



SPECIAL CLUB ELECTION ISSUE

Steady As She Goes... Basin Update

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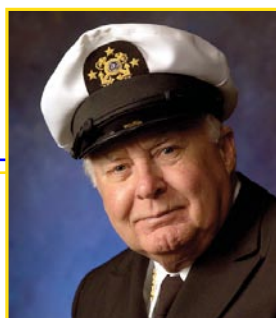
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From the Bridge

Commodore Jim Means



They told me that the next four years would fly by, of course I didn't believe them. But it seems just like three days ago we were paving the parking lot for "J" & "K" docks, like two days ago we were moving the Grill Room storage to the basement in preparation of the Grill Room renovation and yesterday that we started on the Basin renovation, so you see how fast time flies when you're having fun. Anybody who has the inkling or time and desire to serve the Club in any capacity should join in the fun.

I'd be remiss if I didn't pass on my thanks to those of you who so ably aided in the accomplishments of these goals, and those of you who unselfishly donated time, money and expertise to so many of the projects here at the Club. You are far too many to personally name in this short discourse. Let it suffice to say that you have my undying gratitude.

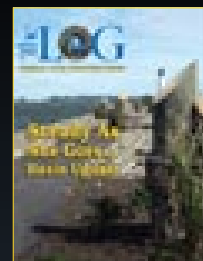
Thank You for allowing me to serve,
Jim

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On the Cover...

The Basin Project is not only moving ahead on course but is shaping up to be esthetically a thing of beauty of which we can all be proud.



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STEADY AS SHE GOES

BASIN UPDATE: “A” DOCK NEXT

BY V/C JOHN MUROSKY

Member volunteers assembled these 9' X 20' floating dock bases and are seen here launching a section.

I would like to thank our members and friends for their courteous patience during our basin renovation which is extended from the entire basin reconstruction oversight committee. The responsibility is enormous but I can assure you that we will do our best to meet this challenge.

As the boats are hauled, we are preparing for the installation of the new floating docks located on the north wall extending from the lighthouse towards the west to the channel entrance!

P/C Gib Loesel and fellow member Bill “Biff” Maasz have helped tremendously with the assembly barge that will help us line up the finger piers to the main catwalk of the floating docks. This barge is in the

water over by the canoe house waiting final fit up of the outboard motor.

By the time this article goes to print, members should see that the “A” dock bulkhead repair has begun. We will only be repairing the bulkhead which will be done well before spring and the new docks in that area will follow in the fall of 2007.

Many members have given good compliments on the landscaping of the north wall. Large baseball size gravel has been installed along with several decorative pilings and various sea grasses and plants. There will be more flowers planted in the spring before opening day.

This is our custom designed “dock assembly barge” which will aid in the alignment of our new floating docks and catwalks.



Take a stroll along the new walkway on the beautifully landscaped north wall and you'll get a taste of what's to come when the entire project is completed.



As the work crew's designated fork lift driver, I can tell you first hand that the Club's new fork lift is working out very well in getting the job done on the Basin Project.

We have purchased a new 50 ton Marine Travelift that will arrive next spring. Specifications of the new lift are located on the bulletin board in the main lobby. This lift will be taller and longer and is capable of expanding the width at a future date should we proceed with a new lift well. No plans are in effect at this time.

Hopefully we should be well under way with the dock installation by the time you receive this LOG issue. Thank you once again for your continued support!



Hundreds of "floats" for the new floating docks are shown here stockpiled as the member volunteers assemble the dock sections.



Floating dock frames have been delivered by the hundreds and stored temporarily on the west wall ready to be utilized by the Club volunteers in assembling the floating docks.

Wow! What beautiful landscaping we now have running from the entrance to the lighthouse on the north wall. The large baseball sized architectural gravel adds just the right touch so please do not try to make any "big splashes" in the bay with them.



PIGS AT SEA

"THE RISE AND FALL OF THE WHALEBACK"



BY DAVID FREW

These fascinating ships were designed specifically to handle the waters of Lake Erie, nicknamed "Pig Boats", they were said to be "unsinkable". Not so.

Long-time Erie Yacht Club members will recall the era of commercial shipping activity at the Cascade Docks east of the Club. The former site of today's up-scale Niagara Pointe housing development, dockside condominiums and luxury marina complex, was literally buzzing with maritime activity just a few decades ago, and EYC member Gordy Gebhardt's family was at the root of it. During Erie's early history the Gebhardts were coal suppliers, providing heating and fuel needs for the community. During the early 1900s when petroleum products began to replace coal and automobiles were rapidly emerging, the Gebhardts shifted their business toward gasoline distribution. Taking up residence on the bluffs overlooking the Cascade Docks, the Gebhardts' United Oil Manufacturing Company began to receive shiploads of petroleum products which they stored in huge above-ground tanks, pumped into tanker trucks and delivered to regional retailers. Thanks to the United Manufacturing petroleum distribution business at Third and Cascade Streets, a parade of unique commercial ships began visiting Presque Isle Bay to unload raw product.

Most of the ships that stopped in Erie to supply the region's growing petroleum demands were ordinary looking. Some were specially designed tanker ships with profiles that were only a bit different from typical bulk ships of the mid 1900s. Others were older under-sized bulk carriers that had been converted for the petro-

leum trade. Regardless of hull design, however, petroleum delivery ships could always be distinguished by their deck configurations. None of them carried the prototypical self-unloading booms that most bulk ships carried for lifting iron ore, coal and other bulk materials up and out of their holds. Instead the petroleum carriers sported a mystifying array of piping and other plumbing hardware on deck. The hoses, nozzles and fittings were designed to connect to on-shore pipelines so that bulk liquid products could be pumped ashore.

There was one commercial petroleum delivery ship, however, that was so unique in profile and hull design that it caused consternation every time it entered the harbor. People would always point and stare at the *Meteor* when it arrived often



These unique vessels got their nickname "Pig Boats" from the design of their bows. Oink!

assuming that it was an ocean-going submarine. In reality it was the last of the original whaleback ships. In the 1940s, the *S.S. Meteor* (launched as the *Frank Rockefeller*, renamed *South Park* in 1927 and then *Meteor*) was rescued from a Detroit River scrap yard after it foundered in Lake Michigan, was reconfigured and put into the bulk petroleum delivery business. She was the last of a distinguished fleet of ships that had once been touted as unsinkable: the only surviving McDougall whaleback. When the *Meteor* departed Erie for the last time in 1969, Great Lakes historians assumed that an important chapter in maritime history had finally come to an ignominious conclusion.

Captain Alexander McDougall was an intrepid engineer and shipyard designer whose family immigrated to Canada in 1854 when he was nine years old. A typical Scotsman, McDougall was a born mechanic and designer, obsessed by technology and process improvement. He began his career as Great Lakes sailor earning masters papers at age twenty-six and taking command of the Anchor Lines Erie-based *S.S. Japan* at twenty-eight. Recognizing the inevitable transition from commercial sailing ships to steam-powered vessels, McDougall argued that it would be important to develop a style of steamship that would be particularly adapted to Lake Erie. A unique topsail schooner, suited to Lake Erie's prevailing southwesterly winds and square waves

had evolved earlier and McDougall was convinced that a special type of steamer should be similarly designed for the popular Buffalo to Detroit run. During the early years of McDougall's career, Lake Erie was fast becoming the most important commercial waterway in the world and McDougall was convinced that a hull configuration suited to Lake Erie's short period, square waves and cantankerous breaking seas would be an important engineering contribution.

Between 1888 and 1900 McDougall perfected a hull design that looked much like a modern submarine. The bow was snout-nosed earning his hulls the nickname "pig boats". The hull shape was rounded, creating the overall impression of a partially submerged whale with very little freeboard. Even the top decks were rounded, designed by McDougall to allow waves to roll across the decks without resistance. There was little superstructure but in the era before self unloading equipment became commonplace, McDougall's whaleback decks seemed little different from other bulk carriers. Sailors who worked them, however, complained of difficult footing on the pitched decks. McDougall argued that minor problems of footing when sailors were working the lines and hatches near shore, paled in comparison to the whaleback's primary advantage. According to McDougall his whalebacks were unsinkable! There was a much more important technical aspect of whalebacks, however. They had the best ratio of cargo load to draft, allowing them to work docks that were otherwise not serviceable by commercial ships.

For almost thirty years McDougall's whalebacks crashed and bashed their way through Lake Erie waves taking on the biggest and strongest of November gales without incident. Crews complained that the ships were unmanageable near the docks and difficult to maneuver. Sailors on more conventional steamships laughed at the strange submarine shape when they encountered whalebacks, guffawing at the non-traditional hulls and their reputedly slow speed through the water. But for years when a terrible storm blew up on the lake, whaleback sailors felt safe and secure. What better ship to be in during a gale than an unsinkable vessel that seemed half submarine and half sea creature. Having proven themselves on Lake Erie, McDougall's whalebacks spread to all of the other lakes, crossed the Atlantic and made a brief appearance on the West Coast. By 1900 there were more than forty pigboats plying the waters of the world.

On Friday October 20, 1916, Lake Erie decided to teach Alexander McDougall a lesson in hull design. With winds howling at 30 knots, Captain Walter Grashaw of Cleveland, Ohio set sail from Buffalo on a course for Detroit just after midnight. Other ship captains shook their heads when Grashaw's whaleback *James B Colgate* departed the Buffalo docks and began to plow into the ten foot waves that were running down the axis of the lake. But Grashaw wasn't worried. His ship was invin-



Designed by Captain Alexander McDougall, a born mechanic and designer, felt it was important to have steamship hulls shaped like topsail schooner hulls to handle Lake Erie's treacherous waves.

cible! By the time the *Colgate* was within sight of Long Point the next morning, a trip that had taken almost three times longer than usual, Grashaw knew that he was in for a struggle. Winds had increased to 50 miles per hour and thirty-foot walls of breaking white water were slamming into the ship's snout nose.

Captain Grashaw considered ducking behind Long Point for shelter. Realizing how difficult it would be to maneuver the whaleback in the shallows behind the point and how dangerous it would be to turn his beam across the monstrous waves, however, he decided to ride the storm out. Instead of heading behind Long Point, Grashaw continued to run bow-to-wind, reasoning that the storm would calm as evening fell. How wrong he was. By the time the *Colgate* was nearing the base of Long Point, winds had reached a steady 80

miles per hour with gusts to 100 and the ship was barely able to maintain a head-to-wind position. Making no forward progress, the *James B Colgate* became a sitting duck, steaming at maximum rpm's with her bilge pumps running all out. She was standing almost still in the water while giant waves pummeled her hull and deck. Grashaw had inadvertently taken his ship into one of most ferocious storms in Lake Erie history, a blow that was destined to take four ships to the bottom of the Lake.

