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SPECIAL CLUB ELECTION ISSUE

Fine Tuning the Fleet

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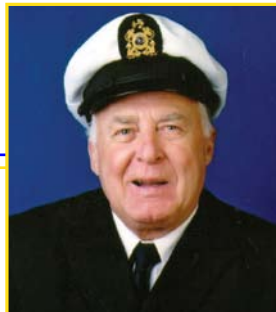
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From the Bridge

Vice Commodore Jim Means



Thanksgiving is upon us and before you know it Christmas will be here. The Club always attempts to decorate to the max for a joyous season. I hope to see all of you at the annual Christmas dance.

We are embarking on a large renovation project that should propel our Club into the future of this century, I'm speaking of the basin renovation of which a group of volunteers are already hard at work. We hope to

have the first phase completed by spring and are striving to complete this phase with as little disruption to the activities of the Club as possible. Our focus is to complete this project on time, on budget, and with the best possible results.

To all, may you have a happy and safe holiday, and above all use the Club and its facilities to the maximum throughout the year.

Directory

Club House	453-4931	Club House Fax	453-6182
Fuel Dock/Guard House.....	456-9914	Canoe House	453-6368
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EYC Catering: Elizabeth Quinn 453-4931 or catering@erieyachtclub.org

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On the Cover...

The EYC Racing Fleet enjoying a beautiful day on Presque Isle Bay.



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Fine Tuning The

by Dave Heitzenrater



In an effort to produce better racers and racing in the ever increasing Erie Yacht Club Racing Fleet, the fleet conducted a "Learn to Race" clinic early in the racing season. There were sixty-two participants that attended the five classroom sessions plus several of the students took advantage of the bonus on-the-water session. The program was organized and produced by Rick Diz, fleet racer and Gannon University Professor, with the help of many other volunteers. World class sailor and author, Gary Jobson's newest work, "Championship Sailing" was chosen as the companion text for the EYCRF's first ever racing clinic.

The classroom sessions were each taught by successful knowledgeable fleet members who volunteered their time to help enlighten the enthusiastic students on many of the details of this complex sport.

Dave Heitzenrater of *Raven* spoke on the organizational structure of sailboat racing that spanned from local racing to the national authorities and worldwide events. This initial session also included topics on boat preparation, understanding the racecourse and starting tactics.

Past Commodore Ronald Busse of *Honahlee*, who demonstrated the use of the basic Racing Rules of Sailing and with some very interesting points of view pointed out the origin of the individual rules, conducted session number two.

Retired Erie City Fire Chief William Hertel of *Magic* with the help of live manikins conducted and demonstrated the balance of the session on safety practices and safety equipment relating to boating and racing.

The third session was a duo effort of Past Commodore Dick Robertson a sail sales representative of *Airrelevant* and current Racing Fleet Chair Russ Thompson of *Down Time* who illustrated the finer points of maximizing boat speed by understanding and recognizing proper sail shape and sail trim.

Greg Gorny of *Serendipity*, past small boat champion spoke on how to win with a slow boat under the course description Race Course Tactics. Greg was somewhat hindered during his lecture by heckling and questions from his amusing parent, Past Commodore Richard Gorny of former *Banshee* fame.

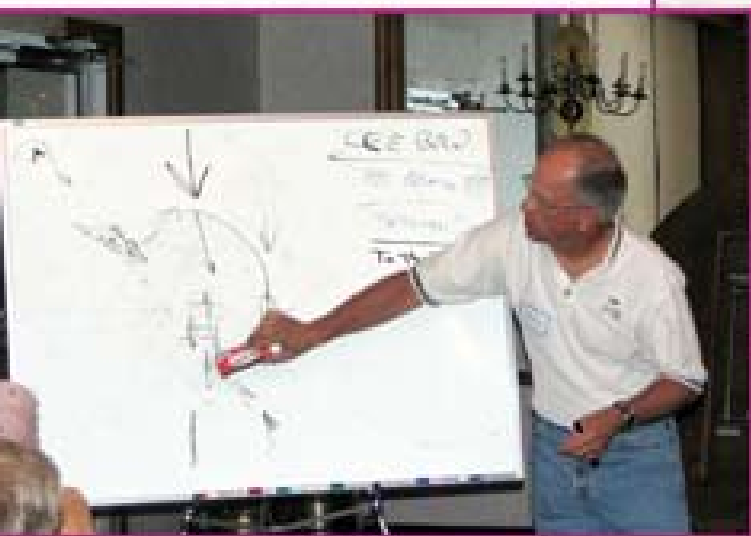
David Haller of *Lanada* conducted the final terrestrial session on Crew Coordination and Organization with special emphasis on spinnaker handling.

The race-tutoring program ended with a fun on-the-water session that put the students in direct competition with each other. The session included short one-leg races that emphasized starting tactics.

The program was declared a success by all of those involved thanks to the willing students and many program volunteers.

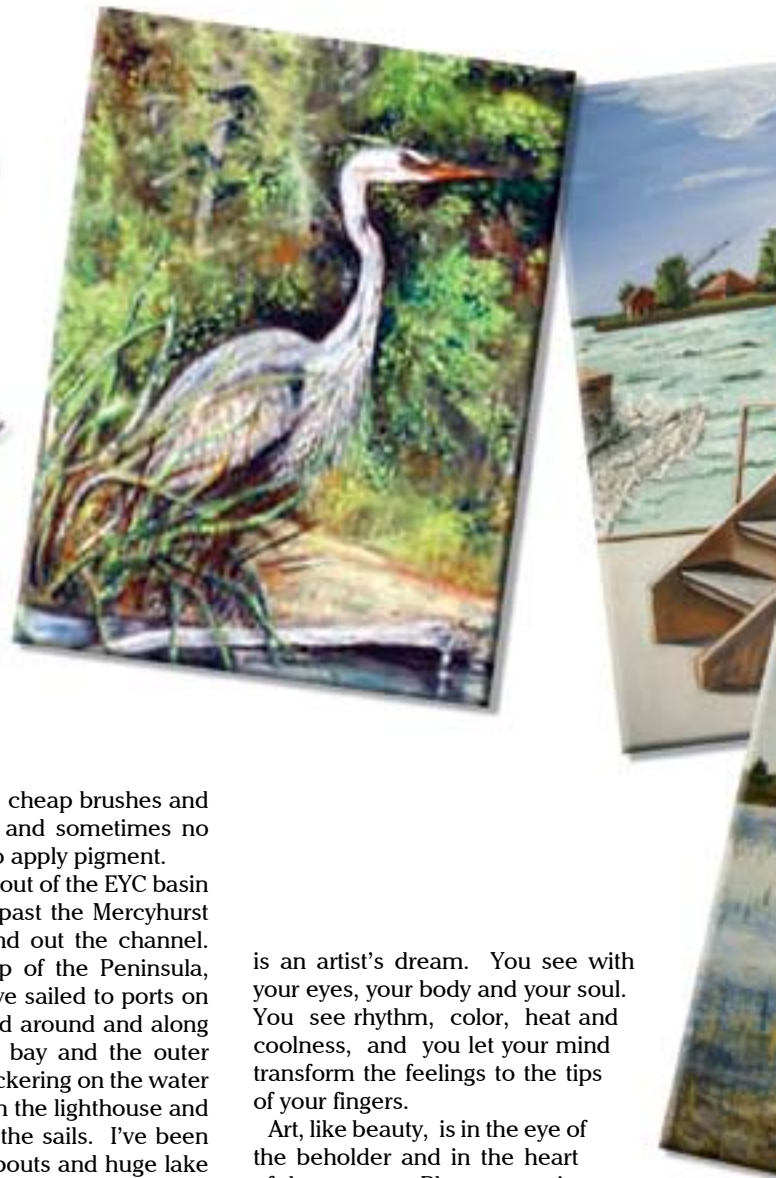


e Fleet



My Lake Erie Inspired Paintings

by Toni Sample



The Erie Yacht Club is, and has been, blessed with many talented artists over the years. This writer could not even begin to name all those past and current members of ability and artistic genius such as Architect (poet, playwright, lyricist and painter) Byron Cooley, or Kevin Irvin whose wonderful water colors of the sailing fleet, EYC and all things around the lake and bay have left us in awe of his talent. Paul Brugger's bronzes using the 'lost wax' method are creations of true talent and beauty. And, there are so many others.

