



**SPECIAL CLUB ELECTION ISSUE**

# **A Sculptor's Story by a Painter**



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## On the Cover...

"A Little Maiden of Copenhagen" by EYC sculptor in residence Paul Brugger.



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<b>A Sculptors Story by a Painter .....</b>	<b>3</b>
<b>The EYC Candidates .....</b>	<b>5</b>
<b>The "Gold Rush" Continues .....</b>	<b>12</b>
<b>EYC Scuba Diver to Navy Seal .....</b>	<b>18</b>
<b>Queen Mary 2 to London .....</b>	<b>22</b>
<b>WOW... What a Celebration .....</b>	<b>14</b>
<b>Getting Started Right .....</b>	<b>25</b>
<b>EYC to Host 2006 Snipe Nationals .....</b>	<b>14</b>

## From the Bridge

Commodore Andy Hanks



First, I would like to say it has been an honor to serve on the Bridge especially as Commodore. It is a unique experience that I am sure I will not soon forget.

With the help of our members, too many to mention, we have navigated through another successful year. It is those people I would like to recognize. The ones who raise money to support the Jr. Race Team and MS, who manage our racing fleet, who organize and manage our Rayburn Sailing School, who organize our social events, who design and engineer

club projects and those who run for office and sit on the Bridge and Board. In short, the people who make our Club what it is. One of the finest yacht clubs I have ever set foot in. Thank you for all your help and dedication during my tenure.

Now I get to move on to what I have learned is the most coveted of all titles at any yacht club "Past Commodore". It has been a pleasure. . .

Soon to be PC, Andy

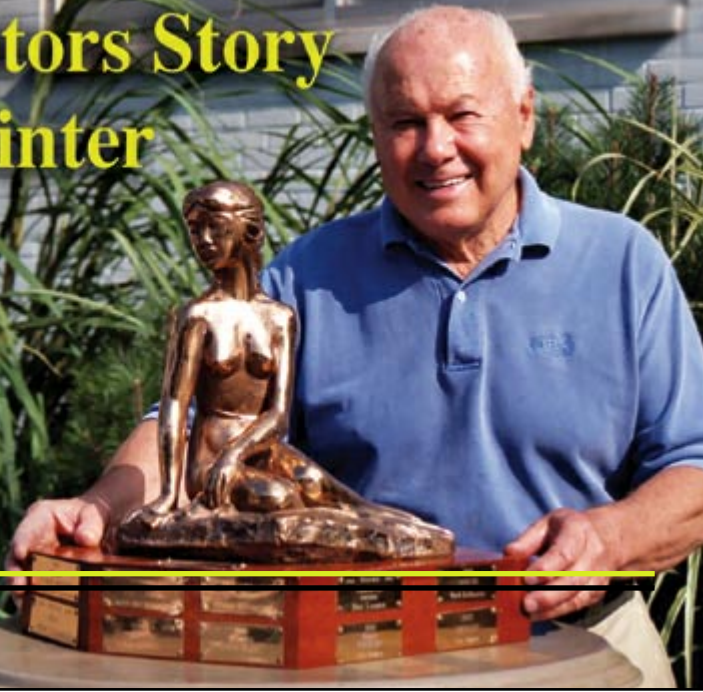
## Directory

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# A Sculptors Story By a Painter

by Doug Painter



**"A little Maiden of Copenhagen" was commissioned by Chester "Chet" Curriden named the Curriden Memorial Trophy.**

All members of the EYC should be aware that in the eighty year old persona of Paul D. Brugger, we truly have a natural resource. In addition to all his natural born inherent talent and a loving mother and father, Paul was blessed with three brothers and five sisters. Still surviving is sister Paula (Mrs. Don) Guerrbin and L Tim Brugger, a long time member of the EYC and an avid sailboater.

Paul's youth was spent in a residence adjoining A. Brugger & Sons Funeral Home on East Ninth St. which accounts for his gentlemanly soft spoken manner. In addition to the love and support of his immediate family Paul had the extreme good fortune to have the guidance and instruction of a spinster "Aunt Emma" who initially sparked Paul's talent for art and sculpture.

As a teenager, Paul attended East High School where he excelled at swimming while making a name for himself at the Erie YMCA, not only as a swimmer but as a squash player.

In 1943, at the height of WWII, all able-bodied young men were destined for immediate military duty. It was Paul's good fortune to draw naval duty. His first assignment was aboard DE245 escorting convoys across the North Atlantic. Paul describes the North Atlantic in winter, "The seas rose up to swallow us. The frigid wind froze the salt spray aloft creating ice accumulation so massive it threatened to crush the ship. Ice covered gun shields were flattened by heavy seas rolling over the decks." This account of rough seas posed the question, how about sea sickness? Whereupon Paul recited the standard naval procedure as told to him by a grizzled petty officer, "Eat a meal, stand by the head, throw up, eat another meal, throw up and continue doing so until able to keep food down." Paul's observation was that the chief was cor-

rect and after four days, the sea sickness was overcome.

Paul's education in the Navy was not all nautical, because when he was not patrolling the North Atlantic there were some interesting visits to Casablanca, Bizerte, Gibraltar and other Mediterranean and African port.

The Navy enrolled Paul in Hospital Corp School, Bainbridge, MD., in preparation for training in Sick Bay service. Upon successful completion of this course, Paul was assigned to the Clinical Lab Tech School at Norfolk Naval Hospital.



**The Governors Cup commissioned by Mayor Louis Tullio and was presented the first year by Pennsylvania Governor Dick Thornburgh.**

The Navy, realizing what an outstanding scholar they had in Paul, continued his advancement and transferred him from Norfolk Naval Hospital to the University of Virginia, where he was enrolled in Night Vision Testing Courses. Paul administered this test to many sailors, thus assuring sailors on duty had adequate night vision.

After Paul was discharged in 1946 he enrolled at the University of Pittsburgh as a pre-medical student. After three years study in pre-med at Pitt, the family prevailed upon Paul to join the family funeral business as a fourth generation member. So Paul trans-



**Gannon Golden Knight Logo commissioned by the graduating class of Gannon University in 1996 which is a solid cast bronze "heavy" relief plaque.**

ferred to the Pittsburgh institute of Mortuary Science which upon completion of that course initiated a long and successful career as a mortician.

At this point in his career Paul was married and had one daughter, Mary Beth (Mrs. Kevin) Karg. Paul's boundless energy did not limit his activities to being a full time funeral director as he launched a second pursuit as that of a real estate investor. Paul had acquired a large stand of land on West Grandview Blvd. upon which he built a fine ranch style house. As fate would have it, Paul lost his house and land to the state for "the common good", which ultimately became interstate 79. He was compensated. Through wise investing and attention to detail, Paul was able to grow his early investments in real estate to major holdings.

It was Paul's superior ability to recognize beautiful designs that benefited members of

continued on page 4





MORC Boat of the Year Trophy in cast bronze.



The Byron Cooley Pinochle Trophy which is gold plated over copper.



Boat of the Year Heitzenrater Memorial Trophy.