By 6:00 PM on Black Friday bits of the deck began to wash away and the ship's tiny superstructure had taken so many violent blows from the waves that it was beginning

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The Cascade docks are where a unique fleet of specialized petroleum carriers called "Whalebacks" delivered their goods here in Erie.



Weeeeeee... There goes Judy

by Kitty Ferrari

On a speed scale of 1 to 10 - this vivacious gal travels at Mach 10. I think I was lucky to talk with her over lunch, as she had to be comparatively still at that time! Judy is energetic, perceptive, and certainly full of laughter - a delightful combination to be with at any time.

Unbeknown to most, Judy is the gal behind many of the photographs you see in the EYC "LOG". She has worked and is working long hours taking the photos at various functions and for various articles.

But let us go back a moment and see what makes up this interesting gal.

Judy was one of those that "hung around" the EYC as a kid, at the teen dances and jitterbug contests, Wednesday night Family Night Dinners, and of course as a participant in the Reyburn Sailing School program. In the 50's, she was racing crew on her brother Jerry's Thistle. She was also a Reyburn Sailing School "instructor" for a week while the regular instructor, Bruce Raimy, was on a family vacation. This is definitely interesting since Judy does not swim a stroke! Once she took the sailing school's fleet of Blue Jays to the "new" lake, which we now call it the Presque Isle Marina, to help scrub their bottoms to remove built up algae. Her enthusiasm sometimes got her into a little trouble like the time she was riding on the handlebars of a bicycle and fell off onto limestones here at the Club cutting short her sailing lessons for a few days. Slow down Judy!

As you might expect, Judy's energy is channeled into many areas - including dancing, skating, skiing, running, and cycling. When she was 8, she roller skated with brother Jerry - this ended at age 11 when this skating partner broke his leg in 3 places



when he was knocked down and trampled over at the rollerskating rink. Whoops. Ouch! That had to smart. Ice skating was another one of her favorite pastimes both at the Club near the Canoe House and on her backyard

Judy crossing the finish line after completing her very first marathon race.

rink. The Erie Civic Ballet Company was also graced with her presence for a three years stint. Weather cold? That's ok with Judy, off she goes to the ski slopes as part of the Erie Ski Club with whom she made a few of their famous European sojourns. Her two favorite sports that remain to this day are running and cycling. Judy runs at least 30 miles each week and has competed in many running events. In 1990, she was the Erie Runners Club "Runner of the Year". Cycling, she says, she will do forever.

Volunteering her time - Judy worked with the Junior League, Erie Ski Club, and of course, our the "New Log".

Job-wise - Judy continues to display her ceaseless energy.

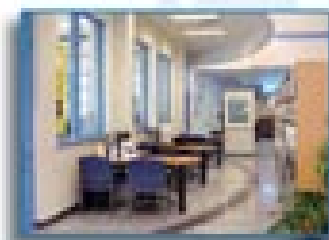
Before she was 20, she had worked with her family in various restaurant ventures. Her father had a drive-in restaurant at 26th and Peninsula (now Kmart). This was a rather innovative and avant garde "Phono Chef" her father developed in that they would take orders through a speaker system. This was her father's concept that was way ahead of its time. She was a hostess and cashier at her dad's "Antler's Restaurant" located at 4th and Sassafras on Saturdays and holidays. This restaurant featured a true gourmet buffet styled dinner only available on Saturday evenings, and Judy was in charge.

Also during those years, she did periodic photo modeling for Trask's and Halle's. One of the highlights of her young modeling career was being an Amsco model featuring their

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EYC Bay Week Team and Coaches (l to r) Cutter Niemic, Mike Bloomstine, Phil Mashyna, Sam Wagner, Danny Bloomstine, Caitlyn Niemic, Coach Pat Bloomstine, Coach Chris Simon, Becky Bestoso and Peter Rickloff.

For those of you unfamiliar with Junior sailboat racing in this region, I-LYA Jr. Bay Week is a national quarterfinal ladder event for the U.S. Junior single-, double-, and triple-handed championships. This year, the Erie Yacht Club sent three double-handed Club 420 teams and two single-handed Laser teams to bay week. The first two days of the regatta are known as the qualifying series, from which the top eight boats in each class are taken to race in championship fleet. This year two 420 teams from Erie made the cut for this fleet. They were: skipper Danny Bloomstine and crew Becky Bestoso, and skipper Mike Bloomstine and crew Peter Rickloff. Danny and Becky showed their dominance in the qualifying series with five points in six races while throwing out a first. After the cut was made, Danny and Becky continued to blow away the competition by winning 6 out of 9 races in Championship fleet to win the regatta. Mike and Pete finished sixth in the fleet, a very promising finish for a team with two more years of eligibility. In the Commodore's series, skipper Caitlin Niemic and crew Sam Wagner placed second, still putting them in tenth out of 33 teams. In the Laser Commodore's series, Cutter Niemic and Phil Mashyna placed fourth and fifth respectively, a very good

performance for their first time at Bay Week. At the end of the week awards banquet Sam Wagner was also awarded the Ray Greene trophy for male sportsmanship. This is a very prestigious award that is voted on by your fellow competitors. When it came time for Danny and Becky to receive their award, they got a standing ovation before their names could be



On the first day of racing at Bay Week this start was typical with 33 boats on the line.

read off. It was a very successful year for the Erie Yacht Club Race Team, but they weren't done yet.

By placing in the top three at Bay Week, Bloomstine and Bestoso earned a chance to compete at the Area E semifinals for the second year in a row. This year they were held at Bayview Yacht Club in downtown Detroit



This is the Championship Fleet of the 420 Class Division during Bay Week.

on the Detroit River. The team got out on the water upon arrival Sunday afternoon to try to get used to the 2-3 knot current of the river. Monday morning came and the decision was made to sail out to Lake St. Clair for the days racing. The winds were 15-20 knots with gusts as high as 25 knots. They got off to a rocky start taking 4th in the first race and 5th in the second race. They picked it up after that and closed out the day with a 1st and a 3rd. That still left them in third place when only the top two qualify for the national double-handed finals. They were 3 points out of second and five out of first. After discussing strategy for the next day, Becky simply said "We should just win every race tomorrow." They followed that

This is the "Team Dinner" night held on Wednesday evening at the Bay.



The parent chaperones are never far away, here shown at table beside the team!





The EYC Teams were easy to spot out on the course in their white "pinnies".

strategy perfectly as they won the first race, now sailing on the Detroit River. Then a small storm blew through, forcing the competitors to shore. Danny and Becky were still in third place but now only two points out of second. Fortunately, that storm blew through and they went back out for another race, again following their strategy by winning the race. Then the



Danny Bloomtime and Becky Bestoso at the National Championship Finals located at the Corinthian Yacht Club in Texas.

winds died down too much to continue racing with the strong current of the river. Racing was called for the regatta, leaving Danny and Becky in first place for the regatta, one point ahead of 2nd and 3rd place. They were the Area E double-handed champions for the second year in a row. That earned them a place at the U.S. Junior double-handed championships for the F. Gregg Bemis Trophy at Texas Corinthian Yacht Club in Corpus Christi, Texas. The only other team from Erie to go to the Bemis finals twice was Dave Parker and Chris Barrett.



This year the Perry Monument was not available for the Bay Week photo so this picture was taken a few blocks away.



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EYC Sailor Preparing for Circumnavigation!

by Aaron Lasher



My parents left Erie before I was born, but even though we grew up elsewhere, Erie has always been home to our family. Ever since I can remember summertime meant Erie, and Erie meant sailing. Some of my earliest memories are aboard my Grandfather's sloop, *Caliente*, or running around on the Yacht Club lawn during the Fourth of July.

The EYC is a place of pilgrimage. Every year, the first trip down the winding ravine was the perfect way to prepare for the season. And that last turn before the bay opens up was always met with an impatient anticipation. Let's go sailing already!

It's no secret that the EYC set the stage for my upcoming adventure. The friendly relationship between the Club and the Reyburn Sailing School made me feel welcome and excited to be a part of this fantastic sailing community. When I was a junior sailor I wanted to be a racer, when I was a racer I wanted to be an instructor, and when I was



Aldebaran on passage with her previous owners ... nice boat and very comfortable.

an instructor I wanted to be a member. Now, thanks to some hard work and a little bit of luck, I've been granted a membership - but with strings attached.

Two years ago 6 sailors at Northwestern University, including myself, decided to do something extraordinary after graduation. Although differing greatly in our majors and interests, we all shared two passions: sailing and education. Seeking a way to combine the two, we started an educational non-profit that would use the stories of travelers - via the internet - to bring learning to life in underfunded public school classrooms.

In 1998, a similar organization called Reach The World launched the first circumnavigation of their Nautor 43, using technology to share the voyage with 3-5th graders in New York City. They were looking to expand their program to other cities, and we were looking to grow. So after merging our company with theirs, we became Reach The World - Chica-

go. On November 19th, 2006 we will launch our own two-year expedition: The Voyage of *Aldebaran*, a 43-foot Swan cutter. As the Expedition Coordinator, my responsibilities include being aboard when it departs from New York City. It's a tough job, but somebody has to do it.

The schools we serve are indeed the focus of our efforts. However, circumnavigating the globe by sailboat affords us the opportunity to represent a number of constituencies. We are ambassadors of Reach The World and the United States - but as a product of the sailing community here in Erie, I am also extremely proud to be representing the EYC in far off ports all around the world.

Our route is east to west through the canals. The first leg, potentially harrowing due to winter storms, will take us from Bermuda down to the BVI's. After a stint in the Caribbean filled with unique and fascinating destinations, we will make our way to the San Blas Islands before passing through the Panama Canal in early March. From the canal we will travel to the Galapagos, followed by a month-long passage to the Marquesas. The lovely Pacific will see us safely to Fiji for repairs, followed by a trip to the coast of Australia and the Great Barrier Reef. After navigating the

(continued on page 23)



Our sloop *Aldebaran* on the hard where we found her in Annapolis.



Two of the six proud owners just hanging out and getting use to her deck layout.

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The decks of "whalebacks" were also unique due to their maze of piping systems for the unloading of petroleum products.

Pigs at Sea

(continued from page 7)

to disintegrate. At 7:00 PM the Colgate listed to starboard. And then the deck hatches failed. Walter Grashaw climbed out onto the deckhouse with a light to inspect the damage at 8:00 PM. As he strained to see the hatch covers, a monstrous breaking wave lifted him from the bridge deck that he was clinging to, rocketed him twenty feet up into the air and threw him overboard like a rag doll.