I have been drawing and painting since I was a child. It is a wonderful form of expression. I love to paint things around the water. I love to paint boats, birds, lighthouses, sandy beaches, juts of land and rocky shoals. I love to paint the power, gentleness, darkness and shimmer of the water. Painting, to me, is like looking at that special one you love and your heart flutters and your throat tightens and you have to do 'something'.

I have used scraps of paper, drawing pads, 300 pound cold pressed watercolor paper and stretched canvas. I've used acrylic, watercol-

or and oils, pencils, pens, cheap brushes and the finest 'hair' brushes, and sometimes no brush at all, just a knife to apply pigment.

And, I've sailed -- in and out of the EYC basin many times. I've sailed past the Mercyhurst sculls, down the bay and out the channel. I've sailed around the tip of the Peninsula, past the light houses. I've sailed to ports on both sides of the lake and around and along Long Point, in the inner bay and the outer bay. I've seen the light flickering on the water and the light flashing from the lighthouse and the wind as it billows in the sails. I've been way too close to water spouts and huge lake ships as they chug past. I've experienced fog so thick you couldn't see the bow of your own vessel. I've 'planed' across the tops of tall waves. In the middle of the lake with no land in sight I've experienced black flies, 'no-see-ems', visiting butterflies and birds that rest on your rigging. This world of the sailor

is an artist's dream. You see with your eyes, your body and your soul. You see rhythm, color, heat and coolness, and you let your mind transform the feelings to the tips of your fingers.

Art, like beauty, is in the eye of the beholder and in the heart of the creator. Please experience these few favorites of mine with the eyes of your soul.



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The Next Step

by P/C Gib Loesel

By passing all four resolutions that were in front of the membership on September 24th the membership launched a basin reconstruction program. As the chairman of the Basin/Dock Committee I would like to thank all of committee members who donated so much of their valuable time. I will say it again, willing volunteer members are what have made EYC the great club that it is and will be in the future.

It is time to pass the "helm" to a construction committee. I have discussed this matter with Commodore Vicary and Vice Commodore Means and they are in agreement. By the time you read this the committee will have been formed. Commodore Vicary has already asked Gene Ware and Sumner Nichols to start the ball rolling on securing the line of credit which was approved. Because of the magnitude of this project it has been suggested that a Project Manager be placed in charge, this is being investigated.

I am suggesting to the membership that if anyone has any additional ideas for the basin improvement that they contact the construction committee with their sugges-

tions. Several suggestions were made at the September 24th meeting and noted.

To the best of my knowledge the EYC has only had two assessments in the past. When the land was purchased it was recognized that there could be a few members who may suffer a hardship with the assessment and a confidential method was established to deal with this on a case by case basis. Because of the confidentiality I can not state with any degree of certainty that there were any such cases. What I can tell you: there will be some sort of hardship program for this assessment. The details will be made known to the members when it is completed.

It is the immediate goal to finish the repairs of "O" dock prior to opening day 2006. As the project progresses the construction committee will need the co-operation of each member affected which I am sure they will receive.

Congratulations to the membership on approving this project, the EYC will continue to be one of, if not the finest, boating facility on the Great Lakes.



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It Took a Century

by P/C John Ashby

There was a record set in 1905 on a transatlantic sailboat race from New York to the British Isles that held for an amazing one hundred years. Way back then the race was called the Kaiser Cup and legendary sailor Charlie Barr's schooner, *Atlantic*, set a record that in itself became a legend.



Mari-Cha IV also holds the 24 hour distance record, sailing 525.7 nautical miles in a 24 hour period averaging nearly 22 knots per hour.

In May of 2005, twenty boats including a modern day clipper ship, antique classics, and cutting edge race boats set off from Ambrose Light Tower to the Needles Fairway buoy to the west of the Isle of Wright. One of these boats was Robert Miller's 140 foot, 50 ton super maxi, *Mari-Cha IV*, which completed the transatlantic event in only 10 days, 1 hour, 8 minutes and 37 seconds. This record crossing smashed *Atlantic's* 100 year old mark by more than three days. In setting the record *Mari-Cha IV* won "line honors" in the race which today is known as the Rolex Transatlantic Challenge.



A 2005 entrant *Stad Amsterdam*, a 252 foot square rigger. *Stad* is only 5 years old and the first new clipper ship to be built in 130 years.



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WANTED: WOMEN RACERS

BY DAVE HEITZENRATER
EYCRF COMMUNICATIONS OFFICER

Women's racing is a big deal; it brings women together as a team to seek a common goal. The solution requires the members as a group to rise to the occasion to meet the exciting challenges of racing. The real reward is the cooperation, trust and comradeship earned among the crew members plus the boost in self-esteem and real sense of accomplishment.

REGATTA de le FEMME

The 2005 version of the "Regatta of the Women" brought nine entrants with boats ranging in size from 24' to 39' with adept skippers and confident crews up to eleven racing women. The regatta was played out over a three-month period on fun Friday nights. Many of the crews sported team colors, shirts and logos. The racing including the skippers jockeying for a good starting position and the requisite claims for sea room and tactical rights around the racecourse. Dennis Bort Insurance Services again sponsored the gender-biased regatta.

Past Winners:

- 1984 Patricia Miller on *Second Wind*
- 1985 tie - Pat Benekos on *Dr Zook* & Susan Dunn on *Eyerly*
- 1986 tie - Susan Walker on *Outlaw* & Barbara Miller on *Blackwatch*

The initial "Regatta of the Women" took place in 1984 in an effort to promote women participants within our racing fleet. The first regattas brought a handful of anxious skippers and crew to the starting line. Just as anxious were a few male boat owners who were permitted on board for the inaugural regattas. An axiom of the regatta that remains to date is that a male owner may be on board during the race however he is forbidden from touching any lines, controls or anybody. This rule exemption eases many safety concerns owners may have and enables more boats to find the starting line.

- 1997 Mary Beth Dunagan Horst on *Blackwatch*
- 1998 Barbara Miller on *Blackwatch*
- 1999 Char Mashyna on *Outlaw*

Like any skipper helming for her first regatta, several of these Spunky Skippers were very anxious, not to mention the crew members who were racing together for the first time – some even sailing for the first time. The cautious skippers held a practice or two, which added to the suspense and pressure for their initial starting line experience. The nervousness quickly dissipated for the driver shortly after the completion of the five-minute starting sequence and the boat cleared the line.

