A great advertiser helping make this log possible.*



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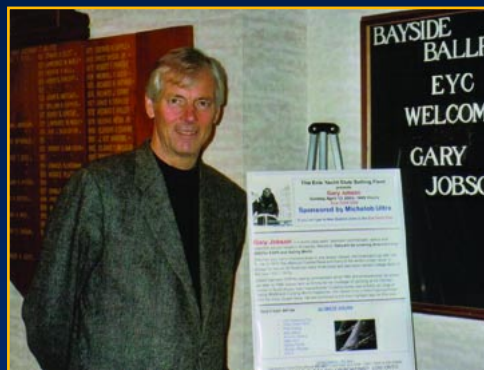


## Discover the EYC Sailing Fleet (continued from page 13)

the local Multiple Sclerosis Society.

The fleet conducts a number of annual fundraisers projects. 2003 events included fleet T-shirt sales, Cats Meow Lighthouse memento sales, Fifty/Fifty's ticket sales as well as the Gary Jobson lecture. There are also a number of commercial sponsors who contribute to the fleet's continued success. All of the revenues are used to retain low entry fees in order to get the largest number of boats and individuals on the starting line.

There is a certain camaraderie among the members of Erie Yacht Club Sailing Fleet as it's called today. The members not only enjoy the thrill of racing but also take great pleasure in exchanging their sailing stories with one another at the numerous post race parties held outside on the EYC deck. Series awards are presented along with free food and beverages while the racers spin their version of the events of the day that may or may not have actually occurred as presented. These items include exciting starts, close passing situations, huge waves, no waves, handicaps, near misses and even the occasional oops! Not to mention getting trounced by that much smaller boat, Arrggggg!



**Gary Jobson is a good friend and frequent guest of the EYC fleet and always an immaculate speaker.**

The parties continue with P/C Dick Robertson and his wife Debbie graciously host a summer picnic at their home for the fleet, skippers, crew and families.

The Awards Banquet is held in November where the numerous and beautiful annual trophies and awards are presented as well as a few fun awards like the "Captain Crunch Award" and the even the "Ground Hog Award" for those who found themselves a bit high and dry sometime during the season.

The 2003 Boat of the Year was awarded to *Boomerang* owned and skippered by the late Robert Netkowicz with his outstanding crew including Bob's lovely wife Lynda, Bob Melani, Jeff Krause, Dave Warner, Keith Donati, Chris Bloomstine and Bill Lasher. We all will miss Bob.

The fleet's mission is to provide quality competitive racing plus the opportunity for new skippers and crew to enter the racing fraterni-

**continued on page 19**

# EYC/Fear Factor Connection

by Sue Parry



**Meghan Allen and James Wise represent the Erie area magnificently on NBC's "Fear Factor" prime time series to a stellar second place finish.**

As many of you already know, part-time EYC bartender Meghan Allen and her boyfriend James Wise were contestants on the NBC reality TV show "Fear Factor" earlier this year. (The seven weekly episodes aired from January 12 to February 16). The program puts contestants through extreme challenges physically, mentally and gastronomically for the chance to win merchandise and big money.

I recently caught up with Meghan and James to find out firsthand about their experience, with particular interest in behind-the-scenes info that isn't generally known and how their lives have changed since being on the show.

First of all, Meghan said she had always wanted to be on "Fear Factor," even before she knew James. When she saw they were casting for couples, she "made" him apply with her!

Once they sent in their five minute audition tape, it was six months (January to June 2003) until they heard anything from the show's producers. And all they heard then is that they

were being considered as alternates since one of the nine couples selected had dropped out. This status soon lead to two all expense paid trips to Burbank, CA for interviews, and the rest is history!

Shooting began July 21st, and when the nine competing couples first met, they were told not to talk to each other. No reason was given, but Meghan and James figure it was part of psyching them up for competition. The rule was enforced for a couple days but proved impossible to maintain since the contestants were already spending time together off the set and forming friendships.

It took four long "sweltering" weeks to complete taping the show in and around Burbank, and Meghan remembers one day the temperature hitting 116 degrees. Their schedule called for three days of shooting then three days off. Early on some of the stunts took as long as 12 hours to shoot because so many couples were competing. Also, for all of the stunts, safety checks and adjustments to equipment had to be made after each couple competed.



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Whenever the couples were picked up at their hotel for a shoot, they were blindfolded for the ride to that day's location and for the ride back later. A couple of the shoots were actually in the middle of the night! Contestants wore their own clothing on camera, except for the first episode when they wore "Fear Factor" shirts to establish their identity as contestants. When the couples had water stunts, they wore bathing suits under their regular clothes so the viewing audience wouldn't be able to tell what type of stunt was next.