Clutching pieces of flotsam as icy water sucked the breath from his chest, Grashaw was suddenly gripped by a human hand. Two crew members who had abandoned ship moments earlier saw Grashaw floating toward them and pulled him aboard their tiny raft. Grashaw and his colleagues watched in horror as their nine-foot lifeboat was swept to the east while the Colgate continued to slip below the water.

For several desperate hours, Grashaw and his crew made vain attempts to steer their small boat toward Long Point but the howling wind,



The rounded off gunwale design of Whalebacks would repel waves by the water simply rolling off the ship.



huge breaking seas and horizontal sheets of sleet made it impossible for the men to do anything but hang on for their lives. At 4:00 AM a breaking wave threw the small lifeboat into the air and dumped its three semi-conscious passengers into the water.

Grashaw was awakened by the blow, fumbled his way back to the boat and crawled aboard dragging one of the sailors with him. The other man was lost overboard. Two hours later the boat capsized a second time but this time it was only Captain Grashaw who had the strength to climb back over the gunnels where he collapsed into hypothermic sleep.

At 6:30 PM the following day, in nearly calm seas, Captain Walter Grashaw was awakened from a dreamless sleep by a shrill ship's whistle. Struggling to pull himself up onto one elbow, he was amazed to see the car ferry Marquette & Bessemer II bearing down upon him. Some how, he had cheated death. The unsinkable whaleback, its cargo and crew of 26 were gone, but Captain Grashaw had survived to tell a story that spelled the end of the whaleback era. They were ugly, slow, unmanageable around the docks and worst of all, sinkable. Captain Walter Grashaw never went to sea again. He told friends that he was not about to tempt fate by risking another trip on Lake Erie. He was quoted in Cleveland newspapers as saying that the last ship that he would ever command had gone down off Long Point.

One by one, Alexander McDougall's whaleback ships disappeared. Some were converted to barges, others were cut into scrap. One old whaleback, the Christopher Columbus, became a passenger liner for a brief period. The S.S. Meteor was converted to a petroleum delivery ship and worked for twenty-six years before she foundered in Lake Michigan. Preservationists halted the scrapping of the S.S. Meteor in 1971 by raising the money to have the last surviving whaleback towed to Superior, Wisconsin and made into a maritime museum.

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It may have been the ghost of Alexander McDougall who enjoyed a last bit of irony. After nearly sixty years of hunting for the wreck of the James B. Colgate near Long Point, divers finally located the old whaleback. She was on the bottom of Lake Erie southwest of Wheatley, Ontario. Apparently the snub-nosed pigboat was nearly unsinkable after all. Long after Captain Walter Grashaw and the last of her crew had been washed away, the Colgate apparently continued to plow along just below the surface of Lake Erie, somehow steaming another 60 miles before

her fires finally went out and she slipped to the bottom. McDougall's legacy lived on, as well. The old Scotsman passed away in 1946 but not before he had built two hundred ships, founded seven shipyards, patented a (pre-taconite) iron ore compression technology, and led a vigorous political campaign to make Michigan's Upper Peninsula an independent U.S. state called Superior.



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Blub, Blub... Blub!

Safety & Seamanship

by Captain Dennis Daniels

Imagine going down to your boat some evening and finding one or two feet of water in your bilge. Or worse yet having someone call you from your marina and telling you that your boat has sunk. This actually happens more often than you would think. While in Port Dover last summer, the boat in the dock across from me sank during the late evening hours. The Coast Guard came along in the morning and pumped the water out. The boat was towed to the haul out and lifted from the water. It turns out that one of the bellows on the outdrive had rotted away. Unfortunately, although the boat was equipped with a bilge pump, it did not have an automatic switch, so the boat continued to fill with water.

Those who keep track of these things will tell you that for every five boats that sink, four of them sink at the dock. Underwater fittings, including lower unit components account for 50% of the sinkings. Rain accounts for another 32%.

The best way to protect your boat from sinking while at your dock is to have a good bilge pump that is connected to an automatic switch. Many models are now available with built in switches that will turn the pump on when the water reaches a certain level.

There are two other important considerations to keep in mind. You need a good, heavy-duty marine battery and the pump must be of the correct size for your boat. Marine surveyors will tell you that too often the bilge pumps are too small for the boat they are installed in. Don't be fooled by the rated capac-



ity of the pump. They may be listed as capable of pumping 1,200 gallons per minute at zero head, but after installation the actual capacity will be much less.

Some boaters install counters on their automatic bilge pumps so they can keep track of how often the pump cycles. This is a handy way to see if your pump is coming on while you are not at your boat.

Boats do occasionally sink on the open water. In 30% of these cases it is from taking water over the gunwales. Oddly, only 2% of the boats that sink while underway do so after striking a submerged object. A 2" hole one foot below the waterline will admit 78 gallons of water per minute. If the hole is three feet below the waterline, the flow will increase to 136 gallons per minute. That is a great deal of water to remove and may quickly overwhelm the boat's buoyancy.

If you have an automatic bilge pump and notice that it cycles fairly often, you will want to find out the reason why. Thru-hull fittings

are a major contributor, but the water may be coming in from stuffing boxes, if your boat is inboard powered, or you may have a leak in your galley's water system.

At least twice a season, you should inspect any fittings above and below the waterline that could be letting water into your boat. It's also a good idea that you have shut off valves, or sea cocks installed on as many thru-hull fittings as you can.

No boat is too small for an automatic bilge pump. They can even be installed in Personal Watercraft. For those owners of PWC who leave their craft in the water during the summer, it is probably a good idea to install a small automatic pump.

Although summer is now over, it is still a good time to make a mental note of what we need to do in the spring to insure a safe and enjoyable summer next year.



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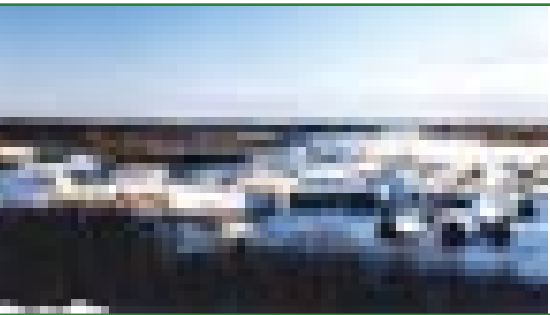
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We waited in silence. We had heard the sound a number of times before. All eyes were skyward as we scanned the horizon for a glimpse of the bird we so anxiously wanted to see. Nothing appeared and a look of disappointment passed among us like the "wave" so often performed at sporting events by the fans.

We had driven some seventeen hours, basically due north, into upper Quebec province. Our present location was Matagami. But our travels were not yet complete. More than an hour plane ride would be necessary before we would arrive at our final destination, Lac Evans. This remote destination accessible only by float plane would be our home for the next week. No cell phones, TV's, VCR's, DVD's or other distractions would be found there.



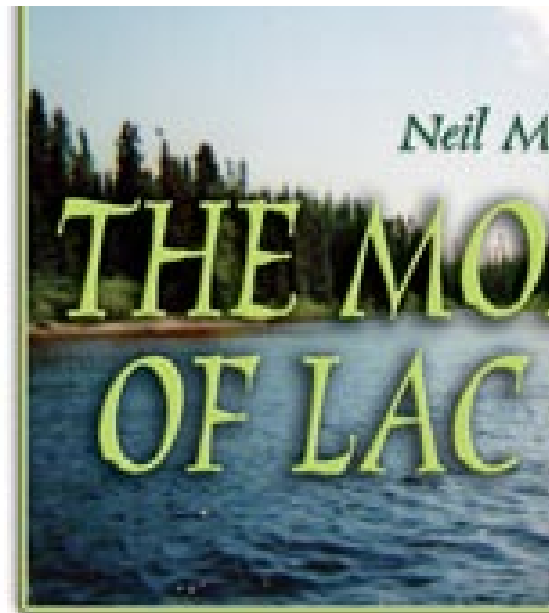
This is the Ville de Matagami, the gateway to the James Bay Territory and Lac Evans.

Electricity (gas generator supplied) sometimes was available, but limited to basic use of lights and refrigeration and a pump to supply water directly from the lake. Not terribly primitive by some standards but not "home" either. The mosquitoes and black flies were in such great abundance, that most times when you had to go outside, you were compelled to do so in a cloak of Deet. Why did six men travel so far to a place of limited amenities? Simply put, we were in search of the MONSTERS of Lac Evans!!

This was my first time, but several in our group had made this adventure before. I was lured by exotic names like the "Holy ground of Truck stop", "the beauty of Northeast

Bay," "the cascades of Broadback," and the "languishing call of Long Point". Most of these adventurous souls were EYC members. This trip was to be a father-son event as it would take them far from home over this June event (Father's day). They were Rick Santos (EYC) and his son Jeff (EYC), along with Bill Steinbrink (EYC) and his son Rob and then there was one dad, Jack Gornall, who had the misfortune of a son who had to work at last notice but the good fortune of having to adopt me. So your author (EYC as well) would get to share this adventure to which I owe Jack's son a deep hearted thanks.

The hum in the distant sky once again caused eyes to turn skyward. This time a sense of joy and elation passed among us as coming into view was the flying Beaver. The Beaver was a rather antiquated but, I was told very dependable, sea plane made years ago by the Dehaviland Corporation. Immediately our sense of joy was destroyed when our outfitter informed us that two things were amiss. One, we were too heavy. Our supplies and the combined weight of the six men were beyond regulation and some items must remain at base camp. As we had previously cut these items to a bare minimum, trepidation was felt. We decided to leave much of our canned liquids behind, as they were heaviest, knowing that if a hot week, weather wise, was ahead of us, dehydration was a strong possibility. We could make do with spring water located on certain beaches along the shores of Lac Evans. That is if they could be located and if they were not polluted by the many actual beavers that made Lac Evans their home. Problem number two: the plane could carry some of the men and some of the supplies, then return hours later for the remaining men and supplies or take all the men and no supplies, return later for the supplies on a second flight. This seemed like a no brainer as our intent was to get to the lake and start our quest for the monsters, but, as I said this sea plane had seen many, many flights. There was that chance that after delivering us, a mechanical problem may occur and our supplies could be delayed one, two days maybe longer. We huddled for all of maybe two minutes to make the deci-

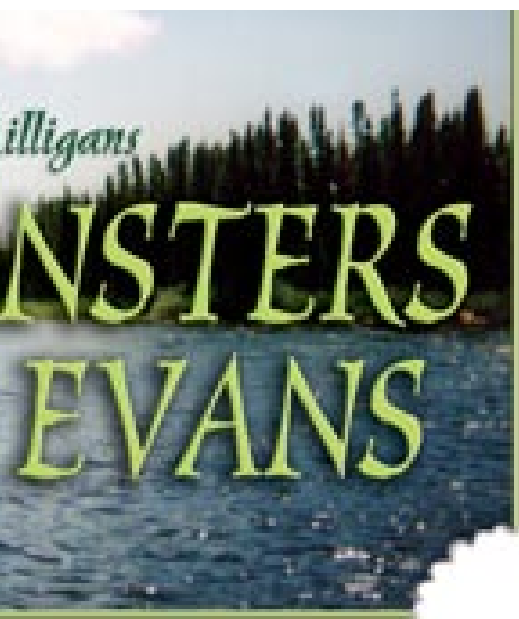


sion, all six men would fly the first trip with minimal gear and trust our remaining gear to the reputation of Mr. Dehaviland.