Then after a few tacks during the first beat, the crews settled into racing mode and blended together as a team. The race continued upwind to the finish where the first boat received the thundering crack of the shotgun that signaled the end of the onboard tension and excitement. Additional thought brought the realization that their opportunity to share the racing experience together was well worth their time and effort. Soon after the finish and before the results were posted, all of the teams celebrated with vigor, some champagne and many smiles, as all of the participants were winners!

- 2000 Amy Lund on *Taz*
- 2001 Chris Polacci on *Glory*
- 2002 Chris Polacci on *Glory*

The forward thinking efforts of the originators of the event have been rewarded in that the women's regatta has showed continued improvement over the years. The le Femme has now grown from the single race into a sponsored annual three race regatta series. Plus, new for 2005, the Regatta de le Femme includes a permanent trophy donated by a prior winner to be displayed in the EYC trophy case engraved with all of the previous winner names.

- 2003 Chris Polacci on *Glory*
- 2004 Janet Stachelek on *Powder Hound*
- 2005 Janet Stachelek on *Powder Hound*

On behalf of the Women of the Erie Yacht Club Racing Fleet
Viva la Difference !
Race on a women's team.

Women's Racing continues to be promoted locally by the Erie Yacht Club's Racing Fleet. The Fleet Officers were proud and excited to announce a newly established sailing award presented to encourage and promote Women's racing by annually recognizing a female racing sailor who has excelled in the sport. The Deed of Gift provides for the award to be presented annually by an independent selection committee.

A beautiful, large, ornate, etched crystal loving cup is the annual prize that is proudly displayed in the EYC trophy case.

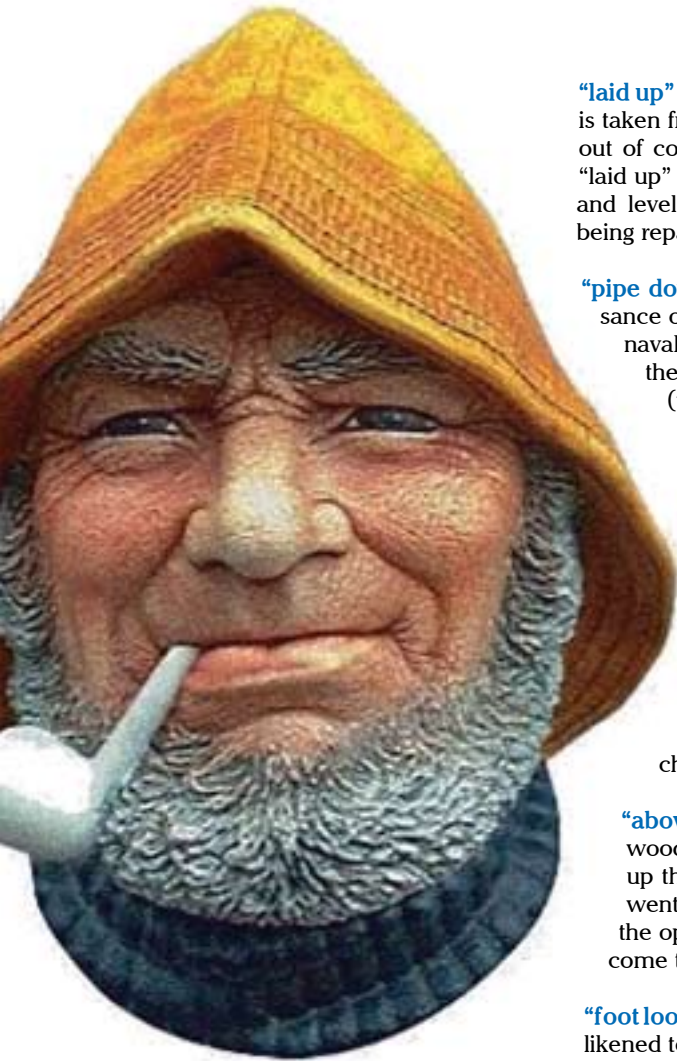




From An Ol' Salt...

everyday sayings with a nautical twist

by Doris Veihdeffer



“laid up” – sick and unable to work – the term is taken from the description of a ship that is out of commission – literally, with her keel “laid up” on wooden blocks providing a safe and level base for the ship while she was being repaired.

“pipe down” – stop talking or making a nuisance of yourself – historically, orders on a naval ship were given and recognized by the pattern of notes piped on a whistle (the boatswain’s call) – “pipe down” was the last pipe of the day and was the order for lights out and unnecessary noise and activity was to stop.

“chew the fat” – to talk endlessly – back in the days when brine was added to barrels of meat for preservation, it had a hardening effect on the fat. It was still edible, but required considerable chewing – hence, to chew the fat means to talk endlessly.

“above board” – literally, this refers to the wooden boards of planking which made up the deck of a ship – any activity that went on “above boards” would be in the open for everyone to see – thus it has come to mean honest and fair dealing.

“foot loose” – another case of human conduct likened to a sail – in most sailing vessels, the lower edge of the mainsail (the foot) was lashed to a boom – one exception was the London River barge – these did not have a boom and the sail was allowed to hang loose along the foot – such loose-footed sails had

a mind of their own and were more difficult to control – from this came the expression “footloose and fancy free”.

“clean slate” – a fresh start – long ago it was the custom to record the ship’s courses and distances on a log slate – at the end of the watch, this was transferred onto the log book – when this was done, the slate was wiped clean for the next watch – from this came the notion of forgetting the past and starting anew.

“spic and span” – originally this meant a newly built ship in pristine condition – a spic was a spike or nail, a span a length of timber, both primary items of a ship’s construction – now spic and span still means pristine condition.

“wide berth” – being given a generous margin in what we do or say – to give a wide berth to the helmsman meant to steer clear of a rock, a shoal, or whatever danger presented itself.

“lifeline” – a safety rope rigged along the deck of a ship giving the crew a secure and convenient hand hold in times of bad weather – it has come to mean anything upon which life depends.

“so long” – a seaman’s farewell – taken from the East Indian word “salaam” – the expression is commonly used on shore today, but was originally nautical.

(Above excerpts from “Salty Dog Talk” by Bill Beavis and Richard McCloskey)



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MORE Transom Tales

by Toni & Dave Sample

Last months 'Transom Tales' of "*Rhapsody*" and "*News*" were so favorably received that this months 'Transom Tale' comes from our illustrious PC John Ashby.

John has been around the Erie Yacht Club (Are you ready for this?) since he was three years old. We are very appreciative, however, that he did not begin sailing boats until age seven. John did not purchase his first "big" boat, which he claims was actually one of the three smallest boats in the big boat fleet, until age forty (twenty one years ago -- for those of you who are counting!).



John asserts (and who would ever dispute the accuracy of John's assertions) that when it came time to rename his new prized possession he did what any enterprising and creative "AD" man would do and went straight to the dictionary!

As a side story. We know someone else who also flew to the dictionary for inspiration! Pete Traphagen was the previous (first) owner

of our beloved 37' O'Day cruiser, "*Soiree*". When Pete and Lorna's new custom Pearson 53' was delivered and it was time to 'pick a name' he also went to the dictionary and picked the next name below "*Soiree*", which just happens to be "*Sojourner*".