Asked what the worst moment for each was during the filming, Meghan said "getting sick," and James said "losing." But they outlasted all but the last couple, and that couple, who won the million dollars first place prize, had already become their close friends during the filming of the show. They recently vacationed together in Cancun, Mexico and will see each other again over the summer. Meghan and James didn't leave the show empty-handed by the way; they won a trip to Russia, which they hope to take sometime in August.

In the meantime, both have big decisions to make because being on "Fear Factor" has led to opportunities they didn't anticipate. While in Cancun they were recognized by an agent with whom they have now signed a contract. If this leads to jobs for modeling and acting, the young couple is prepared to move to



Even the less than succulent Fear Factor "shakes" did not deter our dynamic duo.

California and "see what happens."

A feather in their cap has already appeared in the form of an invitation to return to "Fear Factor" for a follow-up reunion show to be filmed this July and aired in the Fall. They will be competing with three other couples for \$50,000 winners purse.

For those of us who followed Meghan and James' adventure through the "Fear Factor" experience, I think all the EYC members and the entire Erie community can be proud of the way they handled themselves throughout the entire show to their second place finish in the final event. Thanks Meghan and James and congratulations.



## Discover the EYC Sailing Fleet (continued from page 18)



The fleet big wigs entertain Gary Jobson at one of his many visits to the EYC.

ty through a fun and friendly environment.

Tom Trost, the 2003/2004 Chairman said, "Anyone owning a sailboat can enter the JAM Fleet for a minimal fee of \$25 for first year racing skippers. Sailors from any local yacht club or marina are welcomed. Simply e-mail Dave Heitzenrater dddd@velocity.net or visit the EYC web page at [www.erieyachtclub.org](http://www.erieyachtclub.org) and click on "Sailing fleet"

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# 2003 Family Picnic

## ...coming again June 27th

by Alex Webster



"Are you sure you're painting what I asked for? I don't want you clowning around with my face."

Little Sydney from Seattle, Washington, a beautiful little three year old blond, had a good hold on her yellow balloon. She had already lost one yellow balloon and she was not about to let another one get away from her. Sydney's grandparents, Sharon and Jim Gillette, told me that her favorite color is yellow. So, when her first yellow balloon was lost, they had to replace it with another yellow one. Sharon and Jim have been EYC members for about a year. When their son, who is a pilot in Seattle, offered to let them spend time this summer with their granddaughter, they jumped at the chance. They extended Sydney's stay with them one day so she could attend the July 6th EYC Family Picnic. By the look on Sidney's face, I could tell the Annual Family Picnic was a big hit with her.

In fact everyone was smiling; and not just the kids. There was plenty to do and see on the lawn next to the club house; the "Dyno jump" to bounce in, the big blow up slide, and clowns to do face painting and fashioning animal balloons. On top of all that, there were plenty of live animals to pet which included a camel, a black llama, a young bison, several goats both big and small, bunnies, and even a few exotic chickens. And of course, there were pony rides for the kids as well. There was also the famous Henry Lorence Train ride for the little ones. Music by a Dixie Land band added to the merriment of the day. Finally, you could satisfy your hunger by going to the great summertime

food tent or enjoying the taste of a free Sno Cone, popcorn, and WOW. ... delicious Bruster's ice cream with your choice of toppings.

Just as little Carlie Cummings was preparing to climb the rock wall; I asked her if she was having fun. She told me that she had climbed rock walls before and she likes them a lot. I watched as she ascended upward, only to see her lose her grip at the very top. This



Another young mountaineer at practice. Next challenge... Everest!

caused her to just miss ringing the bell that signifies she made it to the summit. She seemed undeterred because a short while later I saw her back in line to try again. Carlie was now wearing a red, white, and blue butterfly on her face.

I asked six year old Alice Squeglia what her favorite activity was. After some thought she decided that the Dyno jump was her favorite. As we spoke, she decided to try the rock climbing next.

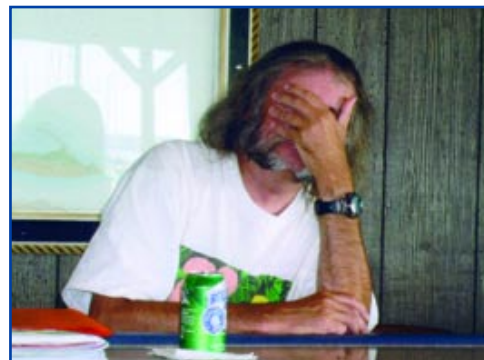


"Now Son that's water. Deep water. So stay away from it... I can't swim".

Kendra Habing, was here for the holiday weekend from Port Dover, Ontario with her parents, PDYC members, Ron (alias "Hubbell") and Karen. She donned a pink and purple butterfly painted on her face for the occasion. I asked her what her favorite part of the day was and she told me the ice cream, quickly followed by "the rock climbing was fun".