Within minutes we were airborne. The noise was deafening to a point that communication was nearly impossible. So we sat back relaxed and enjoyed the beauti-



This is one of my twenty plus monster Northern's taken on "Chatter Bait". It's the one bait Northern's just sim



ful scenery of Northern Quebec. It is amazing the number of small lakes that we passed on our way, so numerous all we saw would be difficult to count. After an hour and fifteen minutes our destination came into view. We came to a smooth effortless landing and tied up to the quay at Crow Bay, a small encampment



that I caught on my remarkable secret lures called ply can not ignore.

which would be home for the next week. We were greeted by Flo, our camp guide. He wisely had three boats ready as we quickly disembarked, said our goodbyes to the pilot and set out across the lake for "Truck Stop". This I was told by my adoptive Dad, Jack Gornall, would be my first glimpse and experience with the monsters for which Lac Evans is so noted.

The race was on as to who would get there first. Who would have the first sighting. Much to Jack's and my disappointment we had chosen the wrong boat, it was the slowest of the three. Bill and his son Rob and Rick and his son Jeff were hundreds of meters ahead and we were losing ground with every minute. Good fortune turned to us as the leading two boats took the wrong turn and we, after all, would arrive first. Jack was piloting our craft and he slowed before entering the bay and informed me that I was entering such hallowed ground that I should, as he was, be feeling a sense of awe and reverence. By this time the other two boats had discovered their error and we could hear their engines roaring closer. So quickly, Jack and I prepared our Barnies and my Chatter bait to lure these monsters. By now with the attached pictures the reader has figured out the monsters we were seeking are the rather large northern pike that are so numerous in many of the remote lakes of Northern Canada. Truck Stop would turn out to be a disappointment. No monsters were located there on this or any other of the frequent times we stopped there to fish. It had been great in the past but we would have to wait until another year and hope that the big ones would once again return there.

We left Truck Stop to try another area further south toward Long Point and several small fish were caught. Finally, on a Chatter bait, I was able to hook a 22 pound northern pike. I said hook, for the next ten minutes that fish did whatever he wanted to do, swim away, swim closer, jump out of the water or lay on the bottom. Fishing with light tackle you are virtually at the mercy of the fish, hoping that it does not go nuts and break off. Obviously knowing that this was a 22 pound monster tells you the fish, with Jack's help and the Bogagrip,



Fellow EYC member Rick Santos displays one of his truly monstrous beauties while fishing the cold placid waters of Lac Evans.

was boated. I had never caught a Northern of this quality and was quite elated. High five's and hoorays from the other boats made it impossible for me to vote to quit fishing for the day. But alas it would soon be dark and finding our way to camp in the dark would be difficult and or dangerous. We knew that we would have many days ahead and many more fish of this quality or better. So Crow Bay here we come and how good it felt as we came within sight of camp and saw our gear on the dock.

The entire week was spent battling these giants and mother nature. She is often and as we saw with Katrina a humbling factor in life. Northeast Bay is a minimum of one and a half hour boat trip from camp. Our search would take us there many times as that is where we found the largest of the Pike. Travel to that area was usually not a problem, but getting home was quite another experience. We would have a series of cold fronts come and go throughout the week and with it the accompanying rain. Our entire week was spent donning rain gear, then taking it off, riding quite high waves and fighting gusting winds. Those fifteen foot Lunds are sea worthy crafts, without question. But mother nature would not stop us from venturing forth again and again. When Dad could experience a son land a 32 pound monster as Rick did

(continued on page 38)



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Rats!



by P/C John Ashby

Oh, for the good old days. Those wonderful strolls down memory lane. Those memorable sojourns back in history to a gentler time. A time when lovely ladies in ankle length dresses would be escorted across mud puddles by gallant gentleman placing their coats upon the puddles in a cavalier gesture of a more chivalrous time.

Well, I may be old in some eyes but I don't go back quite that far. However, I do possess knowledge of the great rat infestation of the Erie Yacht Club that ran rodent rampant in the nineteen sixties and seventies ... so let's talk about that.

Away back then, and I'd put money on it, we had more rats on our EYC property than boaters' names on our membership roster. But let's not get carried away by the ugly thoughts of rats that are beginning to be conjured up in your mind at this very moment.

Rats! We must not think unkindly of our fellow earthly inhabitants of which there are

over 4,000 species scurrying about on this planet today. We should pay brother rat his due for all his important contributions to science and medicine in the curing of many diseases. Then of course rats also are responsible for creating pestilence, pandemic and deadly disease, remember the "Black Death" or bubonic plague.

Then again we must be fully cognisant that the billions of rodents that occupy space upon this earth that also create great enjoyment, entertainment and companionship! Remember there were millions of kids, of which I was one, that loved Rocket "Rocky" J. Squirrel (squirrels are rodents too you know just like rats) who with his sidekick Bullwinkle J. Moose, both of Frostbite Falls, Minnesota, entertained us every Saturday morning back in the fifties and sixties. They were my true cartoon dynamic duo who constantly thwarted the machinations of those villainous Pottsylvania spies, Boris Badenov and Natasha Fatale, as well as their Spy

Commander in Chief, Fearless Leader. Yep, I can see it's all coming back to you now!

There are also millions of people, some of which are probably living on my block, that absolutely adore their "pet" hamsters and gerbils and pocket mice. They are all rodents too just like rats. And, there are actually folks out there that keep for pets the largest rodents alive on the planet today called "capybaras". Capybaras weigh in at as much as a hundred and ten pounds and are two feet tall at the shoulders. And that's nothing! Back in prehistoric times there were rodents as tall as a horse, as big as a buffalo and as strong as an ox. At 1,500 pounds, this super "guinea pig" (that's right, guinea pigs are also members of the rodent family) had a huge long tail that they used for balancing on their hind legs. Yikes! This rodent's fossilized remains were discovered just a few years ago in Venezuela. I'm glad it wasn't found on my block!



There are over 4,000 members of the rodent family and they come in all different sizes depending on the species.

Okay, lets get back to our EYC rodents that we will simply refer to as “rats” throughout the rest of this dissertation.

Now, I’m not saying that we had been totally overrun by rats on our property but back in those days while driving out the west wall on a hot summer night you could easily see how Hollywood could have saved a fortune in rat B-roll production costs for their sci-fi movie productions. There were so many rats scurrying around the black top out there that you had to drive very slowly on most evenings because due to their incredible numbers it was nearly impossible for them to quickly get out of the way of your car or otherwise you’d hear “splat..splat,splat.....splatsplatsplatsplat-splat..splat...etc,etc,etc...you get the picture!

Also on the west wall, in the sailing class area, the sailing school constructed a 10 foot long “sailing thingamajig mock-up of a sailboat”. They did so so they could instruct their students on the fine art of sailing up close and personal and on dry land. Good idea. They also placed bleachers beside this sailing apparatus to accommodate their knowledge hungry students. As it always happens, the joke that became prevalent around the Club at that time was that “the Club installed those bleachers for the members’ entertainment because ‘rat watching’ was a whole lot cheaper than providing live bands in the grill room on Friday nights”.

The Club did institute various “kill the rats” initiatives and installed devices around the property to rid this furry four-legged big-toothed tempest from our summer fun paradise because that “bleacher rat watching entertainment thing” never really caught on with the membership.

Hey, what about poison? We tried that. There were these little flying saucer shaped rat extermination gizmos strategically placed around the real estate. They had these nice little entrances so that all our little entertainer friends could slip on in and gorge themselves to the brim on the most tastily prepared poison smorgasbord that any respectable rat could find available anywhere and the price was right ...”free” for my fine furry little fleeting friends. I don’t remember what the rodent body count, created through this macabre

effort, but you could not help but notice the bloated rat carcasses that ended up floating around the basin. So, I suppose that the rat poisoning stations must have worked to some degree.

But I think that P/C Bob Way (he wasn’t yet a P/C) had the most effective rat extermination stratagem of all the rat extermination or annihilation schemes that were ever proposed or initiated during the great EYC “War on Rats”. As far as we were concerned anyway, that is the “draftable aged” young men of the Club, Bob Way’s cure for the Club’s rat infestation problem was “primo”. Well, maybe it was not the most effective plan for destroying large numbers of the little critters, but it certainly was one of the most popular modus operandi ever instituted at the Club. “Beer.” That’s right, “Six Packs of beer.” This was probably one of the reasons that Bob Way became so popular around the Yacht Club, which as a direct result, eventually got him elected to office. I simply call this spark of incredible acumen and “out of the box” creative thinking “Bob Way’s Great Beer Barter Bonanza”. Beer paid as a prize, a reward, a bounty on the furry little heads of our over populated rat community. If you brought in brother rat, whether he was dead or alive (dead was the preferable condition) you would be rewarded, as the purveyor of said dead rat, with a “free” six pack of beer. We referred to this savvy strategy as an intriguing gift only to be found embedded in Bob Way’s pure unadulterated innovative genius. The greatest strength of this “Beer Barter Bonanza” program was that it convinced a bunch of us into accepting this most daunting of challenges. Yes, we were brave young souls taking



Bullwinkle the Moose and Rocky the Squirrel were a great team of crime fighters in the long standing cartoon series with Rocky also being a member of the rodent family.

up the gauntlet and going off to fight this “War on Rats” in a gallant attempt to save our Club from the rat infestation that threatened the very existence of our being. And of course having a beer at the same time was not bad duty if you had to go off to war in the first place! This may have been a desperate attempt on our part to reap the rewards of victory and we did score a few hits from time to time. Yet our miniscule rate of success only kept us from dying of that most horrible of deaths, “thirst”. While quenching our thirst may of kept us “happy” in the throws of the fight, I have to admit that “highly successful” was not a representative term describing the facts in this particular illustrated example. Although our part in this war could not be considered as the winning element in the eventual victory, it certainly was emotionally successful for all of its brave young combatants. But it was certainly a popular bust! OK ... a popular beer bust!

(continued on page 32)

Capybaras are one of the larger members of the rodent family weighting in at as much as 110 pounds and are as much as two feet tall at the shoulders. They are a favorite meal for Cougars, Jaguars and even Anaconda... oh yea, and some people also eat them as well.