Okay, side trip is over and we're back to John again. As John let his fingers do the walking down the dictionary pages he exhausted all the "A's" and all the "B's" searching for that "perfect name! One evening, while perched on an EYC barstool (no comment!) he began reviewing his A and B potential names with a group of "racing" sailors. "Balderdash" which means "a meaningless flow of words; nonsense" was one of John's favorites. Eric Ambro pondered for a moment and then was quick to quietly point out that there were five A's in "*Abacadabra*" and five A's in John's family; Mr. (John) and Mrs. Ashby and the three Ashby daughters. As if that weren't enough to convince John that this was the 'perfect name' -- the "Funk and Wagnall's" dictionary defined abracadabra as a "nonsen-



sical word meaning to conjure things up". What a perfect fit for an "A"vertising, man with five "A's" in his family!

Letting no grass grow under his feet... and with the paint barely dry on the seven foot "*ABRACADABRA*" logos painted on both sides of the boats hull as well as the logotype on the transom- (drum roll, please) John discovers there is already a thirty four foot sailboat at the Club named *Abacadabra*. John immediately phoned the owner in Pittsburgh with an apology, and has been forever grateful to be the recipient of a gracious 'blessing' on the duplication of names. John claims this was his life lesson 15,237; "always question your creativity". A great life lesson and a great boat name.

Please share your transom stories with our Log readers by e-mailing a brief recounting to Toni and Dave Sample at totaluonthelake@wmconnect.com and look for them in future issues of The Log,



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You Did It... Another MS Regatta Record

by P/C Andy Hanks

If I were to write a script describing the perfect weather for the 21st Annual MS Regatta I could not have imagined a more perfect day to have the largest regatta held in Erie annually. Sunny and warm with an eight knot breeze from the Southwest and virtually no chance of rain. In my memory I don't recall the weather cooperating as it did that day.

With the help of what is by now a near professional committee, the Erie Yacht Club and all of our more than generous sponsors and donors, we raised a new record \$53,529.95 to benefit MS clients in Northwest Pennsylvania. We increased the number of classes this year to ten because of the 118 boats entered (another new record). Over 600 people were fed some of the best, freshest food we could bring together and serve. Two bands, a DJ, great shirts and all the beers you cared to drink made for a great party. I hope you all come back to help us again next year.

One of the things our MS Regatta Committee is most proud of is that of the total \$53,529.95 raised, \$50,000 will go to the people you intended it to when you committed your charity dollar to the MS Regatta. The funds raised provide some of the following programs in Northwestern Pennsylvania: equipment assistance, home modification, wellness programs, aquatics exercise, respite care, transportation, support groups, educational workshops and much more.

The Great Lakes region in which we live has a much higher concentration of MS than other areas of the country. One in 800 people will be diagnosed with multiple sclerosis in our community. New treatments will slow the progression of the disease in many cases, but there is no cure.

Thank you for helping our committee to continue the National MS Society's mission to end the devastating effects of multiple sclerosis.

Your help is needed and appreciated!

Thank you,

P/C Andy Hanks

Chairman MS Regatta Committee



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You're Ready With That Story, So... Wha 'Za Lead?

by Doris Veihdeffer

Transom Tales *Sailing the Grenadines*

Adventures With **Andrew**
To The Men Who Moil for Fish **WHAT ARE THE Odds?**

The Lead, in an article or story, is that top line eye-catching phrase that attracts your attention and causes you to look further into the content of the narrative before you. It can be a real zinger, or, simply the name of an intriguing person, place, or idea.

The process of writing follows a natural path. Once you have been "hooked" by the Lead, it's normal to want to find out what the catchy title was – well, yes -- "leading" up to. The reader wants to know, in brief terms, what the subject matter is going to be. So enter the Topic Sentence: a sentence (or short paragraph) that spells out "the meat" of the item before you.

Once these two attention-getters have your interest, it's time to sit back, get your feet up, and delve into an article of interest, an anecdotal calamity, a tale of adventure, or whatever else the author has in store for you. You are now into the telling of the "real event". It's called the Body of the article. It is the telling of the tale.

Whether a saga or not, you have probably heard some yarn-spinning in the Grill Room – great stories told "just like it is" – sometimes mind-boggling – sometimes intent, compassionate, funny, adventurous. So goes the

written piece – told as it happened – using some chronology, simple language, and a clear text. Writing out your story allows you to relive a good trip at the same time you are sharing it with others. Writing an article of interest brings information and enlightenment to others.

When the time comes to conclude your theme, you guessed it -- it's called the Ending. It's best to avoid a "cliffhanger". A good "wrap up" gives your reader a "feel-good" attitude, a "gee, I'm glad I read that". It's like a handshake after a good conversation.

Now that your piece has been written, it can be further enhanced with photos, offering a better understanding of the mental picture the author is trying to evoke. And – it's always fun to meet up with EYC family and friends in the Log pictorials.

Well, that's it for now – hope to hear from you – happy reading – happy writing!

(For further information about writing for the Log please refer to the article "Here's the "Poop" On Submitting LOG Articles" by Editor P/C John Ashby in the July/August issue.)





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EXCELLENCE BY DESIGN

The New LOG has received hundreds of very flattering compliments yet rarely, if ever, do we hear a complaint. Therefore, it was an unbelievable shock to receive a complaint from way up "at the top of the heap" and it was a complaint of earth shattering magnitude. Yes. That's right. This monumental complaint was spewed forth from the exulted lips of our beloved outgoing Commodore Richard "His Excellency" Vicary. His complaint ... "My picture hasn't been in (the LOG) this whole year since I've been Commodore." To say the very least this profound statement sent tremors to the very core of this distinguished, one hundred and ten year old, corinthian institution.

In an attempt to "right this horrendous wrong", I immediately contacted our beloved Commodore's lovely wife Robin. I sadly related to her Poor Richard's near criminal account of how his legacy has been lost as the 84th Commodore of the Erie Yacht Club all due to the lack of his picture not appearing enough in the LOG during his glorious year of Commodoreship.

Together, Robin and I feverishly worked to find a remedy that would "right this inexcusable wrong" which inadvertently had caused our beloved Commodore's lonely, traumatic and tragic feelings of being "left out" of the LOG and therefore and thereby his rightful place in EYC history.

So here it is, with Robin's help, my meager attempt at presenting his honor, his majesty, our beloved Commodore "Richard the 84th in pictures". Sorry your Royal Commodoreship, (Commodore or King it's all the same to Richard), I only hope you can and will accept my deepest and most sincere apologies for creating this personal travesty in your finest hours of glory. I am equally hopeful that your heart and mind will be filled with a new found happiness with the return of your nearly lost ego after seeing this well deserved presentation of "your pictures in the LOG".



Righting a



"I know someday this footstool will become a throne."



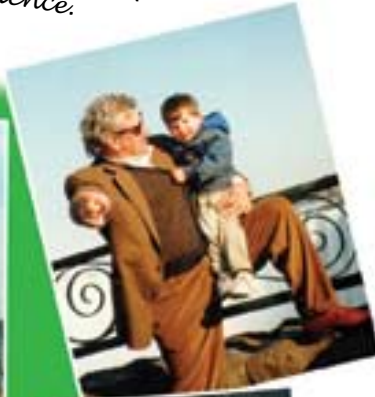
His brother Michael, his sister Renee & Richard with that conniving look of confidence.



And Richard always wanted to be a big fish until he got hooked into his present position.



The dramatic racing.



Richard the Familyman.