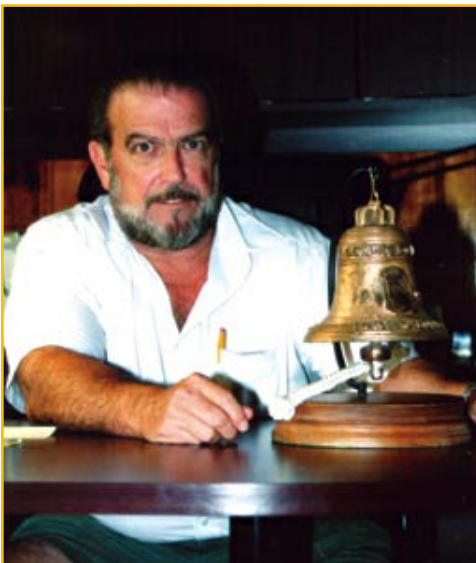
## A Sculptors Story (continued from page 3)

the EYC when Paul was appointed to the Decorating Committee in 1970 with Dee Bressler and John Ashby. They transformed the old main dining room and the Club's foyer into warm esthetically correct areas of raised panel mouldings, french provincial chandeliers, with complimentary wall paper and carpet all done on a carefully managed budget.

It was in 1991 that Paul retired from A. Brugger & Sons, that he zealously pursued his real estate business. It was also at that time Paul and this writer began riding our bicycles the 13 miles around the Peninsula. In a good year (normal rain) we clock 3000 to 3500 miles per season. This sounds like many miles, however at 100 miles per week it is no strain, especially at 7:00am in the morning when we practically own the place.

Paul has found time to own some interesting boats in his over 50 years as a member of the EYC. The *Snapper*, a 16-foot Ventnse Speed

Paul personalized one of his 1/3 size replicas of the *Brig Niagara's* ships bell for P/C John Ashby in 1995.



Boat, which I believe was the pioneer boat for water skiing in the area. On most days, good and bad, Paul could be out there on the bay with John Wolford, John Amthor, Ed Hurley and the writer.

Paul next purchased a rather tame single screw cruiser named *Cricket* with a suspected failing bottom. In order to accommodate larger parties the interior of this boat was removed to give it that rather wide open look. Then came a real ship, the sloop *The Victoria*, 65-foot long and weighing 21 tons. This boat required real seamen and accounted for many parties when it was not making memorable voyages like the time Paul acquired the title of "Reddy-Kil-O-Watt" when *Victoria's* mast took down the main cable carrying the electrical service to Port Dover that shut the town of Port Dover down completely. Things were back to normal in less than six hours thanks to EYC's Bob Way.

And now having some awareness of the prior activities and life experience of Paul Brugger, you will understand why Paul was able to create some of the most unusual and spectacular bronze sculptures found in the EYC trophy case.

Working in his large studio over the past 30 years, Paul has achieved a rare mastery of the art of the "cire pordue" (lost wax) bronze casting method, a procedure that dates back some 500 years. The lost wax process starts with a model or a picture of the subject of the subject. It is then necessary to build an armature or frame and build a rubber mold, the wax is encased in a special ceramic mold. Next the ceramic mold is placed in a furnace and exposed to a temperature in excess of 1,600° fahrenheit. This tremendous heat melts the wax off causing the wax to be "lost" into the atmosphere. The resulting void in the mold preserves the shape or configuration of the art object. The mold is now ready to receive the molten metal or ceramic of choice creating the final work. In the case of a bronze work the mold is then broken away from the bronze casting. Finally the rough casting is polished to achieve the

desired effect of the artist.

One of the most outstanding of Paul's works from my observation is the Arrow Ice Boat Trophy donated by the late John Amthor in 1970. This masterpiece exemplifies the speed and animation of the Arrow Ice Boat. The ice boat is literally flying while it sits in the trophy case.

An examination of these outstanding works displayed in the EYC Trophy Case is an experience waiting to happen for you and your guests.



International Arrow Iceboat Trophy was commissioned by Jack Amthor which is solid cast bronze.



The following regular members of the Erie Yacht Club have been nominated for the indicated office. The following slate of candidates is for consideration by the regular members at the annual meeting on November 19, 2004.

## CANDIDATES

### COMMODORE - ELECT ONE:

Richard Vicary

### VICE COMMODORE - ELECT ONE:

Jim Means

### REAR COMMODORE - ELECT ONE:

John Murosky

### FLEET CAPTAIN - ELECT ONE:

Samuel S. "Rusty" Miller

David Arthurs

### BOARD OF DIRECTORS - ELECT TWO:

David L. Parry

Gerry Urbaniak

Bob McGee

Conrad Stachelek

### NOMINATING COMMITTEE - ELECT THREE:

P/C Chris Wolford

Matthew Niemic

Frederick T. Sickert, Jr.

Tom Trost

To assist you in your evaluation of these candidates, each of the nominees was asked to prepare a statement for your consideration. These statements follow. Please plan to attend the annual meeting on Friday, November 19th at 7:30pm to vote for the candidates of your choice.

The Officers and Board of Directors thank the following Board members who have completed their terms on the Board for their dedicated service to the Club:

**P/C PETER TRAPHAGEN, DAVE ARTHURS and NICK VAN HORN**

Also Nominating Committee members:

**CHAIRMAN P/C JOHN ASHBY, JULIE ARTHURS, JIM OWEN, P/C DICK ROBERTSON, GARY WEIBLER and JIM CUMMINGS**

## SPECIAL ANNOUNCEMENT

The minutes of the 2003 Annual Meeting and the 2004 Financial Statement will be made available for members to pick up on November 8, 2004 in the Club's front office.





## **RICHARD P. VICARY, JR.**

Dear fellow Erie Yacht Club Members, Families and Friends,

I would like to take this time to thank the current Board of Directors for all of their support during my year as Vice Commodore. I feel that these directors have made great progress in improving the overall health of the Club and continue to stay focused in maintaining and upgrading all areas of the Club. They have taken on a lot of activities and are truly dedicated to the Club and its members.

I promise to stay on course as Commodore and one of my top priorities will be putting a formalized, cost effective plan into effect to start our docks and break walls. I am personally going to evaluate every dock in the basin. Please understand this will not be an easy plan to implement and will take years. At the special meeting your voices were heard and the Board of Directors will take action to satisfy those concerns.

I am also going to look into the pool issue again due to the fact that there are a lot of members who are very interested in having a pool. Hopefully we can come up with a solution to make all the members happy.

I wish to thank you again for your support. Please come to the annual meeting to cast your vote and voice your concerns and ideas. We have the best Club and members on the Great Lakes.



## **JIM MEANS**

Dear fellow members.

First let me thank you all for the terrific support you have extended me over the past two years.

As Vice Commodore, I plan to initiate a number of crucial projects of great importance to our club. For instance, we must enhance the stability of our present docks while seeking a permanent solution which may take several years to complete. This planning process has already begun. Further I feel to do the job right, while being financially prudent, we must draw upon the vast wealth of knowledge and talents of our membership. By following this course we will continue to have a yachting facility and organization unrivaled on the Great Lakes long into the future.

I ask for your continued support and look forward to working with and for you over the next few years.



## **JOHN MUROSKY**

Greetings fellow members,

I want to take this opportunity to thank all of you who supported my first year as Fleet Captain of the Erie Yacht Club. I also want to thank the grounds committee, John Schuler, Ed Schuler, Steve Samol, Steve Skwaryk and Conrad Stachelek for their help and commitment during the past season.

Our team was instrumental in cleaning up Ravine Drive with the help of Harborcreek Youth Services. We built the portable tiki-hut/DJ booth that most of you saw being used during many of the Thursday night happy hour gatherings. Many of you have enjoyed the three floating docks being used at the launch ramp and keg field. Our grass is greener and less expensive to maintain due to the sprinkler system installed during the front breakwall project. We now have a full compliment of vehicles and yard equipment to meet the challenge of maintenance and haul-outs. We had over fifty members consistently helping promote the monthly Monday picnic toward the goal of a possible new shelter in the future. Finally but not least, the Sunday "Lazy Lighthouse Relaxer" was a great success and supported by many members. There are also many more projects that were accomplished through the grounds crew headed by Bill Vogle and smoothly executed by his fine staff.