There Goes Judy

(continued from page 8)



At age 6, Judy took the entertainment industry by storm as Mrs. Santa Claus with co-stars John English as Santa and his younger brother Michael as the Christmas Angel ... what casting!

operating table line of products. Because of her petite stature, she was their "short" model and was featured in an Amsco movie which was shot in Buffalo. That sounds like fun to me especially when you are a teenager as Judy was at the time.

Employment also included the Erie County Court House, Mercyhurst College in the Alumni and Admissions Offices, Summer - Title I teacher at East High School, Investigator for Private Adoptions at the Erie County Court House, and worked in the Erie School District's Night School Program. Also in the late 80's, Judy administered the Pennsylvania State Civil Service exams. And all this was her part-time employment.

Now on to full time employment. Judy worked as Alumni Director of Mercyhurst College (youngest in U.S., and one of only 6 women in U.S.). She also worked as a substitute teacher, in Erie, Girard and



Judy helps brother Jerry rig his Thistle with Chuck Good for an EYC small boat race.

Millcreek she owned and operated Professional Recruiters Employment Agency. The last full time employment was with the Erie School District as a business instructor, for 14 years at East High School and 6 years at Wilson Middle School from which she retired earlier this year.

Now on to her most important employment, "Judy Emling's Creative Cards". She calls this "her business in a bucket", and as I looked through the gorgeous photos in this "bucket", actually a large plastic container, I could understand why. The bucket contains



An avid skier, Judy is shown here doing some modeling work for Peak 'N Peak Ski Resort.



The above is another award winning photo with the photo below being a commissioned piece.

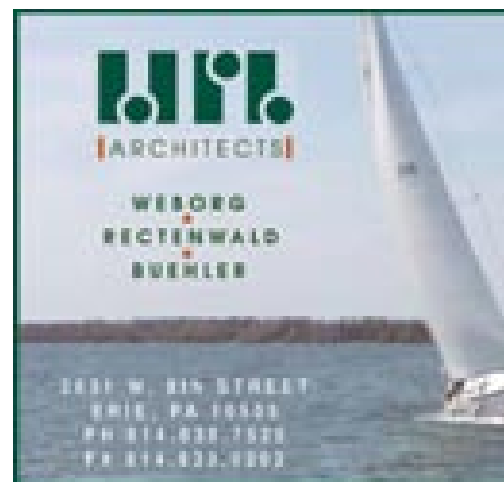


Judy loves photography and exhibits exceptional talent with award winning work as seen below.



various sized photographs of which most are in the form of "note cards" with many of them being award winners. Included in the award winners were the following: "Duck Pond", "Night Lights" both taken from Presque Isle showing the tower and surrounding area. There was also "Early Winter" and one of her top sellers "Sunset" which is an absolutely lovely photo of one of our remarkable sunset. These are available through Judy and at select galleries and boutiques in the area.

Early on as part of her family's membership and now as a member in her own right, she has always been part of the EYC and lovin' it. And we definitely hope she will "hang out" with us taking photos for a long, long time to come - thanks Judy!



Circumnavigating the World (continued from page 12)



The crew leaps off a sand dune in a show of enthusiasm and solidarity for their upcoming great adventure.

Torres Strait we will find ourselves following the islands up Indonesia to Singapore and eventually Thailand. A quick hop across the Indian Ocean to Sri Lanka and then Djibouti will see us to the dusty Red Sea where the wind is always right on the nose. Eleven days later a trip through the Suez Canal will put our trusty vessel in the Mediterranean where she will explore the islands of Greece and make her way to Italy before entering the Atlantic through the Strait of Gibraltar. Crossing the Atlantic and cruising up the east coast of the US will be the last move before entering the St. Lawrence on our way to Chicago. I left out

a very important destination; but not to worry! In two years we will be docking at your very own beloved, one and only, Erie Yacht Club. My honorary membership will serve mainly to permit our group access to reciprocity agreements between yacht clubs, and to facilitate a burgee exchange of grand proportions, but on that day two years from now, I'm going to use it to buy a drink. I hope you will join me.

We sincerely hope that all of you at the EYC will follow the voyage in the coming weeks, months, and years. Through our partnership with the Club, you will be able to

communicate directly with the crew as we brave the elements. Please send us your advice, ideas, concerns, and encouragement. In addition, we have agreed to write a regular update exclusively for Erie Yacht Club members. So keep your eyes peeled for notices on the website. In the meantime, fair winds, and please remember to wear sunscreen.

Aaron can be contacted at:
aaron@reachtheworld.org.



The Reach The World - Chicago team. From left to right: Ashley Metz, Ryan Whisner and nephew, Brian Sabina, Jake Byl, the author Aaron Lasher and Eric Stuck.



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A photograph of a modern building with large windows and a flat roof, surrounded by trees and landscaping.

Private space on the top and the renovation of the EYC Green Room

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Have Your Holiday Party With Us!

by Elizabeth Quinn



Still looking for the perfect location for your Company Christmas Party? It's right under your nose of course. The Erie Yacht Club! We have the perfect location to host your Business Holiday Event, large or small, day or night!

Why settle for second best, when you can enjoy your Christmas Festivities at the Beautiful Erie Yacht Club. Let us take care of the details including the decorating and catering, while you relax with your friends, employees or your customers in the full regale of the Season.

Whether you are interested in a formal dinner or a casual gathering with Hors D'oeuvres and Cocktails, we have all the options to fit your Holiday Party plans.

Of course our venue is not limited strictly to Businesses. Are you a member of a particular club or organization? We welcome all groups to celebrate the Holidays with us.

Although our weekend dates have filled quickly, we are still taking reservations for weekdays and Sunday afternoons and evenings. Please remember these dates are filling up fast, so call to make your reservation today! Give me a call at 453-4931 or contact me by email at:

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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 17, 2006.

CANDIDATES

COMMODORE - ELECT ONE:

John Murosky

VICE COMMODORE - ELECT ONE:

David Arthurs

REAR COMMODORE - ELECT ONE:

David Amatangelo

FLEET CAPTAIN - ELECT ONE:

Edward Schuler

Thomas Trost

BOARD OF DIRECTORS - ELECT TWO:

Stephen Giewont

Greg Gorney

Matthew Niemic

Jon Tushak

NOMINATING COMMITTEE - ELECT THREE:

P/C Robert Allshouse

P/C Fritz Curtze

Brian Hamilton

Dwight Robertson

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 17th 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 RICHARD VICARY, EDWARD SCHULER AND RICHARD NAGLE

Also Nominating Committee members:

CHAIRMAN P/C JIM OWEN, P/C CHRIS WOLFORD, PETE KALIVODA

FRED SICKERT, JR., PETER SITTER, AND P/C ANDY HANKS

SPECIAL ANNOUNCEMENT

The minutes of the 2005 Annual Meeting and the 2006 Financial Statement will be made available for members to pick up on November 6, 2006 in the Club's front office.



JOHN MUROSKY

Fellow members and friends,

It has been my pleasure to serve you this past season as Vice Commodore of the Erie Yacht Club. I thank you for the opportunity to be your Commodore this coming season if elected.

I have been highly involved and active in all operations of the EYC. I have served on the Board of Directors for three years, followed by Rear Commodore, Vice Commodore and now this opportunity to represent all members as Commodore to the best of my ability. During my time representing you, I have been involved in many progressive projects including the grillroom renovation and most recently my duty as Chairperson for the Basin Reconstruction Oversight Committee.

Many tough decisions had to be made and through the consultation of numerous members, many volunteers and EYC staff too many to mention in this article, I hope I have represented the majority of our members to your satisfaction. I thank all of those members for your help and continued support.

We are now in the middle of exciting times here at the EYC and I will do my best to fulfill the obligation that is in front of me. We have an enormous challenge ahead of us and I assure you that I will hold my course to see these projects finished in a timely and budget conscious manner while meeting the stringent requirements of our members.

Thank you once again for the honor of running for Commodore of the Erie Yacht Club!



DAVE ARTHURS

It has been an exciting year for the House at the EYC and I want to thank the membership for the opportunity to serve during this time.

Our new Chef Jim Polatas began his position in February and has worked diligently to introduce new items, as seen in the new summer menu, and improve the quality of old favorites. Feature nights such as Steak Night and Italian Night have introduced great food at family prices which, based on your support, will continue. We are also looking for your input through the new membership survey to help guide next year's House Committee and EYC staff to introduce menus and events that you request.

With your support I now look forward to the challenges of the Dock Committee. It will be a year of great change as we see the first new docks appear in the basin. Changes in dock assignments are inevitable as these new docks appear and we continue construction. As Vice Commodore I pledge to work closely with the Basin Reconstruction Committee and Board of Directors to keep this project on time and under budget. We will do everything possible to minimize the impact to our members but ask for your continued patience. Our membership cooperation and support has enabled this project to continue ahead of schedule and under budget thus far.

I thank you for all the support I have received in the past year and look forward to your support next year as we continue our improvements to keep this Club one of the best on the Great Lakes!



DAVID AMATANGELO

It has been a privilege to serve you as Fleet Captain. To say that this has been a learning experience would be an understatement.

This past year with the help of Bill Vogel, the Grounds Committee has worked closely with the Basin Committee, and with the leadership of V/C John Murosky the initial construction, paving and landscaping on "O" dock has gone very well. The volunteers of the Grounds Committee will also be assisting in the assembly of the floating docks that have begun to arrive at the club. We have seen the acquisition of a new Case backhoe and the approval for an additional gas well to offset our ever-rising utility costs. Repairs have been done to Ravine Dr., but not the full repaving. We also have plans that should be realized by next year for revamping the fencing around the Gate House. This will enhance the beautiful bay-shore view as you come down Ravine Dr.

I appreciate the support I have been given by the Bridge, Board and membership and I ask for your continued support as Rear Commodore in this upcoming year. Thank you for the opportunity to serve.

Candidates for Fleet Captain



EDWARD SCHULER

I have spent my entire life at the Erie Yacht Club doing everything that the Club has had to offer. You could say that I have had no choice since it all began with grandfather Ted and then my dad John so I grew to both know and love the place. On my parents' boat, in the Reyburn Sailing School, crewing in the racing fleet and in becoming a Junior Family Member at age 16 ... I'm a home grown, grown up Yacht Club kid.

I operated the Fuel Dock from 1985 to 1989, served on the Gas House building committee and was coordinator for Ground's Committee volunteers who cleaned up and reclaimed the Club property outside our entrance gate as part of a Safety and Beautification Project in 1992. I have volunteered for the MS Regatta since its inception in 1984, and have always been active in the Frolic-On-the-Bay. I volunteered for the Centennial Light House Deck Beautification Program, have been a participant in, or member of, every Club activity and committee that exists, from the current Basin Upgrading Project to ending my current three year term on the Board of Directors.