Richard the II

Horrendous Wrong

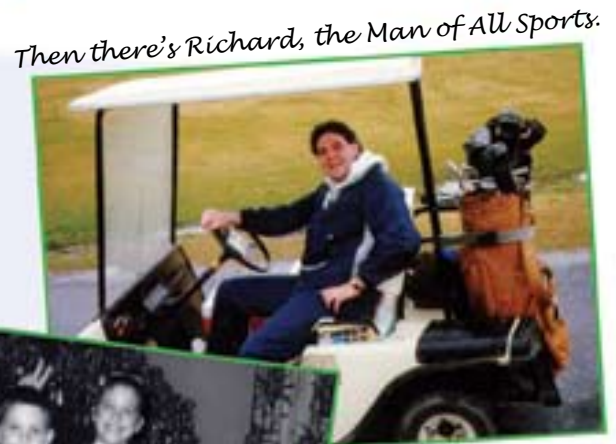
by Robin Vicary & P/C John Ashby



Practicing for his regal role as a true leader of men.



The Royal couple on a 1991 Royal Caribbean cruise.



Then there's Richard, the Man of All Sports.



atic pose of a sailor...
"hey look at me"!



"His Royal Highness received a good education in school preparing him well for his Commodore years.



All the other kids understood what Richard was all about at a very early age.



usband.



Richard the Outdoorsman

"More Poop On Submitting LOG



Printing



Writing -Long Hand

Hey, this is really great. Not only are you saying you are proud of your new LOG, greatly anticipate each issue coming in the mail, and thoroughly enjoy reading the articles... but now many of you are saying "I'd like more information on how LOG articles should be submitted for publication". I personally believe that this dramatic increase in your interest in becoming LOG contributors is a direct result of the July/August LOG articles, "It Doesn't Take a Crystal to Predict the LOG's Future" and "Here's the Poop".

So her it is, "More Poop" on copy preparation, how and where to submit your copy, photography (which is a real must 'cause readers love photos) and don't forget captions because captioned photos help tell the story by getting the reader involved. We will also discuss what kind of photo formats, sizes, and the importance of your photo's resolution and also if you need help with photography. In addition, how to submit captions for your photos.

OK... here goes. I'll try to keep it simple and brief.

How should copy be submitted? 1) E-mail is the preferred method of submitting your copy because it is a fast and efficient technique. Also with e-mail submissions we don't have to re-set all your copy. Simply "copy" your article and "paste" it into the body section of your e-mail and "send" it. Or e-mail your Word document as an "attachment", making sure to send any photographs as separate ".jpg" attachments. 2) You can also submit your articles, photos and captions on disc. This is also a great method because it is

all in one place and ready to go to the layout department. Call the ad agency at 814-455-2757 for compatible "program" info and any other questions you may have. 3) Or you can "type it up"...remember that's the old fashion method, but it is still acceptable. 4) Finally, if absolutely necessary, you can always revert to the original method... the "written" word. When utilizing this method, please use your most legible "handwriting" or is necessary "print" your copy so we are able to easily and quickly decipher your creative scribing.

"How and where" do I send my article?

The "How" is easy because of the number of choices we have available today. Although we do ask that you please refrain from utilizing smoke signals, signal flags or morris code and remember the pony express has been replaced by "big government's" answer to service, the good ol' United States Post Office's "snail mail". Also available is UPS ground and air, FedEx ground and air, as well as all the other courier services. Again, even with all these choices, the preferred system is still e-mail and/or giving us everything on CD.

The "where" is also easy. Everything should be sent to or dropped off at J.G. Ashby Advertising, Inc. 1722 West 8th Street, Erie, PA 16505 during regular business hours, 8am to noon and 1pm to 5pm Monday through Friday, no weekends or traditional holidays, but we are usually available on all the new government and banker inspired holidays upon which we still work doing our part in maintaining strong and viable economy. Our e-mail address is LOG@ashby-adv.com and our FAX number is 814-454-7947.

What size photos are preferred? Well, 4" x 5" to 8" x 10" prints (color is preferred), 35 mm slides are acceptable, and photos on disc are great. All photos should be high resolution which means that the images should be 300 dpi at 5" wide. Digital camera users should use your camera's highest (resolution or size) setting. All photographs should be saved in the ".jpg" file format and can be e-mailed (if under 5mb) or "saved to a CD".

How do I handle captions? Code your captions alphabetically on a separate page with corresponding photos keyed on disc or e-mail. When submitting photographic prints carefully mark on the back, in a corner with small corresponding letter with your separate caption sheet. Do not write across the back of photos in the image area, it can render the photo useless for reproduction purposes.

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oop"

Articles

y P/C John Ashby

Photographs...where do they come from?

Most article contributors and LOG committee people submit their own photography, but we do have a terrific LOG committee volunteer, our "Official Photographer" Judy Emling, who graciously assists members with photographic assistance whenever possible.

"But I can't write." Now don't try using this excuse because number one, we all know you went to school and at that school you learned how to "print" as well as "write" in "long hand" early on in your grade school education. And number two, all of you can and do verbally tell stories and relate experiences. So now you have two of the most important elemental skills required in providing the LOG with your articles..."printing or writing" and "telling stories". Remember the LOG staff has the other two skills to help you write your articles, we can "spell" (spell check) and we will "edit" all articles that are submitted (including mine), whenever necessary prior to publication. You can also tell us your story "one-on-one" interview style and we will take it from there. Simply contact any member of the LOG Committee. That's it!

Remember the LOG is produced for the benefit of our members, friends of the EYC and other interested parties. Our duty as contributing authors is to entertain and inform this audience with fun, interesting and informative articles. So have fun, get involved and submit your stuff.

I hope this additional "Poop" helps answer your questions. But remember if you have any additional questions or want to discuss content of an article you can always contact any of us on the LOG committee. We are here to help you help us make the LOG all that it can be.

Well, I just e-mailed everyone on the LOG Committee warning them about the pending surge of new member generated articles that we can expect from this highly informative and motivational article that you have just read.

There, now we all know you have everything you need to begin contributing your articles, stories and life experiences to the LOG, everything that is "except excuses". So get to it and do it. Become a "LOG contributor". It's fun and guess what, you'll be glad you did!



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Things You Never Hear About...

Don't know whether you heard about this but Denzel Washington and his family visited the troops at Brook Army Medical Center, in San Antonio, Texas (BAMC) the other day. This is where soldiers that have been evacuated from Germany come to be hospitalized in the States, especially burn victims. They have buildings there called Fisher Houses. The Fisher House is a hotel where soldiers' families can stay, for little or no charge, while their soldier is staying in the hospital. BAMC has quite a few of these houses on base but, as you can imagine, they are almost completely filled most of the time.

While Denzel Washington was visiting BAMC, they gave him a tour of one of the Fisher Houses. He asked how much one of them would cost to build. He took his check book out and wrote a check for the full amount right there on the spot. The soldiers overseas were amazed to hear this story and want to get the word out to the American public, because it warmed their hearts to hear it.

The question is why do Alec Baldwin, Madonna, Sean Penn and other Hollywood types make front page news with their anti-everything American and this story doesn't even make page 3 in the Metro section of any newspaper across the country except the base newspaper in San Antonio?



Denzel pictured with members of the Brook Army Medical Center where he and his family recently visited.



Denzel visiting with one of our recovering soldiers at BAMC in San Antonio, Texas.

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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 18, 2005.