My two year old brother Michael's favorite was his ride on the black and white painted pony. He voiced his obvious displeasure when we took him from the saddle!

As for me, I was torn between the ice cream and the Dromedary (one-hump) camel. But maybe if I had tried the rock climbing. .. no, on second thought, I'll leave that to the kids.



"Kids... what kids? I don't see any kids!"



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# America's Cup Trivia

- Many red boats have competed in the America's Cup, none have ever won.
- The first America's Cup challenger to be tested in a towing tank occurred in 1887. The George Lennox Watson designed *Thistle* from Scotland was later defeated 2-0 by *Volunteer* of the United States.



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- The first live transmission of an America's Cup race took place in 1899. Marconi was responsible.
- The Genoa on a modern America's Cup boat has a competitive lifespan of 20 days.
- During the last America's Cup most challenger teams built between 150 to 200 sails each.
- The wind at the masthead of a modern America's Cup boat is often more than 6 knots greater than at sea level.
- No boat at the America's Cup has ever carried the sail number 13.



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# The 2004 Lake Erie Interclub Cruise

by David McBrier



It's hard to believe that in only a few short months we will be reaching for that cold beer to cool us off after a sunny day and warm breeze to Dover. Yes, I am here to remind you that it's time to start gearing up for the Interclub Cruise—even if you are still scraping the ice off of your car. So let's think summer. . 83 degrees, sunshine and shorts. Take the time today to notify your boss that you will be taking a few days off at the end of June.

The 2004 Lake Erie Interclub Cruise will begin with a great "Cha-Cha-Cha" party hosted by the Erie Yacht Club on Friday June 25th. Bring your appetite, thirst, and dancing shoes because we are going to start off with some hot salsa, margaritas and live music. Is there a better way to catch up with your friends around the lake after a long winter's rest?

## **Race Schedule: 2004 Lake Erie Interclub Cruise and Hopefull Forcasts.**

Forecast: "13-17 Knots of breeze, Sunshine and 83 degrees (Let's hope!)"

Race 1 - June 26, Saturday Erie to Port Dover, Ont.

Race 2 - June 27, Sunday Dover Triangle

Race 3 - June 28, Monday Port Dover, Ont. to Port Colborne, Ont.

Race 4 - June 29, Tuesday Port Colborne, Ont. to Buffalo Yacht Club (Downtown)

Race 5 - June 30, Wednesday Buffalo Yacht Club (Downtown) to Buffalo Canoe Club

## **Entertainment Schedule:**

Friday Night – EYC festivities, more than any one sailor can handle, pace yourself.

Saturday Morning – Full Breakfast at the EYC  
Saturday – "Sunshine & Racing" (Erie to Port Dover)

Saturday Night – Experience the local entertainment and perch in Port Dover.

Sunday Morning – Full Breakfast in Port Dover  
Sunday - "More Sunshine & Racing" (Dover Triangle)

Sunday Night – BHSC Rum Party, Fish Fry, and Crazy Canadian Entertainment



Monday Morning – Breakfast in Port Dover  
Monday – "More 15 Knot Sailing with 83 Degrees and Sunshine" (Race to Port Colborne)

Monday Early Evening – Steak Fry Dinner, Cocktails, and Fresh Seafood.

Tuesday Morning – Coffee and Donuts in Port Colborne

Tuesday – "Great Racing with 18 knot puffs." (Race to Downtown Buffalo Yacht Club)

Tuesday after finishing - Buffalo Wings and Entertainment

Tuesday Night – The Buffalo Yacht Club dining room will be open.

Wednesday Morning – Breakfast for those who are still hungry.

Wednesday – "13 knots of wind" (Downwind sailing to Point Abino)

Wednesday afternoon – Beer and Finger Food "Awards Ceremony"

Wednesday Night – Dining at the Buffalo Canoe Club

Do you need a better reason to participate in the Interclub Cruise? Try to beat these:

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3. Superb Entertainment and Dining
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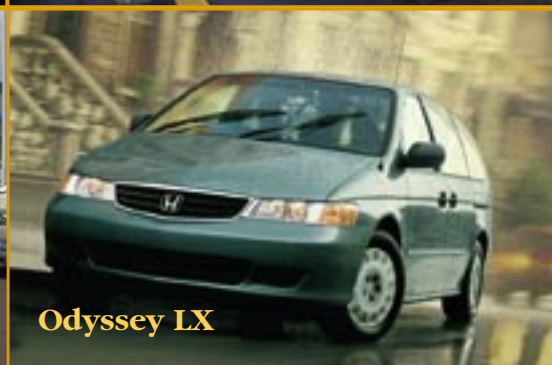
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