I am President of Boats Inc. and regularly donate my company's services and equipment to the Club. I am also a member of the United States Power Squadron and hold a United States Coast Guard Master's Captains License.

I guess you could say that I have spent my entire life not only at the EYC but also in the service of the EYC. Therefore, running for Fleet Captain is only a natural progression in my desire to serve the Erie Yacht Club. I ask for your support now and in the future should you elect me.

Thank you for your consideration.



THOMAS TROST

I would like to take this opportunity to introduce myself as your candidate for Fleet Captain. It is an honor and a privilege to be considered for this important position at the finest yacht club on the Great Lakes.

I have been a regular member of the Erie Yacht Club since 1987. I have 34 years of continuous service at the General Electric Company. My wife Fay and I have been married 32 years, and have owned both power and sailboats. We presently own the sailboat *Keya*. I am deeply involved with the EYC racing fleet, having held the position of Assistant Fleet Chairman and Fleet Chairman, each for 2 years, along with various committee positions. Currently I hold the position of Social Chairman. I have served on the EYC Nominating and Grounds Committees. We are active in the EYC Bowling League and I have served as their President. Fay & I also participate in the annual MS Regatta as well as volunteering in many other activities and fund raising events, including most recently, The Saint Vincent Foundation's Pirates of Presque Isle.

The Erie Yacht Club is, among other things, a family oriented club, which helps to develop character and enforce good family values in our young people. We are proud that our daughter, Melissa was able to participate and excel at the Reyburn Sailing School. She has taken her skills learned at EYC to the far ends of the country, teaching other young people and sharing her passion for the EYC sailing traditions. If elected, I will ensure those traditions and values are maintained during the coming years.

I have the leadership skills, maturity, time and desire to serve in your best interest as your Fleet Captain, and ask for your support and vote in the upcoming election.

**Don't Forget to Cast your Vote
On Friday, November 17th at 7:30 PM**

Candidates for Board of Directors



GREG GORNEY

Fellow EYC Members:

I would like to thank the nominating committee for considering me for a position on the Board of Directors.

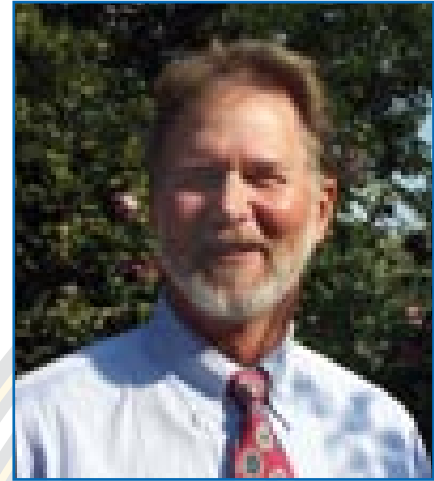
My work experience started with summers as a gofer on construction sites for my father's electrical construction business, through a stint with the city's water and sewer departments, to 26 years in the quality department at BASF Chemical as a technician, lab supervisor, quality engineer, and quality coordinator.

I have been a member of the EYC for many years following my parents joining the Yacht Club in the late '60s. Through sailing I have had the opportunity to travel to many sailing venues and yacht clubs all over the country and have come to appreciate the gem that we have here.

Since those days in the '60s, my family and I have participated in numerous club activities, from sailing to social events, the Safety Committee, and most recently bowling. My wife M'Lynn and daughter Molly regularly sail and race on our boat *Serendipity*.

Through the years, I have come to appreciate the tremendous amount of effort and great number of volunteers that are required to support the professional staff we have to create the outstanding club we now have. I feel this position on the Board will be a great opportunity for me to continue to contribute to the growth and well being of the club.

I have no personal agenda to push, and will work to maintain the fiscal responsibility the board and officers have shown over the years yet keep the club continually growing and improving to meet the challenges we face from the other clubs and interests that pull our members away. Thanks for your consideration.



STEPHEN GIEWONT

Dear Fellow Club Members:

I am pleased to be considered for a position on the Board of Directors for the Erie Yacht Club.

My entire career has been in the field of electricity. After graduating from a four year electrical apprenticeship I have worked in various capacities. I worked on many small and large construction sites, installed traffic signals, and have spent two years working a nuclear power plant. After working in the field for a number of years, I went to work for the City of Erie as the manager of the electricians in the water department, until I took the position as the electrical inspector.

I grew up in the County of Erie and did not have the opportunity to experience the pleasure of boating until I was a young adult. I then began racing hobby cats, learned to wind surf and purchased a small motorboat and enjoyed water skiing for many years. When I decided I wanted to learn to race large sailboats, I attended an open house at the Erie Yacht Club hosted by the racing fleet. My wife, Debbie, and I crewed on various boats for several years. Through that experience we met many of the fine people who belonged to the Erie Yacht Club. We thought we would like to be part of this boating community and I joined the Club in the year 2000. I have been an active member since that time, and Debbie and I enjoy the many activities that the Club offers.

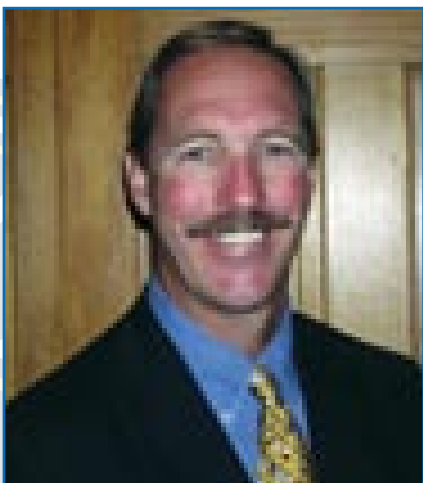
Since joining the Yacht Club, I have seen numerous improvements at the Club and know that other large projects are planned. I ask for your vote and if elected to the Board I will work for the continued growth of one of the finest yacht clubs on the Great Lakes.

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the EYC

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MATTHEW MIEMIC

There is no location on Lake Erie better suited for yachting than the beautiful Presque Isle Bay, and the Erie Yacht Club is the premier yacht club in this region. Our club consists of members with diverse backgrounds who have one common interest--boating. Boats and yachting should be the focus of our club's events as it brings together those who love to spend time on the water. This commitment to boating and the fellowship of the sea is the backbone of the club.

As a committed member of our club, I have actively participated in the design and construction of the guard house, and have volunteered with the Reyburn Junior Sailing Program, the EYC Sailing Fleet, the Nominating Committee, and the Grounds Committee. Because I have remained involved, I am well aware of the importance of our club's mission. If elected to the Board of Directors, I will continue the traditions set forth by the club's founding members to help promote, encourage, and develop activities associated with boating.

As a long time member, my wife, Bridget, and our three children have enjoyed our fellow members, the club's social functions, and our great facility. Most importantly, we enjoy sailing our Catalina 30' recreationally as well as competitively. The Reyburn Junior Sailing program has provided wonderful opportunities for two of our children to become accomplished sailors. My commitment to boating is evident as I am a licensed United States Coast Guard Master Captain.

The Erie Yacht Club is one of the finest clubs on the Great Lakes. If given the opportunity to become a Board member, I will focus on improving the yachting and boating activities at our club. Together, we can successfully "navigate" our club in this direction. Thank you for your consideration, and I look forward to your support.



JON TUSHAK

I thank the nominating committee for inviting me to run for the position of Director.

The following qualifications will help me perform the duties of the position. I have earned the degrees of Bachelor of Science in Civil Engineering from the University of Pittsburgh and Master of Business Administration from Penn State- Erie. I am a registered Professional Engineer in Pennsylvania and a member of the American Society of Civil Engineers. The City of Erie employs me as the City Engineer. Among many duties, I am responsible for the design and construction management of a wide variety of municipal public works projects within the constraints of a carefully planned budget.

I have been a member of the EYC since 1991. I have served on the Long Range Planning Committee since 2001 and have chaired the committee for the past two years. I have served on the Front Wall Engineering and Construction Committee. I have served on the Basin Study Committee, chair the Bulkhead Sub-committee and currently co-chair the Basin Construction Committee.

My family and I are active in the EYC Racing Fleet sailing a J/30 named *Loggerhead*. I have served on the Racing Fleet Protest Committee for three years, chairing the committee this year.

My goal in my job and in my committee work has been to make the most of what is available by using financial, material, human and technology resources as wisely as possible to get the best overall value, quality and performance in every project. I believe that my work history demonstrates that I consistently meet my goal.

The condition of the EYC is very important to me. May I please have your support in the upcoming election to work toward the continuing success of the Erie Yacht Club?

Thank you.

Candidates for Nominating Committee

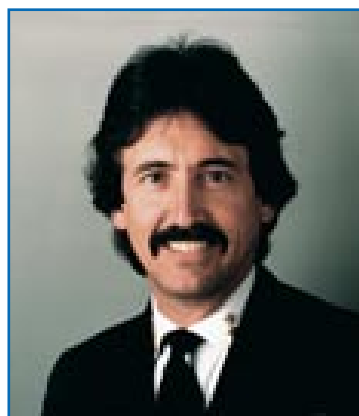


**BRIAN
HAMILTON**

It is an honor and a privilege to be a candidate for the Nominating Committee of the Erie Yacht Club. I understand the importance of this committee's role in choosing candidates that will facilitate the continued success of the club and its membership. If elected, I will strive to identify potential leaders that represent the best qualities that our club has to offer.

I have been a member of the club for 19 years. Boating has always been a passion in my life. I participated in junior sailing for many years and continue to sail today with my family on *Powder Hound*. You may have even heard my laugh across the bay during Wednesday races! My wife, son and I enjoy every aspect of the EYC, one of the finest clubs on the Great Lakes.

I ask for your consideration at the annual meeting.



**P/C FRITZ
CURTZE**

Greetings, fellow Erie Yacht Club members:

It is my special privilege to have been approached to run for a position on the Nominating Committee. Not only is it an honor to have been asked, I feel this committee is by far the single most important committee in our club.

An avid club member myself, I have both board and bridge experience, and can usually be seen somewhere on the grounds practically every day.

I'm encouraged by the direction the club is heading, and don't want to lose sight of the club's purpose as stated in our constitution. I especially like the hometown flavor and friendliness that our club is known for by all ranks of society - both on land and on the water.

Incidentally, I am still the longest-haired Commodore on the "Wall of Fame" in the hallway. This alone should 'lock' my position.

Looking forward to your vote at the Annual Meeting and thank you in advance for your consideration.



**P/C ROBERT
ALLSHOUSE**

I am honored to have been asked to run for the Nominating Committee. I have been an EYC member since 1977 and enjoy sailing my Freedom 36, *Royalties*, out of A Dock when I am not crewing on Dave Blake's Beach Buoys. I have had the additional reward of seeing my family grow up here as they went through the Junior Sailing Program.