CANDIDATES

COMMODORE - ELECT ONE:

Jim Means

VICE COMMODORE - ELECT ONE:

John Murosky

REAR COMMODORE - ELECT ONE:

David Arthurs

FLEET CAPTAIN - ELECT ONE:

David Amatangelo

David Forsman

BOARD OF DIRECTORS - ELECT TWO:

Terry Thorp

Ed Glass

Samuel "Rusty" Miller

Bradley Enterline

NOMINATING COMMITTEE - ELECT THREE:

Peter Sitter

Ronald Fretwell

Fred Sickert, Jr.

Peter Kalivoda

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 18th 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 ANDY HANKS, JAMES EDGET AND DAVID PENMAN

Also Nominating Committee members:

CHAIRMAN JULIE ARTHURS, P/C JIM OWEN, P/C CHRIS WOLFORD,

P/C PETER TRAPHAGEN, MATT NIEMIC AND TOM TROST

SPECIAL ANNOUNCEMENT

The minutes of the 2004 Annual Meeting and the 2005 Financial Statement will be made available for members to pick up on November 7, 2005 in the Club's front office.



JIM MEANS

First of all I would like to thank all the members that have supported me in my efforts throughout my years of service to the Erie Yacht Club. You have always been there affording me the back-up I have needed whenever I have sought out your help and advise.

Since my three year term as a Director in the early nineties to my recent years as a Bridge Officer it has been a privilege serving my fellow members. I would especially like to extend my sincere thanks to all those members who have served on the various committees with me as I worked my way through the Chairs on the Bridge. I could not have achieved all the goals set forth at the onset of each of the last three years without your invaluable and much appreciated help. Your individual expertise and council will always be remembered by me in the knowledge of what it has meant to all our fellow members of the Club.

Now as I chart a new course into the duties and responsibilities of representing you as your Commodore, I will again require the expertise and council of many of my fellow members. There are many extremely important projects on the Club's agenda for next year, therefore I pledge to you, that under my watch, we will not only get the job done, but more importantly, we will get the job done "right" for you our fellow members.

Again, thank you all for your past support and I will appreciate, more than ever before, your continued support not only in this election but throughout the entire year. Thank you.



JOHN MUROSKY

Dear Members and Friends, I have been privileged to serve you for the past two seasons as Fleet Captain and Rear Commodore as well as having completed three years on previous boards. During that time great strides have been made to update our clubhouse and grounds with the help of many members, staff, friends and contractors.

The recent successful special meeting for the basin renewal will undoubtedly be the largest undertaking our club has ever done. This will take great coordination from every member and place a considerable responsibility on the current and future bridge and boards of the Erie Yacht Club.

As our recent grillroom renovation shows, we have a great team that works well together and can get the job started with swift resolve and head down river to a planned completion. If elected, you can rest comfortably that I will be a driving force to keep this project on time and as close to budget that the Basin Committee presented at the town hall and special meetings.

Many members will be effected by the recent outcome for the basin renewal project. I wish to convey that any special circumstances be brought forward to your current leadership. We will do everything in our power to make your experience with this project productive for current members and future generations for decades to come.

The experience from business ownership and past time spent on the bridge and board puts me in a position to represent all members fairly and make good decisions based upon membership participation and requests. Let us all join together and solidify the future of the Erie Yacht Club and sustain the past leadership practices that makes our club as successful as it is today!

Thank you for your consideration.



DAVE ARTHURS

I want to take this opportunity to thank the membership for electing me as Fleet Captain last year. It was truly an honor.

I have enjoyed working with Bill Vogel and his crew this year. Together with volunteer help we rebuilt the south Junior Sailing dock with synthetic wood which should last much longer. New cradles for the Junior Sailing boats were installed and the Junior Sailing loft was completely remodeled.

On the docks, the end of O dock was excavated, straightened, and reinforced with designs from our Basin Committee – a prelude to the Basin Renovation plan recently approved by the Membership. And of course the normal painting, replacement of uprights and electrical box repair were accomplished.

The last major project, which will continue into next year, is the negotiation with the City of Erie and the Port Authority over Ravine Drive repaving.

I look forward to your support as Rear Commodore in the coming year so we can continue our house services at a high level. We have a beautifully renovated grill room and I would encourage you to take advantage of its features.

I respectfully request your vote on November 18.

Candidates for Fleet Captain



DAVID A. AMATANGELO

I was humbled when the committee nominated me to be considered for the position of "Fleet Captain" of this exceptional Club. It truly is an honor and a responsibility not to be taken lightly, and I appreciate the opportunity to serve.

My history with the Club goes back to 1990 when my wife Debbie and I joined as a family. Our children, Jason and Katie, were involved with the Reyburn Sailing School, and we have raced with the sailing fleet since the late 80's. I have served in the past as the Secretary/Treasurer of the Racing Fleet and as the Fleet Chairperson for 2 years. We have been involved with the EYC Bowling league, the MS Regatta as a sponsor, and the Interclub Cruise, all of which have increased our enjoyment and appreciation of this fine Club.

On a more personal note, I am the founder and President of Amatech, a locally grown company that has manufacturing facilities here in Erie and in Columbus, Ohio. I believe strongly that my business and fiduciary abilities have allowed Amatech to grow and prosper. I consider these strong attributes which will allow me to help the EYC remain a vital and progressive organization.

I ask for your support and vote in the upcoming election, and thank you for your consideration.



DAVID FORSMAN

I would like to thank the nominating committee for nominating me for the position of Fleet Captain. They must have enough confidence in my organizational skills and leadership ability for that to have occurred.

Some of you might remember me from the early 1970's when I was a Junior member, racing in the one design dingy fleets. There are a number of you who know me from when I served in many offices of the MORC sailing organization in the 1980's. If you are associated with the sailing fleet, you know me from racing *GJOA*, the only ketch in the family main and jib races during the last few years. Some of you met me during the continuing refurbishment of the small, double ended trawler *FINLANDIA*, which my wife and I acquired a few years ago.

For those people, you are familiar with my personality and beliefs.

For those who do not know me, the best thing I can say is that I have no personal agenda and have the best interest of the membership of the Club at heart. Two of my children are Junior Family members so it is important that the Club remains as successful as it has been in the past for their sakes, as well as current and future members. I have reached a point in my life where I have both the time and energy to devote to a volunteer position.

The membership has passed resolutions involving the basin of the Club. Whoever is elected as Fleet Captain will be intimately involved in this renovation over their tenure in the Bridge offices. Earlier in life I earned three engineering degrees. I was able to apply these degrees as a structural engineer for Bechtel Power Corporation and as a mechanical engineer for Zurn Industries. If elected by the membership, I would expect that I can put this experience to use on the basin renovation as there will be many interesting challenges associated with this project.

**Don't Forget to Cast your Vote
On Friday, November 18th at 7:30 PM**

Candidates for Board of Directors



TERRY THORP

My name is Terry Thorp, and I am honored to be considered for the Board of the Erie Yacht Club. Under Commodore Traphagen, I chaired the committee to study our western water lots and possible expansion.