I mention these accomplishments in hopes that you will elect me to further help the Erie Yacht Club as Rear Commodore. I promise to maintain full steam ahead for the good of our club and all members. I intend to be a large part of the grillroom renovation and work with our staff to enhance the friendly atmosphere and promote even higher levels of service to everyone. Finally, I will pursue the upgrading of our basin and be a driving force behind future dock plans. Thank you once again for your support!

# Candidates for Fleet Captain



## **SAMUEL S. "RUSTY" MILLER**

I am honored to be nominated for the position of Fleet Captain of the Erie Yacht Club. It is a privilege to have the opportunity to serve the Club which has been so good to my family for generations. My wife, Shelly, and our four-year-old daughter fourth generation "boat nut", Shannon, enjoy the Club year round.

In the seventies and eighties, I raced in the MORC and PHRF fleets. I have held a USCG 100 ton Captain's license for the past twenty years. I am also a past President and served on the Board of the Presque Isle Powerboat Racing Association which conducted national and regional offshore powerboat race venues in the nineties. Our family is also a committed sponsor of the MS Regatta.

I own and operate North East Heat & Light Company, a natural gas public utility serving the North East area. My business experience affords me the management skills that will be an asset to our Club.

I have enjoyed the EYC for over thirty years and have witnessed the evolution the Club has gone through and realize we have much to do to remain one of the finest yacht clubs on the Great Lakes. If elected, I plan to make myself available to the membership for any concerns you might have. It is my experience, that many times the membership has some of the best ideas that need to be conveyed to the Bridge and Board.

My general mission statement will be to maintain a balance between fiscal responsibility, member affordability, and serious long range projects such as docks, breakwalls, and services that are needed for our membership today and into the future. Balancing all this is difficult, but I look forward to the challenge. I feel that future EYC successes will best be achieved by a member driven organization.

Thank you in advance for giving me the opportunity of serving you as your Fleet Captain and for your vote of confidence.



## **DAVID ARTHURS**

Dear Fellow Members,

It is an honor to be nominated for the position of Fleet Captain. I have been a member of the EYC for over 19 years. My wife Julie and I have made a family commitment to the EYC, raising our two daughters with sailing and a love of the water being a major part of our lives. One of the Club's major attributes is its family atmosphere, which if elected, I would work to preserve and promote.

I am currently completing my final year as a member of the EYC Board of Directors where I have served the last three years on the Membership and Constitution and By-Laws Committees, having served on the latter as Chairman for the past two years. I believe this experience is key in continuing the work started by previous Bridge and Board members and has prepared me well for this challenge.

I look forward to the opportunity to serve the membership, promoting our Club activities and maintaining the services we all enjoy.

I ask for your support on November 19th.

**Don't Forget to Cast your Vote  
On Friday, November 19th at 7:30 PM**

# Candidates for Board of Directors



**DAVID L. PARRY**

I am honored to be considered by the Nominating Committee as a candidate for the Board of Directors.

I have been a regular member of the Erie Yacht Club for twenty-seven years, and during that time have been involved in many club activities. Most recently I served three years on the Nominating Committee, being the Chairman in 2003. I also served on the Centennial Committee and the Entertainment Committee. I was a Director of the Reyburn Sailing School for eight years and spent another eight years running the MORC and PHRF Race Committees. I have participated in many MS Sailing Regattas as well.

For most of my years at the EYC, I have also been an avid boater, owning both sail and power boats, which I enjoy with my wife Susan, family and friends.

Two years ago I retired from General Electric Transportation Systems after twenty-nine years of service affording me the time to take my position on the board seriously.

Therefore, I have the time, the experience, the capability and the desire to contribute on behalf of the members in representing their interests ensuring that Club traditions and values are maintained during the coming years.

Thank you and I would appreciate your support on November 19th.

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**GERRY URBANIAK**

I am grateful for the opportunity to serve the Erie Yacht Club as a Member of your Board of Directors.

Through my twenty years of affiliation with the EYC Racing Fleet, I have learned to admire and appreciate the personal investments and efforts of all boaters who have a passion for their sport and a tradition of camaraderie and friendship with their fellow members. Preserving and encouraging this spirit is one of the noblest efforts that I, as a Board Director could promote. I would be an advocate for fiscal strength and stability, wise property maintenance and development, constant monitoring and improvement of our delicate environment, and vitality in our membership census.

As Co-chair of the EYC Social Committee for nearly ten years, I have learned the value in maximizing the benefits of our leisure time, and the importance of carefully planned and well-organized events.

On a more personal note, I am proud of the 75 year history and achievements of our family businesses: Urbaniak Bros. Inc. and Andy and Gerry's 8th Street Deli. Our insistence on premium customer service and an extensive knowledge of food profitability, meal conferral, and local taste preferences would follow me to the Board Room of the Erie Yacht Club. My civic responsibilities include board membership at St. Martin's Center, President of the Erie Neighborhood Growth Partnership Corporation, and Chairman of the Erie Redevelopment Authority where land acquisition, development planning, and state and federal land compliance issues have become a second profession. My educational background includes an undergraduate degree in Economics from Boston College and a graduate degree in Developmental Economics from UCLA. I have taught Business Economics and other related subjects at Gannon University, Mercyhurst College and UCLA and have taken part in many development projects both locally and abroad.

My membership and involvement in the Erie Yacht Club is one of my most prized affiliations, and I believe that in so many ways the Erie Yacht Club is one of the greatest clubs to be found anywhere. I will work hard to preserve our excellence and plan for a bright future.





### BOB McGEE

It is an honor and a privilege to be a candidate for the Board of Directors of the Erie Yacht Club.

Since joining the club over a decade ago, we have enjoyed every minute of the membership. Both my wife Joyce and I enjoy our fellow members, the Club's many social functions and our great facilities. We spend an average of three to four days per week at the EYC year round. We are powerboaters who enjoy sailing with our friends. In fact, we just recently completed our first sailboat race and the experience was great.

I have served on the Entertainment Committee for the past three years as well as both the Grounds Committee and the House Committee. This experience coupled with my business partnership at Modular Engineering Company, has given me thirty years experience in design, engineering, and fabrication along with the management skills that will certainly be of benefit to the Club. I also hold a USCG Masters Captains License.

I pledge that if elected "no effort on my part will be spared in representing the best interests of the members of this remarkable Club.

Thank you for your support.

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### CONRAD STACHELEK

I would like to thank the nominating committee for being considered as a candidate for the EYC Board of Directors. I have been a lifelong boater, having spent many summers on the waters of Long Island Sound and Cape Cod, and later, on Lake Michigan. I joined the EYC shortly after moving to Erie in 1993. As many in the sailing fleet know, I recently started to race my boat, *Icebear*, with my wife Janet, sons Gregory and Alex, and several other EYC members. When not sailing, I am a physician (Radiation Oncologist) at The Regional Cancer Center and currently serve as the Clinical Director of Radiation Oncology. I am also one of two physician members of the Board of Directors of The Regional Cancer Center.

I think there is little doubt that the EYC is the premier yacht club in this region; however, this does not mean that we can simply assume that this will be the case in the future without continual improvements in our facilities. Some things are already being done, such as the upcoming grill room renovation, but others remain. Many members have commented that we need to change to remain "competitive" with entities such as Wolverine Marina. In my opinion, its drawing card is its proximity to the center of Erie where there is easy access to restaurants and nightlife. Another draw appears to be its new docks. Obviously, we cannot compete with the former, but we can work together toward competitive improvements of our infrastructure in the basin, and in the clubhouse.