I am a previous member of the Nominating Committee, and served on the Bridge and the Board. I chaired the Grounds Committee, the House Committee, the Dock Committee, the Thompson Memorial Trophy Committee and the Entertainment Committee. I served as project manager for the rebuilding of D-E Docks and the burial of all overhead lines. In all those positions, I was privileged to serve with a great number of EYC members who gave enthusiastically of their time and talents. As Commodore, I inaugurated a program with the Erie School District to bring disadvantaged youths into the Junior Sailing Program, and chaired the meeting that kicked off the Clubhouse Renovation/Expansion which was so capably supervised by P/C John Ashby. As the general editor of the Centennial History of the Erie Yacht Club, I gained an appreciation for the heritage and traditions of the Club, and hope that my election to the Nominating Committee will allow those traditions to continue through the selection of progressive and competent Bridge and Board candidates.



**DWIGHT
ROBERTSON**

Fellow members,

I wish to serve the membership as a member of the Nominating Committee. I'm 37 years old and have grown with the yacht club since I have been ten years old.

I became a Junior Family Member in 1991 and a Regular Member in 1994. I have participated in the Reyburn Sailing School as a student, an instructor,

as a committee member and currently serve as the Committee's Chairperson. I've had the benefit of being a slip holder since 2000. My first slip was for my powerboat and currently I have a 30' Catalina *Sandpiper*. Along with my wife and children, we participate in the majority of club functions including social events, racing sailboats, charity events, and the children programs that occur throughout the year. As a result of the above, I visit and support the club on a regular basis.

My education includes a Bachelor of Science Degree from Duquesne University where I received a partial scholarship for Men's Swimming and won the Outstanding Senior Award. Professionally, over the last 16 years, I have worked in the commercial real estate field and I am currently with Robertson Kitchens.

I have the highest respect for my competitors in this election and consider them all my friends. If given the opportunity to serve you as a member of the Nominating Committee, I promise to execute the requirements of the office in a professional manner while respecting the 110 year history of the Club's traditions that have preceded me.

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Waller's Wizdumb "Principles of Life"

by P/C Dick Waller

1. Do not walk behind me for I may not lead. Do not walk ahead of me for I may not follow. Do not walk beside me either. Just pretty much leave me the hell alone.
2. The journey of a thousand miles begins with a broken fan belt and a leaky tire.
3. It's always darkest before dawn. So if you're going to steal your neighbor's newspaper, that's the time to do it.
4. Always remember that you're unique. Just like everyone else.
5. Never test the depth of the water with both feet.
6. If you think nobody cares if you're alive, try missing a couple of car payments.
7. Before you criticize someone, you should first walk a mile in their shoes - That way, when you criticize them, you're a mile away and you have their shoes.
8. If at first you don't succeed, skydiving is not for you.
9. If you lend someone \$20 and never see that person again, it was probably worth it.
10. Some days you're the bug --- Some days you're the windshield.
11. Everyone seems normal until you get to know them.
12. The quickest way to double your money is to fold it in half and put it back in your pocket.
13. There are two theories about arguing with women - Neither one works.
14. Experience is a stern teacher - First it gives you the test, then it teaches you the lesson.
15. Never, under any circumstances, take a sleeping pill and a laxative on the same night.



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November Calendar of Club Events

- 1st Mid-Week Buffet 5:30 - 9:00pm
- 3rd Bingo 7:30 pm
- 5th Champagne Sunday Brunch
11am - 2pm \$11.95
Members Chili Cook-off
(See EYC Website/activities for Details)
- 8th Mid-Week Buffet 5:30 - 9:00pm
- 10th Bingo 7:30 PM
- 11th Wine Tasting Dinner
- 12th Champagne Sunday Brunch
11am - 2pm \$11.95
NFL Football & Tailgate Buffet
- 15th Mid-Week Buffet 5:30 - 9:00pm
- 17th Annual Meeting 7:30pm
(See EYC Website/activities for Details)
Serving Dinner from 5 - 7pm
- 18th EYC Racing Fleet Banquet with
the Sam Hymann Band
Club Closed for Food Service in
the pm
- 19th Champagne Sunday Brunch
11am - 2pm \$11.95
NFL Football & Tailgate Buffet
- 22nd Mid-Week Buffet 5:30 - 9:00pm
- 23rd Club Closed - Happy Thanksgiving
- 26th Champagne Sunday Brunch
11am - 2pm \$11.95
NFL Football & Tailgate Buffet
- 29th Mid-Week Buffet 5:30 - 9:00pm

Notice: 2007 Slip Applications are due
back by November 1st

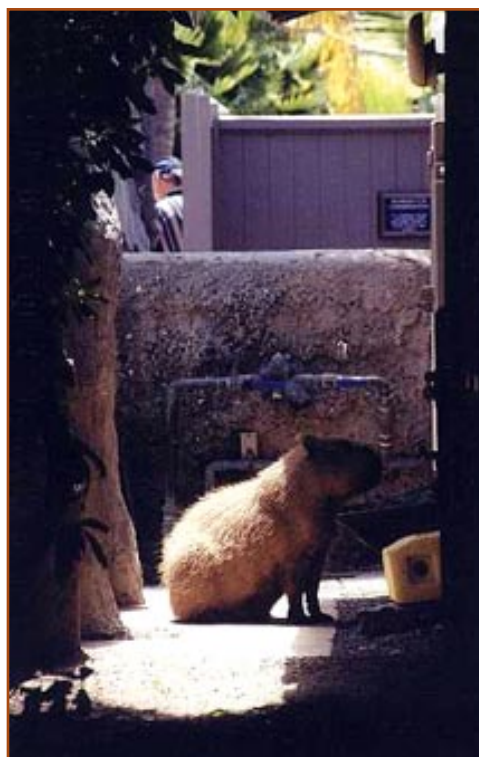


The largest rodents ever found on the planet were giant guinea pigs that roamed the South American continent in pre-historic times.

Rats

(continued from page 21)

The hunting techniques undertaken for this most important of missions, "killing a rat and getting the beer", were varied yet archaic, crude and pretty much Neanderthalic in nature. Rocks. Fishing bow and arrow rigs.



Throughout South America many people have Capybaras for pets just as you have your pet cat or dog or python which make a tasty meal out of over sized rodents.

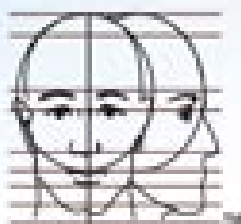
Then there was that old fencing sword with a not so finely honed yet sharpened tip. Ugh! That last one was really "sick" but effective in up-close combat situations. It is truly amazing what young men will do for a beer let alone a whole "six pack" of beer!

If there are any rats on our property these days, I am sure it's only an occasional rat on holiday, or just a rodent passing through or maybe a few resident muskrats or a lowly beaver out for a little bark breakfast. Yes that's right muskrats and beaver are also all part of the rodent or rat family as are chipmunks, marmots, woodchucks and ground hogs (same animal), prairie dogs, gophers, kangaroo rats, lemmings, voles, pocket mice, dormice, jerboa, porcupines, nutria (or coypu), adgouti, maras, chinchilla, bush rats, flying squirrels (that's "Rocky"), pack rats, bandicoot rats, jumping mice, Mickey Mouse (just kidding) and about 3,976 other members of the rat family that I am way to tired to continue listing here and there is also a limit to the number of words allowed in LOG articles and because you really don't give a damn either and because I am getting sick to death of writing about rats. Whose idea was this anyway! Oh well, what's done is done.

Just one more thing. "Bob Way, I hope you can hear this from way up there on high. So please listen up Commodore. You sir were truly and most emphatically an undeniable genius, a sainted mentor and a fervent fun loving inspiration to all the young men of your time. So, thank you and thank you again Commodore ... for being Bob Way."



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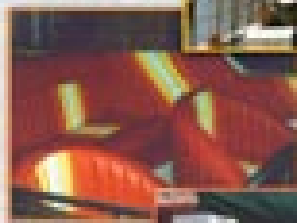
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December Calendar of Club Events

- 3rd Champagne Sunday Brunch
11am - 2pm \$11.95
NFL Football & Tailgate Buffet
- 6th Mid-Week Buffet 5:30 - 9:00pm
- 10th Champagne Sunday Brunch
11am - 2pm \$11.95
NFL Football & Tailgate Buffet
- 13th Mid-Week Buffet 5:30 - 9:00pm
- 16th Members Christmas Party
with The Spa Quartet
- 17th Champagne Sunday Brunch
11am - 2pm \$11.95
NFL Football & Tailgate Buffet
- 19th Dinner with Santa
- 20th Mid-Week Buffet 5:30 - 9:00pm
- 23rd Breakfast with Santa
- 24th Christmas Eve Champagne
Sunday Brunch
11am - 2pm \$11.95
Club Closes at 3:00pm
- 25th Club Closed - Merry Christmas
- 27th Mid-Week Buffet 5:30 - 9:00pm
- 31st New Years Eve Party with
Entertainment by Manhattan

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2006

Another Successful Dover Days



by Dr. Alex Webster-Schuler

Once again this year, the weekend of August 4-7 was marked by a Canadian invasion of the EYC. Dover Days in Erie has become a summer highlight for those on both sides of the pond. This year, thirty Canadian boats along with approximately 85 passengers, descended upon the EYC and other local marinas with flags flying and spirits high. The first Monday in August is a civic holiday for Canadians, but they often stretch the weekend to a four day minimum, and more often than not, they choose to spend it in Erie, especially since the EYC reinstituted Dover Days as part of the official calendar of Club events over the summer.

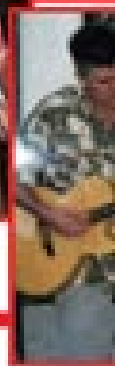
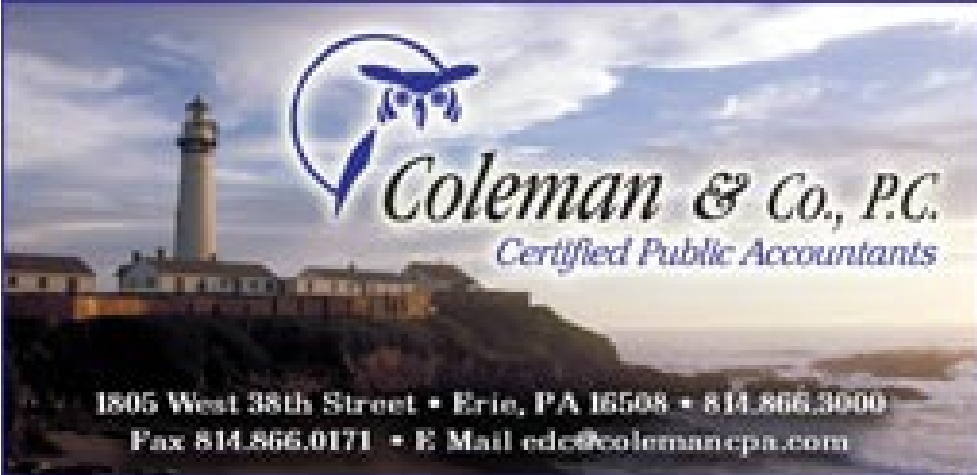
The Club does its best to accommodate all of the boats and guests. Whatever is happening in and around the EYC that weekend, our Canadian brothers and sisters are welcome to join in and participate with us in all the fun. In addition to the regular Thursday night Happy Hour, live entertainment is usually booked for both Friday or Saturday night, and if the dates align, there might even be one of the Lazy Lighthouse Sunday events occurring during that weekend.