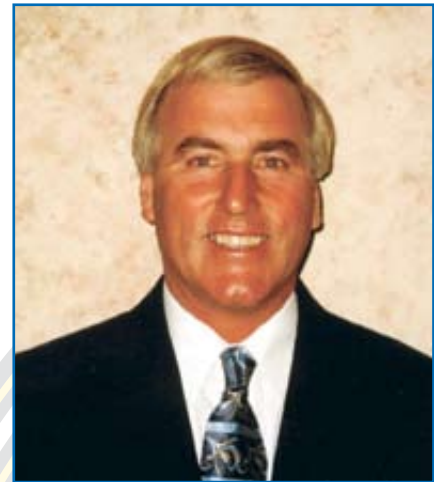
I am a two time Past Commodore at Commodore Perry Yacht Club (1988 and 1999) and have served there as Treasurer, Secretary, Fleet Captain (twice), Rear and Vice Commodore (each twice respectively) and have served on the Board for 5 years as well as numerous committees. I assembled the permit information for the CPYC expansion and am very familiar with the requirements of permitting and marine construction.

I am a Professional Engineer in Pennsylvania and Ohio, working for a local construction company as Vice-President of Operations. I have been in the construction industry since 1975 working on a multitude of Projects including the Erie Insurance expansions, The Civic Center, to the most current, Backyard Burgers.

The Erie Yacht Club is a great organization with unequalled in-house skill and knowledge as witnessed by the various committee reports we have seen. I want to be an integral part of the growth of our Club and help move it through the upcoming renovations. I'd appreciate your vote.

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ED GLASS

Dear Fellow Yacht Club Members,

It is an honor to be considered a candidate for the Board of Directors. As lifelong Erie residents, my wife, Diane, and I have enjoyed the benefits of living by the water. For 35 years we have been boaters and spent much time on the lake. As former swimmers and lifeguards, our son and daughter share our love for the water, but their jobs have relocated them to Maryland and Colorado. Eight years ago I became a regular member of the EYC. Since then we have participated in many of the Club's activities including the EYC Bowling League and the Racing Fleet as crew members on Tom and Fay Trost's Keya. Through these experiences, I have learned a lot about the Club and the need to keep improving in order to remain one of the premier clubs on the Great Lakes.

After graduating from Gannon University with a Bachelor of Science degree in Business Administration, I followed the footsteps of my father and grandfather as a Masonry Contractor. My experiences have given me a good background in management, leadership and business sense.

If elected to this position, I believe I could contribute significantly in representing the best interests of the members of our Club.

Thank you for your consideration.



SAMUEL "RUSTY" MILLER

It was a close race for Fleet Captain last fall. I give my congratulations to Dave Arthurs. It is an honor and a privilege to be asked to serve the Erie Yacht Club in another capacity.

I am proud to be a third generation member of this great Club. My wife Shelly, daughter Shannon and I all enjoy the Club year round. My family enjoys sailing, power boating and everything in between. Therefore, I feel we need to preserve the family atmosphere at the Club.

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

I have served on the Basin Committee for the past year. As a director, I believe you should have an ear to the membership as we direct the Club to the future.

We have some serious financial issues associated with the funding of the docks renovation project and how it will be approached. We will need the help of the general membership to see this project through.

We must maintain a balance between fiscal responsibility and member affordability. This will not be an easy task. We hope to attract new members as we strive to upgrade our facilities. I welcome the challenge.

I will work hard to ensure the excellence of the Erie Yacht Club. Thank you for your support.

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BRADLEY ENTERLINE

I would like to thank the Nominating Committee for the privilege of being considered by the membership for a position on the Board of Directors.

I am married to Lauri, my wonderful wife of 20 years. We have a rather large family including four children spanning the ages of 29 to 13 and two grandchildren. When I am not busy sailing or engaged in family life and schedules I am an active in Lakewood United Methodist Church where I teach an adult Sunday School class. I am also active in the Kairos Prison ministry and I serve on the SCI Albion Advisory Committee. I am also a member of the Board of Wesbury Retirement Community in Meadville and a former Board Member of Safenet Erie and the Erie County Bar Association.

In my day job I am a partner in the private practice of law with Carney & Good where I have been practicing for 21 years. My main focus is in Family Law and Mediation although I have experience in other areas as well, including Employment Law, Real Estate, Civil Litigation and Zoning.

However, I do not believe any of these experiences or positions are really what qualify me to sit on your board. What I believe is most important is the fact that I grew up here at the Erie Yacht Club and love it. I learned to sail through Jr. Sailing and tried to transfer those skills aboard *Entson* during the 70's in the Interclub and other races. I worked at the Club in the summers under Marty Pomorski where I shoveled dirt, scooped dead fish and trash out of the corner of F and G docks, cut rebar off the break walls and welded deck plate onto B and C docks (OK, yes, some have failed) and painted the Canoe House while dodging wasps. I tended bar part time at the Club and learned how to improve the making of a Manhattan and Martini (son, just wave the Vermouth bottle over the glass).

Since those days my family enjoys racing in the JAM fleet and cruising in the summer to the Islands. It is on those trips where I learned to appreciate what a gem we have in the Erie Yacht Club and Presque Isle Bay. I currently serve on the Historical Committee and the EYC Sailing Fleet Committee.

If elected to this position I promise to use my best efforts to work hard to promote and support the continued success of your Club, The Erie Yacht Club.

Candidates for Nominating Committee



**PETER
SITTER**

Thank you for the opportunity to serve the Erie Yacht Club. I have been involved with the Club even before I became a member. My son, Ryan and Sean, were avid students of the Reyburn Sailing School for many years. Ryan competed successfully in lasers and went on to coach the racing team for a time. During those years my wife Sue and

I spent many volunteer hours patching up borrowed trailers, finding extra equipment and escorting the team to regattas throughout the region. Our family took a brief hiatus from sailing during our children's college years but became regular members in 2000 after purchasing our Heritage One Ton, *Koi*, a boat with a long EYC history (former *StationBreak*, *BriarRabbit* and *Razzmatazz*). This year we were pleased to bring *Koi* home to one of the first EYC floating docks. Since becoming a regular member, I have served on the dock and basin PR committees. I am very proud to be a member of the EYC, and I am particularly proud of the leadership role the Club membership has played to promote sailing, yachting and the maritime heritage of our home port Erie. As current members we are the "keepers of the keys" for that tradition. I hope to keep the EYC tradition alive as a member of the nominating committee.



**RONALD
FRETWELL**

I consider serving on the Nominating Committee a privilege. Having served on the MS Committee for the past 4 years, I have become acquainted with many of the Club's members and its current direction.

I am a native of Erie, attended McDowell High School and spent many of my summers working on Presque Isle.

Although my career has taken me to various locations in the U.S., I now reside back home in Erie. For the past 22 years, among other positions, I served as Vice President of Business Development and business unit operations for Fresenius Medical Care, the world's largest dialysis service provider. I'm currently working on a new start-up healthcare company which will provide nocturnal dialysis services in patients' homes.

Over the years I have enjoyed participating in EYC sailing events among other Club and boating activities. I appreciate the EYC as both a member and boat owner, as it provides me with the opportunity to renew old friendships, gain new ones and enjoy the benefits of living in my hometown.

I feel my background and life experiences will help the Committee make the right choices for future directors and decision makers of the Club on behalf of the membership.



FREDERICK T. SICKERT, JR.

Dear Members:

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

For the past 27 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, most recently with the dock committee.



**PETER
KALIVODA**

I am honored to be invited to run for a seat on the Nominating Committee.

Since becoming a member in 1999, I have participated in the adult sailing program, actively competed in the EYC Sailing Fleet and recently served on the House Committee. I have thoroughly enjoyed being a member of the Erie Yacht Club.