I propose to serve the EYC members in a manner that ensures that the club moves forward while remaining fiscally responsible, and will try to do so while minimizing the divisions between members with different visions for the club. I am no stranger to such a scenario, having spent several years dealing with hospital administrations with divergent visions for The Regional Cancer Center. Fortunately, the end result has been favorable in that instance, and I am optimistic that the same can happen here at the EYC.

# Candidates for Nominating Committee



**P/C CHRIS WOLFORD**

I am flattered to be invited to run for a Nominating Committee seat. I have been a member for 28 years and have served as EYCRF Chairman and historian, Nominating Committee, Board of Directors (2 terms), Past Commodore (1997), Historical Committee, Constitution and By-Laws

Committee and Reyburn Junior Sailing Committee.

I am keenly aware of how important this committee is to shaping our club's future. Representing the interests of over 1000 members of diverse background and all ages is not an easy job. It takes volunteers with not only an understanding of club operations but more importantly, people considerate of our membership and its traditions that are the cornerstones of our outstanding yachting organization.

Our club is made up of talented, successful people who have a common interest in boating. It is this committee's function to find those members interested in the club's future, and convince them that they are needed. Please consider volunteering your time and effort to improve the club by introducing yourself to the Nominating Committee.

I ask for your vote at the annual meeting.



**MATTHEW NIEMIC**

The Nominating Committee is one of the most important committees at the Erie Yacht Club. As a member of the Nominating Committee, I would promote quality members to guide our Club on a positive course so that we remain one of the premier yacht clubs on the Great Lakes.

It is important to develop a strong slate of candidates who will effectively navigate our yacht club in this direction.

On a personal level, I have been involved in many Club activities including the design and construction of the guard-house, the Reyburn Junior Sailing program, and the EYC Sailing Fleet. My wife, Bridget, and my three children enjoy the Club on an ongoing basis.

Thank you for your consideration, and I look forward to your support.



**FREDERICK T. SICKERT, JR.**

Dear Members:

I am interested in bring elected to the nominating committee of the E.Y.C.

For the past 26 years I have been a member of the EYC, starting out as a junior sailor back in '72 and becoming a family member in '78. During this time I have participated in many EYC events, especially in the

sailing racing fleet. I have a good knowledge of what the club has to offer its members and would like to be part of the decision making process for the future. I am familiar with working on committees, having served on several for the Sigma Chi Fraternity while attending Clarion University.



**TOM TROST**

Dear fellow members,

I would like to take this opportunity to introduce myself as a candidate for the Nominating Committee of the Erie Yacht Club, the finest yacht club on the Great Lakes. I have been a regular member of this club since 1987. For the past 6 years I have owned the sailboat Keya located on "O" dock. On our dock we are surrounded by

power boats and sailboats alike. We have hosted spur of the moment parties with fellow boating neighbors and Friday night wine tasting parties. I might also add we have even had the privilege of having P/C Jim Owens give a seminar on the making and proper tasting of fine wines...a wonderful power boat neighbor he and Patty are. My family and I also enjoy sailboat racing, pleasure sailing and power boating alike. It has been my honor to be the Erie Yacht Club Racing Fleet Chairman for the past two years. It has been my pleasure to also participate in the EYC Bowling league, MS Regatta as well as volunteering and participating in our clubs many activities.

I consider serving on the Nominating Committee of the Erie Yacht Club an honor and a privilege. And, if elected, I will take this position very seriously and fully understand its responsibilities since this elected group helps to determine the future officers and directors as well as the future success of our club. I appreciate this opportunity and ask for your vote. Vote Tom Trost on November 19th.



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## The Newborn Art of Navigation

by Sandy Will

Centuries before the invention of essential instruments of celestial navigation such as the compass, sextant and chronometer, the Mediterranean mariners sailed their craft out of sight of land (by day and by night) using as their guide common sense and a few basic astronomical observations.

They knew that the sun came up in the east and set in the west and that by night certain stars did the same. To the north, the Great Bear could be seen overhead, serving as both a directional beacon and a crude timepiece. Early navigators also used winds, currents, water depths and even the migratory habits of birds to determine their position.

But not until the 11th Century did a device come into use aboard ship that could, at any hour, in darkness or light, in fair weather or foul, give a mariner his direction of sail with reasonable accuracy. This tool was the magnetic compass, whose pointer constantly indicated the magnetic North Pole.

The first marine compasses were crude in the extreme. They simply had an iron needle that had been magnetized by rubbing it against a piece of magnetite and then floated on a wood chip in a bowl of water. Later came a more sophisticated design in which a circular card marked with points of the compass was attached to the needle. The whole affair then rotated on a brass pin in the bottom of an empty cup.

The compass was a boon beyond price to the navigator. But for all its virtues, it still remained true that the compass could only point direction. Exact location still remained a mystery.



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# The “Gold Rush” Continues

by Toni & Dave Sample



Sawyer Glacier at the end of the Tracy Arm Fjord from aboard the cruise ship *Norwegian Spirit* just outside of Juneau, Alaska.

Most people, by the time they reach their ‘Golden Years’ (we’re not sure when that starts), have a firm idea of their one big ‘dream’ vacation. Ours was to go to Alaska. That was, of course, after we had seen the Grand Canyon, Yellowstone, and “big sky” country a few years ago. What spurred our desire to see Alaska was our trip a few years back to the Maritimes (You may remember that article in the Log) . Labrador, at the same meridian as Alaska, was so amazingly bright and clean that I (Toni) felt I had spent my life looking through dirty glasses. Our lust for Alaska (probably similar to the gold rush days) was so strong we didn’t care if we went by car, train, plane, ship or dog sled -- we wanted to see those pristine waters, the blue glaciers, the ice flows and the tremendous mountains of the Northwest.

We called our travel agent and booked a cruise on the ‘Inside Passage’ from Seattle. Seattle is a very ‘artsy’ city. The Waterfront, Pike Place Market, Pioneer Square, Seattle Center, Washington State University campus and the neighborhoods of Queen Anne and Magnolia, even the Ballard Locks -- all proudly displayed imposing statues and artwork of local artists.

Our first day on the NCL “*Spirit*”, with 1,966 fellow passengers and 965 crew representing 52 countries, was spent traveling the inside passage marine highway to Ketchikan, Alaska. We passed the San Juan Islands and

traveled with Vancouver Island on the Pacific side (port) and British Columbia to our starboard. Much of that passage was at night. The first full day at sea we traveled the narrowest part of the passage ducking in, out and around the many islands and inlets that comprise the passage. The fog rose and fell con-



Marina located on the waterfront just in front of the Pike Place Market which is the new art nouveau area of Seattle, Washington.

tinuously throughout the day. We spotted whales, dolphin, schools of feeder fish, eagles and terns. The scenery was ‘ethereal’ -- almost as though we were seeing distant mountains and islands through a sheer veil.

We acquainted ourselves with the ship which was 880 feet long, 106 feet at her beam, with a 26 foot draft and a gross ton-

nage (before she was loaded with people and supplies) of 77,000 tons. Her cruise speed was 24 knots and her Captain was Norwegian. She boasted 10 restaurants, 3 nightclubs, a casino and all the accouterments of luxury care and comfort of a large city. Many of those reading this article have cruised so we won’t bore you with the “hotel on water” details.