Saturday night between 6:00 and 9:00 p.m., however, is always reserved for our Canadian visitors for the Annual Dover Days Welcome cocktail party and reception at the home of EYC members Conrad and Janet Stachelek. This

tradition began four years ago and has grown steadily over that time. Many of the boaters are without transportation for the weekend and so the sojourn up to the Stachelek's house gives them all a chance to vacate the EYC grounds for a few hours. Several EYC members volunteer to shuttle the guests up the hill and back.

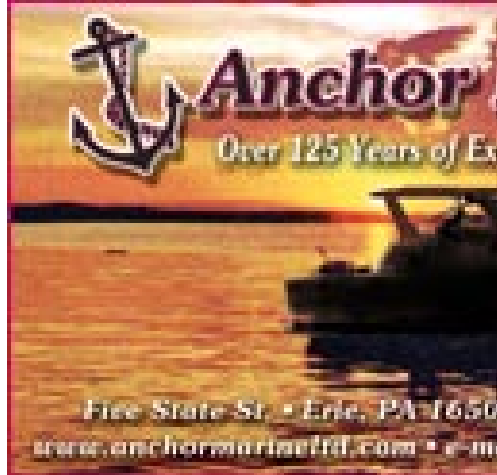
Upon arriving, the Canadians were treated to some food, lots of drink, and for the first time this year, live music by Ed and Kate of Uncharted Course. The atmosphere was lively and fun. One highlight was when PDYC Commodore Steven (Scotty) Miller took to the microphone and sang a "wee tune" with Kate and Ed. Conrad and Janet love hosting this reception for all of their Canadian friends and they have really enjoyed making new friends from across the pond each and every year. The party culminated with the traditional group picture behind a massive Canadian flag, but the fun did not end there. The entire group was then shuttled back down the hill to drink and dance into the wee hours at the EYC. This year, they rocked to incredible music made available by the EYC Entertainment Committee for its Annual Luau Night.

Big thanks go out to Conrad and Janet and the EYC for making this year's Dover Days weekend a huge success.

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pre·serve (pr-zûrv)v.
pre-served, pre-serv-ing, pre-serves v. tr.

- 1.) To maintain in safety from injury, peril, or harm; protect.
- 2.) To keep in perfect or unaltered condition; maintain unchanged.
- 3.) To keep or maintain intact

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What's Up?

"An Analysis of The LOG"

by P/C John Ashby

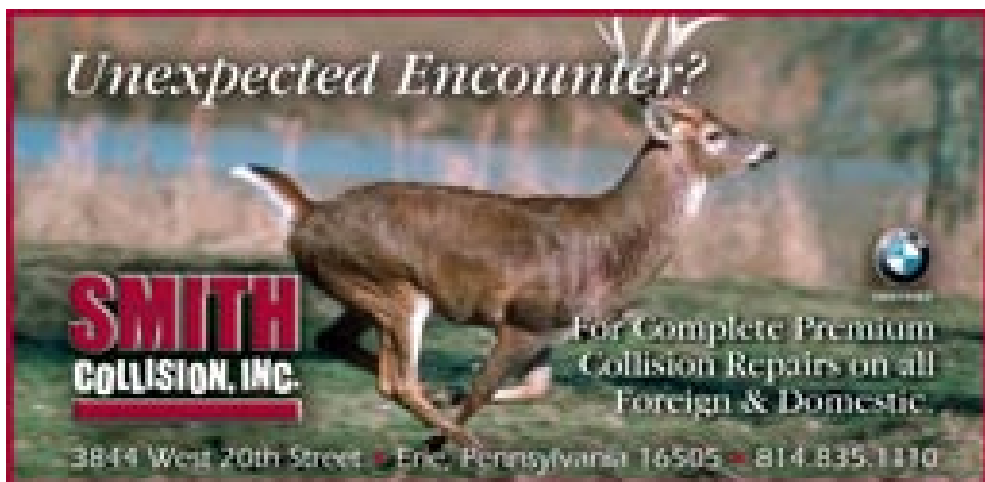
Since there has been some discussion about the types of articles that we have been utilizing in the LOG to date, I have compiled some data which I thought may be of interest to you. I began working on this analysis eight or ten months ago which equates to sometime around the publishing of the January/February 2006 issue. The criteria I used, at least at that time, was very simple. I choose nine topics or categories to break down the types of LOG articles that had appeared in the magazine up to that time. These categories changed every time I sat down to work on compiling the data for this analysis. The final seven categories include the Club, Boating, People/Members, Historic, Travel, Safety/Educational and Misc./Filler which includes a variety of topics from humor and poetry to fish gills and folk lore. Please remember the New LOG's mission is to offer our readers interesting and engaging informational and entertaining material. We try to provide articles in a number of venues in an attempt to maintain a fresh, enticing and enjoyable read. The number and length, as well as the variety of topics, of these articles are also important factors in the New LOG's overall mission.

We have tried to offer diversity in our cover stories, utilizing a wide array of stories which have included every one of our categories with the exception Misc/Filler ... for obvious reasons.

Our first 2 issues were 16 pages in length with the 3rd and 4th issues going to 20 pages. The 5th, 6th and 7th issues jumped up to 24 pages with the 8th issue being our only 28 page presentation to date. The next four issues, the 9th through 12th added another four pages, or 32 pages each. Then, due to a technical problem which had occurred in the 12th issue, our printer offered us an extra four pages in our 13th issue as a make good gesture so we ended up with a 36 page magazine for that edition. We reverted back to a 32 page presentation for the 14th, 15th and 16th issues with our last three editions, the 17th, 18th and 19th, again going back up to 36 pages. This the 20th issue, that you are holding in your hands at this very moment, is our first 40 page effort which celebrates another milestone in the New LOG's continuing evolution.

How have we managed to grow the size of the LOG from a 16 pages to a 40 page publication? There are two very important factors that have made this growth possible. First is the continuing growth in the number of advertisers who dawn the pages of your New LOG.

If you "like" the New LOG, I would suggest that you best "love" the LOG's advertisers for they are essential reason for its very existence and they afford us the ability to grow. Secondly, is the growing number of authors submitting articles. These authors include more and more members, a growing number of local organizations and as well as guest authors from all over the U.S. and Canada. These two indispensable forces are generating our growth and future direction. As long as these two ingredients continue to expand in scope, I will see to it that your New LOG grows accordingly, offering you a bigger and better magazine for our growing readership's pleasure.



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I feel a real sense of pride growing throughout our membership due to the impact the New LOG has created within the Club as well as its growing reputation from all quarters generated from outside our main audience as our readership approaches seven thousand.

The LOG committee and I have had literally hundreds of you thank us and compliment us on behalf of our efforts with the New LOG and we sincerely appreciate hearing your compliments and blessings. It has been suggested by many of you, and I fully concur, that this and future boards should hear the same praises that you are bestowing upon us. This will help to insure the future of the New LOG far into

the future. So, if you do "like the New LOG", it's OK to keep telling us, but also spread the word UP the chain of command to the Board and Bridge ... it certainly can not hurt. Then again, if you "don't like the New LOG" come to the source, "tell me" ... healthy constructive criticism can be an important tool in the communicative process and help keep the magazine growing and glowing in the eyes of our readers.

Again, thank you all for helping make the New LOG all it can be for all of us.



TOPIC CATEGORY	CLUB	BOATING	PEOPLE/ MEMBERS	HISTORIC	TRAVEL	SAFETY/ EDUCATION	MISC.
# OF ARTICLES 1ST - 20TH ISSUES	147	41	42	34	35	20	19
% OF ARTICLES 1ST - 20TH ISSUES	43.4%	12.1%	12.4%	10%	10.4%	5.9%	5.8%

The first twenty issues of the New LOG have featured a total of 338 articles, which is about 17 per issue.

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Interested in Joining the Erie Yacht Club?

Prospective members are welcome to contact Conrad Stachelek, Membership Chairman, by addressing a letter to him requesting membership information c/o Erie Yacht Club P.O. Box 648 Erie, PA 16512 or if you wish, contact him through his E-mail at: cstachelek@stachelek.com. We have various classifications of membership which Conrad will be more than happy to discuss with all those seeking membership information. The Erie Yacht Club enjoys a reputation throughout the Great Lakes as one of the oldest and finest yachting organizations in the entire country. We welcome your membership inquiries.

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Jack Gornall chummed the water with a stringer of Walleye, we had caught for lunch, to lure in and then nab this big honkin' Monster of a fish. Wow ... and do they ever fight!

Monsters of Lac Evans (continued from page 19)

Jeff, or Bill see his son Rob land a 28 pound goliath, it was worth the travails. There was never a doubt that we would be at it again tomorrow and the day after that until all our time was used up.

I was told that the fishing was not as good as previous times, but this author caught many 20 pound plus Pike, enough that the memories will forever be with me. Rachel Naomi Remen, MD said "much of life can never be explained but only witnessed". I saw the beauty of another precious place on earth. I got to renew a friendship of a high school classmate, that I had not seen since 1966. Bill and I had been in the same graduating class of Strong

Vincent. I got to see fathers and sons share a special time. Jack's son missed a truly neat experience and my wish is that some time soon he will be able to make this trip with his Dad.

Many hours are spent pondering the philosophical questions of life. We six had much time in our travels to think and muse. We left Lac Evans with memories no doubt, but never fully answered the question, "Truck Stop or Kowabunga"? In conclusion the fishing was great, we ate heartily, we laughed even more heartily and a great time was had by all. Thanks to Jack Gornall in considering me to be his adoptive son for one week. Thanks to Rick and Jeff and Bill and Rob as well for making my trip grand.



Friend and fishing partner Jack Gornall looks on Rick Santos displays another of his remarkable Northern Pike trophies. These lakes are restricted to "catch and release rules".



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