If elected to a seat on the nominating committee, I look forward to giving back time and energy to an organization that I am proud to be a part of. I understand the importance of selecting strong, qualified candidates to run for the Board of Directors and the Bridge.

I will search for individuals who will be considerate of all member's views, continue to move our Club forward and protect the integrity of the Club and its individual members.

Thank you again for your consideration in this matter. I would appreciate your vote of confidence at the annual meeting.

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10 More Things You Probably Don't Know

by P/C John Ashby

1. A raisin dropped in a glass of fresh champagne will bounce up and down continuously from the bottom of the glass to the top.
2. A duck's quack doesn't echo...no one knows why.
3. 315 entrees in Webster's 1996 Dictionary were misspelled.
4. Chocolate affects a dog's heart and nervous system; a few ounces can kill a small sized dog.
5. Orcas (killer whales) kill sharks by torpedoing up into the shark's stomach from underneath, causing the shark to explode.
6. Ketchup was sold in the 1830s as medicine just as alcohol is today at the EYC bar...and some members swear by it!
7. Upper and lower case letters are named "upper" and "lower" because in the time when all original print had to be set by hand, using movable type made up of individual letters, the upper case letters were stored in the case on top of the case that stored the smaller, or "lower case" letters.
8. Leonardo De Vinci could write with one hand and draw with the other at the same time so he's got nothing on our John McGrane who can drink with one hand and smoke with the other.
9. Because metal was scarce, the Oscars given out during World War II were made out of wood.
10. By raising your legs slowly and lying on your back, you can't sink in quicksand (and you thought this list was completely useless).



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November Calendar of Club Events

November

- | | |
|------|--|
| 2nd | Mid-Week Buffet
5:30 - 9:00pm |
| 4th | Bingo 7:30pm |
| 6th | Champagne Sunday Brunch
11am - 2pm \$11.95 |
| 9th | Mid-Week Buffet
5:30 - 9:00pm |
| 11th | Bingo |
| 13th | Champagne Sunday Brunch
11am - 2pm \$11.95 |
| 16th | Mid-Week Buffet
5:30 - 9:00pm |
| 18th | Annual Meeting 7:30pm
Serving Dinner from 5 - 7pm |
| 19th | EYC Racing Fleet Banquet
with the Raven Band |
| 20th | Champagne Sunday Brunch
11am - 2pm \$11.95 |
| 23rd | Mid-Week Buffet
5:30 - 9:00pm |
| 24th | Club Closed-
Happy Thanksgiving |
| 27th | Champagne Sunday Brunch
11am - 2pm \$11.95 |
| 30th | Mid-Week Buffet
5:30 - 9:00pm |

Notice

2006 Slip Applications are due back by November 1st. Those not returned by the due date will not be considered for a Slip.

LOGs for Your Lobby

by P/C John Ashby

Hey! You might be just the person who can be a valuable representative for the Erie Yacht Club in helping us spread the word about our great Club. How? That's easy...just let us use your lobby for unquestionably the best, most informative and entertaining sales agent we possess...our new EYC LOG.

We will send you "lobby" copies of the LOG just as we send them to your home every two months. Then your organization can add the new LOG to those other less well known magazines like People, Time and Cosmo in your lobby for your visitors' perusal.

We already have a few organizations helping us spread the word about our beautiful club with past issues of the LOG adorning their lobbies, reception areas, waiting rooms and customer lounges.

And it's simple to get the program started. Just call the Club office at 453-4931 and let us know your company's name, address and how many copies you can utilize.

The LOG will make a beautiful addition to your reception area tables or magazine racks with an eye-catching "successive issue" display. If you have multiple lobbies or want back-up copies for those issues that might develop "feet", just tell us how many copies you require and we'll do our best to accommodate you.

So help our Club spread the word by joining our new "LOGs for Lobbies" promotional program. P.S. Our LOG advertisers will also appreciate your involvement affording them the additional readership circulation. So give us a call and thanks.

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Your EYC LOGs make a perfect addition to your lobby when arranged in a "successive issue" display.



December Calendar of Club Events

December

- 3rd Members Christmas Party with Tennessee Back Porch
- 4th Champagne Sunday Brunch
11am - 2pm \$11.95
- 7th Mid-Week Buffet
5:30 - 9:00pm
- 11th Champagne Sunday Brunch
11am - 2pm \$11.95
- 14th Mid-Week Buffet
5:30 - 9:00pm
- 17th Breakfast with Santa #1
- 18th Breakfast with Santa #2
Champagne Sunday Brunch
11am - 2pm \$11.95
- 20th Dinner with Santa
- 24th Club Closed at 3:00pm
Merry Christmas
- 25th Club Closed -
Merry Christmas
- 31st New Years Eve Party
with Entertainment by
Manhattan



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everyone has got at least one.
Contact any member of
the LOG staff
listed on Page 3

Lycanthropy

Lycanthropy, a belief that human beings can be transformed into animals. The original meaning of lycanthropy referred to the transformation of a human into a wolf, or werewolf. It is now customary to apply the term to other animals as well.



Historically, two kinds of lycanthropy have been identified. The first involves a psychological delusion in which an individual believes himself to be a wolf. Pathological lycanthropes have been described in medical writings dating from classical times. Now a medical rarity, pathological lycanthropes were common during a time of hysterical occultism in medieval Europe. Driven into the woods by their mania, the lycanthropes would howl at night and seek victims to mangle.

An upsurge of lycanthropous belief occurred during the wave of satanism and witchcraft that swept through Europe from about 1450 to about 1700. In the 16th century such as notorious "werewolves" as Pierre Burgot, Michel Verdun, Giles Garnier, and Peter Stumpf were laced on trial and executed by French and German ecclesiastical courts. Many superstitions developed about werewolves, including the idea that they could be detected (supposedly by their humanlike eyes and short or missing tails) and that they could be exposed by "repercussion" (inflicting a wound on the suspect animal that is later apparent on the human). Ordeals were one used to get people to confess, which they sometimes did out of morbid craving for attention. In the folklore of Italy, a baby conceived on the night of Saint Paul (June 29) or the Annunciation (March 24) is apt to be a werewolf. As a precaution, the father or grandfather can liberate the child by taking a lighted coal and burning the sole of infant's foot or nape of the neck.

("Lycanthropy," Microsoft Encarta Online Encyclopedia 2005 http://encarta.msn.com/1997-2005/Microsoft_Corporation/)

CAUGHT IN THE ACT!



Who is that guy in the white shirt and wide brimmed white hat? Yeah the one with his hands in his pockets!

Hey...guess what! The consummate sailor, long time EYC member and our local wizard of a sailmaker, Dave Bierig, is pictured here aboard a "power boat"! The last time Dave set foot on a power boat was 36 years ago, way back in 1969, when he was actually spotted aboard P/C Lawrence Nagle's *Eleanor III*. Dave's excuse for this 2005 rarity, when confronted, was that he was actu-

ally out on John Kuder's Trawler taking measurements to build a "foresail" for Kuder's "steadying sail". Yeah sure Dave... with your hands in your pockets and a big sappy pleasure induced smile on your face. "Busted Dave." You can't hide it. You were having fun enjoying a "power boat" ride!



Yeah, that guy in the white shirt and the wide brimmed, white hat with that big smile on his face.. could that be?...No, it couldn't!

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