We arrived in Ketchikan at 7 a.m., disembarked and began a walking tour on our own. The waterfront part of the town was ‘touristy’ (as were all our ports of call except the last one, Prince Rupert, BC, which was a new port of call for cruise ships). The way to see Alaska (unless you are there to shop for Gold or Tee shirts) is to get out of the waterfront district. We walked several miles along Bridge Street which is a board walk above the river and continued our foot journey along a salmon ‘ladder’. It was spawning time and we watched as thousands of salmon made their way up the long and difficult (sometimes natural and sometimes artificially produced) ladders. They struggled uphill through fast-moving water to the place they would lay their eggs and die - completing



One of many hand carved and hand painted totem poles in Totem Village, Ketchikan, Alaska. Each totem pole tells an Inuit story.



their cycle of life. We continued our walk to the 'hatchery' and crossed the bridge to "Totem village". It was at the end of the bridge where I (Toni, again) took a tumble (never known for my grace) and was saved by my purse strap catching on a bench. If not for that purse strap I would have continued down the steep grade, fallen over the cliff and landed in the rocky river bottom below. I was glad that I was spared the opportunity to take a more 'intimate' look at the spawning salmon. Back to the "Totems" - the Alaskan native tribes including the Tlingit, Haida and Tsimshian - tell their stories through the "totem" art form. These beautiful totems stand 20 or more feet high and each is hand carved and painted with symbols of birds, fish, beasts and man.

The next day the ship docked at Juneau. Here we discovered that Southeast Alaska is part of the largest temperate rainforest in the world. The moist air moves in from the Pacific and into the Coast Mountains which causes rain to fall at the lower elevations and snow to blanket the peaks. The locals were very dismayed because it was sunny and warm and they had not had rain for two weeks. Obviously, these people are not Erieites who anticipate with longing their warm and sunny days. The grasses were turning brown and the mountain tops were, for the first time in many peoples memories, bare of snow. The glaciers were melting rapidly and receding. In Juneau we toured the city and another 'hatchery' learning that salmon are 'conditioned' by the type and smell of the water they are raised in prior to their release so that they return to the same spot when they are ready to spawn. Continuing our journey we arrived at Mendenhall Glacier. A remarkable site of glacier waterfalls, thundering ice avalanches, ice flows and the amazing expanse of glacier between the two large mountains ascending from peak to waters edge.

Back at the ship the gang plank was raised and our journey continued with the steady hum of diesel engines and the slight rock as the stabilizers were lifted. We entered the Tracy Arm Fjord for the most remarkable part of our journey. Our Captain traversed his way around islands and narrow passages as he wound through the glacier ice fields for approximately 50 miles until we reached the splendid Sawyer Glacier. I was sure I could hear the theme from "Titanic" playing in the background, however, I think it was just my overactive imagination. The glacial ice, compacted tightly by time, was an amazing 'Caribbean' blue. It was crispy cold and breathtakingly beautiful. The steam rising from our cups of fresh hot "Baileys" coffee grasped in our mittened fingers enhanced all of our senses as we could see, feel and hear and taste the moment. We dined that night on butter drenched lobster and watched the ship make it's way back through the ice fields. Ahhhhhh. This is what we came for -



Eagles taken at Juneau fish hatchery. The eagle with the white head feathers is at least three years old.

- those 'miners' of '98 couldn't have found any greater riches than we had found in this amazing Alaska.

The next day we were sure would be an anticlimax. Not at all. In Skagway we boarded



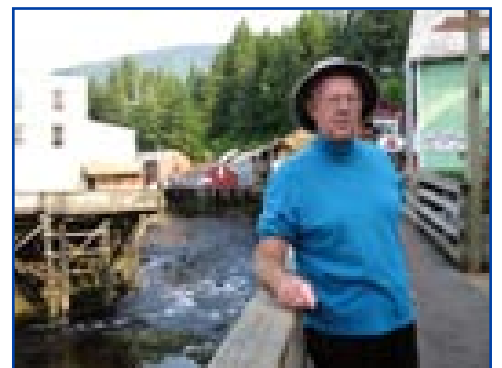
Beautiful Sawyer Glacier - looking up the Tracy Arm Fjord valley.

the "White Pass - Yukon" train and began our ascent to White Pass summit with an elevation of 2,865 feet. On the way we passed glacial river whirlpools, the spectacular "Bridal Veil" falls, the steel bridge known as one of the engineering marvels of our time and went through two granite rock, hand chiseled, tunnels. This narrow gage railroad, was born in the 1898 Klondike gold rush in order to transport the 'miners' and their gear to the Yukon. Looking out the rail car window, straight down the side of the car, to the almost

3,000 foot valley bottom below caused a 'skip' in your heartbeat and 'breath catch' in your throat. That night our ship sailed away from this awesome State.

The next morning we found ourselves boarding a bus in Prince Rupert, British Columbia. After a 60 mile drive past the Skeena River we arrived at the Exchampsix River camp. Both of these rivers flow with the milk blue silty waters of the melting glaciers. We jumped into a jet boat and proceeded up the "Exchampsix" where we were regaled with the wonderful swoops and dives of beautiful Bald Eagles as we rusted them from their otherwise serene perches. Brown bears were also present on the river. We returned to have a fresh caught and cooked Salmon bake at riverside and then toured an "old growth" (untouched) forest. One of our guides was a Grisly bear safari guide. He gave us a brief lecture on the life and wanderings of Grisly, Eagles and Beaver.

continued on page 17



Dave relaxing on Bridge Street, which is actually a big boardwalk lined with houses, at their first port of call Ketchikan, Alaska. The red house in the center of the photo is "Dolly's House of the Night!"

# WOW...

# What a Celebration!

## 20th Annual MS Regatta

Records come to the MS Regatta year after year and now decade after decade. And what a celebration it was for the 20th Annual MS Regatta. A little rain could not dampen the spirit and enthusiasm of the more than 800 participants at this year's event.

In 2003 we said "how are we ever going to beat the record of 92 boats and over \$42,000 in revenues." Andy Hanks, in his 10th year of chairing the event said simply "by getting 100 boats in the Regatta". Well thanks to a great committee's work ethic and the super generosity of yachtsmen and sponsors, a record 109 sail and power boats combined with another record amount of nearly \$50,000 benefitting local and area MS clients was attained.

In the words of twenty year MS Regatta veteran Eric Ambro, which he has always puts on the "tally board" in the galley, "THANK YOU ALL".








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## November & December Calendar of Club Events

### November

- 4th Celebrity Bartender Night  
5:30 - 7:30 PM
- 5th BINGO 7:30 PM
- 11th Celebrity Bartender Night  
5:30 - 7:30 PM
- 12th BINGO 7:30 PM
- 18th Celebrity Bartender Night  
5:30 - 7:30 PM
- 19th Annual Meeting 7:30 PM
- 20th EYC Racing Fleet Banquet  
No dinner service due to banquet
- 25th Club Closed - Happy Thanksgiving

### December

- 2nd Celebrity Bartender Night  
5:30 - 7:30 PM
- 4th Members Christmas Party  
with Tennessee Back Porch
- 9th Celebrity Bartender Night  
5:30 - 7:30 PM
- 12th BINGO 7:30 PM
- 16th Celebrity Bartender Night  
5:30 - 7:30 PM
- 18th Saturday Breakfast with Santa
- 19th Sunday Breakfast with Santa
- 21st Tuesday Dinner with Santa
- 23rd Celebrity Bartender Night  
5:30 - 7:30 PM
- 30th Celebrity Bartender Night  
5:30 - 7:30 PM
- 31st New Years Eve Bash  
with Familiar Spirit

Some of our Canadian cronies took a "one minute" break from festivities to honor us with the 2004 official Dover Days photograph while attending the cocktail reception at the Stachelek's home.



## Dover Days Doin's 2004

Twenty-seven boat loads of our Port Dover Yacht Club party partners joined us for the 2004 Erie Yacht Club's Annual Dover Days Celebration.

As usual it was all about great friends, great fun and another great cocktail party for our fellow boaters from "across the pond" hosted again by EYC members, Janet and Conrad



*Foxy Lady or not Eric, "you sly dog," you should not do that to the party's hostess!*



*Janet found protection from "that sly dog" as she relates her shocking story to her husband Conrad, and Roselee Hanks..." and then he..."*

Stachelek. Then the Club "rocked 'em out" with fantastic live music til the wee hours were successfully attained.

I can't understand how all those Canucks can rise up in the morning all bright eyed, bushy tailed and ready to go...it must be all that clean Canadian air and their steady diet of fabulous Lake Erie perch which they all reverently adhere to. Oh well...see you next year. Aye!



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## The "Gold Rush" Continues (continued from page 13)



Toni on the Mendenhall Glacier National Park trail in Juneau. Where Toni is standing was where the glacier was located forty years ago.

Our last day at sea took us back to Seattle via the Pacific. Long airport waits coupled with short in-air flights brought us back to the reality of life on the Eastern coast of the USA. One could not make this journey without a realization of the awesomeness of God's creation. We are very grateful that God has granted us the health and wealth to be able to enjoy such an experience in our "Golden Years" and that we could share this experience with you.



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# EYC Scuba Diver to Navy Seal...

## a conversation with Commander David W. Strong, USN Retired

by P/C John Ashby

*Ashby:* "What influences effected your selecting a military career in the Navy?"

*Strong:* "How did I get in the Navy...well,I don't have any military history in my family. The closest relative I have that was in the military was Colonel Strong Vincent. My great grandfather's sister was his mother. The Strong's and the Vincent's were closely tied families for years. But no one else in my family has ever been in the military. My wife Paula said one night 'I know why you were in the military, look at all your baby pictures, your mother always had you dressed up in those little sailor suits.' I have always enjoyed water sports. As a wee lad I got into sailing through the EYC's Reyburn Sailing School, later sailed on Enigma and in high school (Strong Vincent High School) I got active in swimming...so I guess a career in the Navy was a logical progression. But how I ended up in 'Special Warfare' I don't know. I remember as a kid reading comic books about war. They had a lot of comics about frogmen, that was before Seal teams, and I remember liking old movies about frogman adventures. Then remember in high school when we started scuba diving, you and I and Roger Ellenberger?"



A training exercise called "Lockout" is how Seals exit a submerged submarine to begin a mission.

*Ashby:* "The three of us were also divers for the Club."

*Strong:* "Digging around in the muck on the bottom and getting paid for it."

*Ashby:* "I remember you were the only one out of the three of us that got 'shots' so you wouldn't get sick from the polluted water and you were the one that ended up getting sick as a dog."

*Strong:* "My mother insisted on me getting those shots."

*Ashby:* "And that was the beginning of it all?"

*Strong:* "Well, then I received an appointment to the Academy (United States Naval Academy) at which point there was nothing even called 'Special Warfare', since Seal Teams didn't come into existence until 1962. There was the Navy UDT (Underwater Demolition Teams) which wasn't considered a 'proper career' for a Naval Academy graduate so when I graduated (class of 1965) I went to a destroyer for a couple years then volun-

teered for UDT training. I believe I was only the 4th or 5th Academy grad to every go into UDT Seal Team. When I graduated from training in 1967 I went to a UDT team on the east coast. At that time there were only 2 Seal Teams - Seal Team 1 and Seal Team 2 - So I went to Seal Team 2 and then had two tours in Vietnam. After Nam I was the executive officer, the number 2 guy, at UDT 21 at an amphibian base just south of Norfolk. Later I got selected to head up an outfit in Europe on the island of Crete in the Mediterranean. In Crete we worked with commandos and frogmen from both European and middle eastern countries. While stationed in Crete I got married to the young lady that you introduced me to and so Paula and I spent 18 months on the island of Crete and that's where our daughter was born. We then returned to the States and I was stationed in Norfolk for a couple more years."

*Ashby:* "How long did you spend in Vietnam?"

*Strong:* "I spent two tours over there. One six-month and one one-year tour. The six month tour was with the Seal platoon down in the



Diving for dinner... lobster dinner while aboard a swift boat in Viet Nam in 1969.

Delta and the one year tour was as an advisor working for a group called MACV SOG which worked primarily for the CIA. I had this group of Vietnamese, they were actually North Vietnamese that had come over to our side. We would dress them up in black pajamas and give them AK-47s and we would go around to little villages looking for specific people by name. We would find out that so and so lived in this village and he was say a VietCong tax collector, or something. I would carry the radio and a machine gun around but of course I couldn't go into the village with them. They would go in with their little transistor radios going and their guns over their shoulder and say 'Hi we're from the local cell up the road and were looking for Minh and the villagers would say 'Oh he lives over there.' The idea of course being to grab him and take him with us for intelligence gathering purposes. But it got pretty interesting sometimes. My Vietnamese guys were a little crazy. They would be running out of the village, charging through the jungle with bullets flying and grabbing up chickens for dinner that night! The interesting thing is I was talking to one of the current active duty Seals that was over in Iraq and they're doing the same thing over there. We went in on boats and they're going in on Hum Vs at night finding people and rounding them up. So Seals are still doing the same stuff, more hi-tech, but the same basic operations."

**Ashby:** "What was the real motivation for you to go into the Seals?"

**Strong:** "It had always appealed to me. It's something that I thought sounded exciting and challenging. Something fun to do, and most of the time it was. You know you talk to a lot of people who went to Vietnam and you hear that it was the most traumatic time of their life and I can understand that. You talk to some of my guys (Seals) and they all say that some of the best times they ever had were in Vietnam. I mean they weren't all good, there was a war going on. But in our case it was sort of the ultimate game of adult cowboys and indians. You know sneaking around the woods at night. It could be really exciting and sometimes it was really scary, people got hurt and sometimes killed...but most times it was just exciting. You would be sneaking through the woods trying to be real quiet and a water buffalo would come rising up out of the rice patty and scare everybody half to death and we'd all start laughing. Particularly down in the delta where it was all wet and you would have to cross these irrigation canals. The Vietnamese were small and lightweight and they would just take a piece of bamboo or tree trunk and lay it across these little canals and scoot across. Then along comes a great big American carrying all their gear and they would start to cross and the things would go crashing down into the water and everybody would laugh. It was fun. It was exciting."



**Dave's Seal squad in the Mekong Delta in 1970 while working out of a South Viet Nam Army Base.**

**Ashby:** "I remember that whenever you came home on leave you never seemed too upset about Vietnam. Do you think that was because of your training?"

**Strong:** "When we (Seals) were in Vietnam we were usually working out in the boonies. When we would come into a big city or we'd be working out of an Army base and talk to the Army guys they'd say 'You guys go out there in the woods at night, just six or seven of you, man I'd never go out there with less than a battalion.' Me, I'd never want to go out there with a battalion. We'd paint up our faces, we had camouflage uniforms and we'd go sneaking around. We figured we were pretty much invisible and for the most part we were. Whereas I would watch these Army and Marine units do these big battalion sweeps and they might never see the enemy but they would take fifty casualties from tripping booby traps and stuff like that. To me that was scarier than sneaking around the woods at night."

**Ashby:** "What about the Seals today?"

**Strong:** "Today there are probably 4 times the number of Seals we had during my career. It is a warfare specialty much in demand. They are spread so thin and they are deploying so much its hard to keep those guys in the military. It's a hard life for wives and families. (Seals are still an all male organization.) Fortunately I was married to a strong women who not only managed to survive but to thrive in the environment. We were married for the last 14 years of my career and in those 14 years we moved 13 times including 4 foreign countries. So Paula would be stuck selling

the house moving the kids and taking care of them while I was away." I was in the service a total of 26 years, including the 4 years at the Academy. I graduated as an Ensign and retired a Commander.

**Ashby:** "Were you always active in the Seals?"

**Strong:** Yes and No. After Vietnam and my time with the East Coast Team, I went to the West Coast Seals where I was commanding officer of Seal Team 1 in San Diego. Then the whole family moved to Peru for 4 years. In Peru I was part of a Military Assistance and Advisory Group (MAAG) which the U.S. has in every country with whom we have diplomatic relationships, because we sell military equipment to those countries. Then I went to El Salvador for a year and my family moved to Panama. I did essentially the same thing in El Salvador except that there was a war going on at the time so it was a little different there. It was an interesting experience. Lovely country, nice people. Funny story...when our daughter Nicole graduated from college she went into the Peace Corp and she spent 2 years in Guatemala living in a little shack in a small village. In contrast, when I was in El Salvador I had a bulletproof car and a body guard and had to be in 24 hour per day contact with the Embassy by radio. I had some vacation time coming up so I put in a request to go to Guatemala for a week because I had never been there and I wanted to see the country. My request was denied because they said it was 'too dangerous'...times sure do change. After El Salvador I went to Panama where I worked on an Navy admiralty staff traveling around South America primarily helping those coun-

# A Cruiser's Prayer

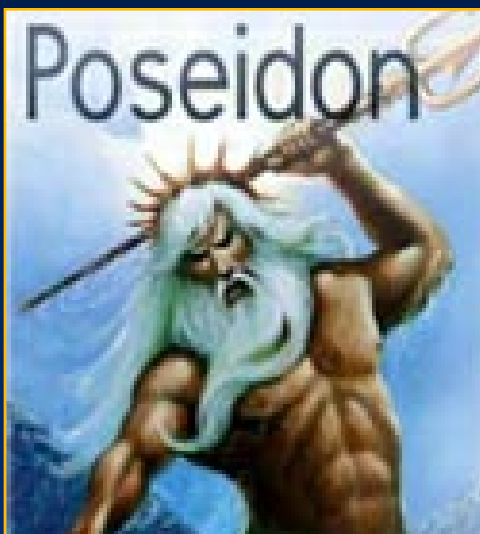
Written by Dave Wallace  
Submitted by Sandy Will

Please, Poseidon let there be a slip and shorepower left for me when we arrive late after a fine day of running free without any complications.

Let me ease into my place without a crunch or the disgrace of tossing a line and failing to embrace a piling with my neat, nautical noose.

Let the showers pour out hot, and let the local restaurants not be too crowded for us to find a spot without waiting in line.

And, finally, let the weather stay as fine for the balance of the way, as it was for us this perfect day spent cruising.



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## EYC Scuba Diver to Navy Seal...

(continued from page 19)

tries develop small patrol boats under 100' in length. We left Panama about 6 months before the US invaded it. Another funny story...after we returned to Erie, my son Christopher, was going to school in Fairview. He came home from school and was all upset saying 'Today in school the teacher held up a picture and said does anyone know who this is? I said yes that's General Noriega and she said very good Christopher you must have been watching the news.' He said 'No I know General Noriega and she didn't believe me.' While we were in Panama, Noriega's office was right across the street from the office that I worked out of and the General had a big swimming pool. We also lived just up the hill on the same base so Noriega let the kids swim in the pool. He would come out to the pool all the time and give the kids candy and talk to them. So the kids not only met him but got to know him fairly well."

Ashby: "To say the least you've had a very interesting military career. Do you encourage young people to look at the military as a career?"



Dave and his group were called in to rescue a downed Army helicopter crew after it's engine had failed.

Strong: "In my case the military was fun. You get to see a lot of different places, you get to do different things and as a young person you get a lot of responsibility and there is constant progression. It's not for everybody, but I encourage a lot of young people who don't know what they want to do with their lives to try it the military. It can help them figure out what they want to do with their lives. Even if you're not going to make it a career, it certainly can't hurt you. I see so many of these young kids saying 'I've got to go to college',

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and they have no idea what they want to study so they go for semester and they drop out and they haven't gained anything. The military can help young people mature, give them career direction and even help pay for college."

*Ashby:* "So what happened after the military?"

*Strong:* "I retired in Panama and came back to Erie where I worked in manufacturing. I was with Ridg-U-Rak in North East as manager of purchasing then went to the Beaver Paint Company as General Manager. Then they moved their Fairview operation to their parent company Jamestown Paint in Jamestown Pennsylvania, so I became a school teacher. I've been teaching for nine years. Last year I taught Spanish, Mathematics and Physics. I found that there's a certain amount of job security if you can fill more than one slot. This will be my last year teaching. I will be sixty-two and now I think it's time to start my new career... retirement. I won't get bored. I have plenty of things I want to do, places to go and things to see."



Going home on a C-47 Navy cargo plane used to transport Seals and their equipment on a five day trip from Saigon to Norfolk.

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# Sailing the Queen Mary 2 to London

by Dorothy & Pat Claxton



The Queen Mary 2 as she passes by the Statue of Liberty in New York Harbor en route to London.

This summer Dorothy and I stumbled across a travel package that offered a trip across the Atlantic on the *Queen Mary 2*, a week in London and a flight home. It seemed too good an opportunity to miss, so we broke open the piggy bank and booked it. Dorothy's sister Gwen and her husband Gordon celebrated their 50th anniversary this year so we made a foursome of it and had the trip of a lifetime.

We elected to travel to New York by train, a very comfortable and civilized way to travel. The only problem is that Amtrak habitually runs late so the only safe option is to go the day before. If you have not traveled by train lately, you should give it a try. It beats the airplane all hollow.

July 5th we boarded the *QM2* (that seems to be the accepted appellation). We went through essentially the same security checks as the airlines, but amazingly they processed some 2607 passengers and baggage in just over two hours. The ship can only be described as Magnificent. She's not only a fine handsome vessel, but she is a first class hotel. Five, yes five swimming pools, ten fine restaurants, bars galore, a planetarium, full size theatre, games rooms, casino, art auc-

tion, lecture rooms, tennis courts, health spa, well you get the picture.

We sailed from New York at 6 PM, cruised down the Hudson past the Statue of Liberty and Ellis Island. New York must have one of the most interesting waterfronts in the world and the *QM2* provided an experienced guide who was able to identify and relate the history of virtually every landmark we passed. By 7 pm we were eastbound along the shore of Long Island and heading for the North Atlantic. I had my trusty GPS along and clocked us at 29 knots all the way over.

*QM2* is the largest and newest passenger liner in the world. She displaces 150 thousand tons, is just short of a quarter mile long, 135 feet wide, develops 157 thousand horsepower in four diesel engines, carries 2620 passengers and 1253 crew, and cost \$800 million dollars. There, that's enough statistics for you numbers people. She's not going to keep the record long anyway as I understand one of her competitors is building a bigger one as we speak.

*QM2's* propulsion system is pretty interesting. She is basically a diesel-electric system with four pods sticking down from her stern, each containing an electric motor of about 40



A lifeboat drill. Note Pat's satisfaction in being the first one to successfully secure his life vest.

thousand horsepower and driving a scimitar shaped propeller on the front of the pod. The prop is similar to those used on nuclear subs and is obviously designed for low vibration and silent running. The two rear pods are steerable and replace the conventional rudder. As an ex marine engineer, I would have cheerfully sold my soul for a look at her engine room, but present day security forbids it. Much of the above is speculation so I apologize in advance for any errors.

The voyage itself was quite calm. Less than 3 foot waves. You could almost have played billiards on board. The activities are almost endless. I attended 3 lectures by Dean Lisa Anderson on the history and problems in the Middle East, a musical production, a show in the planetarium, swam with pretty girls in the swimming pools, and generally enjoyed myself. Gwen is professional pianist and treated the guests to several impromptu con-



Balconied ocean view staterooms which also extend down the hull to about 30 feet above the waterline.



certs on the grand piano in the Greenery. We agreed early on that each of us would do the things that interested us and not try to coordinate the group. It worked very well. Each of us came away with unique experience. We even crossed paths occasionally.

Meals: Ah meals were something to remember. Some of the best food I have ever eaten, beautifully prepared and presented. We were seated in the Britannia Restaurant first serving and first class all the way. Formal wear was required for four of the six nights at sea. I was surprised to find I rather enjoyed it.

We had the ocean to ourselves or so it appeared until we entered to chops of the channel and then vessels appeared to materialize out of thin air. We slowed to 25 and then



Entrance to the *Queen Mary 2*'s finest of five fine restaurants.

20 knots. We were due arrive in Southampton at 6am on the sixth day so I was up at four so I could watch us coming up Southampton Water and see the docking. I was amazed to see us come up about half our length away from the dock, stop, and then turn 180 degrees. in our own length and the move bodily sideways into the dock and facing downstream, all without the aid of tugs!

The debarkation in Southampton went just as smoothly as New York. It's kind of sobering to realize that ship comes in at 6am, debarks 2,500 people, cleans the cabins, resupplies the ship, embarks 2,500 new people and sails again at 6pm. A pretty neat bit of organization!

We then went by bus to London and were

continued on page 24

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# The Awful Death That Never Was

by Sandy Will

Of all the popular legends about pirates (their hoards of buried treasure, their eye patches and their love of rum spiked with gunpowder), none is larger in mythology than the vision of pirates forcing their victims to a watery rave by walking the plank.

There is only one account of any such thing happening. The story may or may not have been true, and in any case it had nothing at all to do with pirates. In 1769, an ordinary sea-



man named George Wood, who was on his way to his hanging for mutiny, reportedly revealed to the chaplain at Newgate that he and his mutinous mates had forced a number of loyal crewmen "to walk on a plank, extended from the ship's side over the sea, into a watery grave".

Whether this alleged confession had anything to do with the fictionalized accounts of pirates and the plank is debatable, and it soon disappeared into the dust of history.

How, then, did the myth come about—well I'll tell you.

As early as 100 B.C. pirates preyed on Roman shipping vessels in the Mediterranean and played cruel games with their captives. They would fall to their knees when the Romans identified themselves as subjects of the emperor and with great sarcasm beg for mercy, ending by telling their victims that they were now free "to walk home". But the only place the Romans could walk was over the rail and into the sea. Whether these ancient pirates ended the charade by pitching their victims overboard is not known. It is certain, though, that 17th and 18th Century pirates routinely fed any captives who displeased them to the sharks.

From such episodes, it required only a brief flight of imagination to take the whole plank-walking episode one step further and write about a bunch of pirates goading a helpless and blindfolded captive to the end of a plank and to the end of his days.

What do you think? Was it just a myth, or did it really happen as we've been told? I'm sure none of you would ever consider making a crew member "walk the plank".



Tower Bridge on the Thames River is the last draw bridge before London Bridge creating the "Pool of London", the last large ship anchorage on the Thames.



Pat sets his watch from "the Source", Greenwich mean time meridian clock in Greenwich, England.

put up at the Thistle Tower Hotel, a very fine hotel hard by the Tower of London and Tower Bridge. I'm sure many of you have been to London so I won't bore you with a lot of detail. It's a beautiful city. It has just passed Tokyo as the most expensive city in the world. I believe it!

We had a bus tour of London, watched the changing of the Guard, walked Trafalgar Square, visited Westminster Abbey and Churchill's War Rooms. Dorothy took a trip to Oxford and Blenheim, the birth and burial place of Sir Winston Churchill, and enjoyed it very much. My personal favorite was a trip down the Thames River to Greenwich Observatory and Maritime Museum. The story of the development of the chronometer and the solution of the Longitude problem is all laid out there.

A week in London, a plane ride home and after a couple of days in New York we returned home, (again by train), much pleased with our once in a lifetime adventure.



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# Getting Started Right...

## the 2004 Interclub Cruise



Over sixty boats gathered at the Erie Yacht Club for the start of the 2004 Interclub Cruise. All of the participants enjoy coming to the Erie Yacht Club due to our terrific facilities, beautiful location and great parties. And as usual, a great time was had by all starting on Friday night with the skippers' meeting and cocktail party on the deck and "really" live music to really lively members and guests in the grill room.

Saturday morning, long before sunrise, the Club served a beautiful breakfast buffet before the crews scrambled to make their perspective starts.

The sun rose on the horizon of Presque Isle Bay and was bathed in the color of majestic spinnakers as the fleet ghosted across the line. It was the perfect start to five days of greatly anticipated competition and fun and frivolity and maybe a "sailor sized" thirst quenching libation.







# Erie Yacht Club to Host 2006 Snipe Nationals

by Holly O'Hare

The Erie Yacht Club has been chosen to host the Snipe Nationals July 28 - August 4, 2006. The event includes both junior and senior nationals with 60-80 teams expected to attend. This high-quality event attracts professional sailors, talented amateurs, and long-

standing snipe sailors and families making it a very competitive and social event.

It is quite a feat to have Erie host this event, as there is no local snipe fleet in Erie. The U.S. Snipe Class is divided into seven districts and Erie falls in District 5. Much talk has been

made within the Class to dissolve District 5 due to low fleet numbers. But avid snipe sailors and EYC members Holly and Gavin O'Hare pressed the class to hold the event in Erie as a last ditch effort to save District 5. The Class agreed and Erie was chosen as the 2006 venue. The selling points were easy. Erie has the perfect racing venue with Presque Isle Bay, great club facilities, superb member support, and many local attractions.

There are a great deal of logistics involved in hosting an event of this caliber including measurement, race management, protest committee, scoring, housing, social, trophies, marketing, and sponsorship. Thankfully, Julie and Dave Arthurs have offered to co-chair the event as Holly and Gavin reside in Annapolis, MD. In the next few months, a planning





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committee will be put together to kick-off the event. If you would like to be part of this team please email Holly at [holliso@oby.com](mailto:holliso@oby.com), Julie at [jularthurs@aol.com](mailto:jularthurs@aol.com) or Dave at [arthurs@spectrumcontrol.com](mailto:arthurs@spectrumcontrol.com). We are looking for 6-10 committee members as well as numerous volunteers and sponsors.

## About the Snipe

The Snipe is a 15-1/2 foot, 2 persons, one design racing dinghy with a rich history boasting Olympic and World champions. Designed by William Crosby in 1931, it has evolved into a modern, tactical racing dinghy with fleets around the world. Although the Snipe Class ([www.snipe.org](http://www.snipe.org)) has some of the best competition in the world, the class has not lost sight of the importance of social events and, in fact, many regattas are as well known for their parties as they are for their racing. The essence of the class is summed up by its motto: Serious Sailing, Serious Fun.



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