

VOLUME XI / ISSUE VI

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The LOG



Special Club Election Issue





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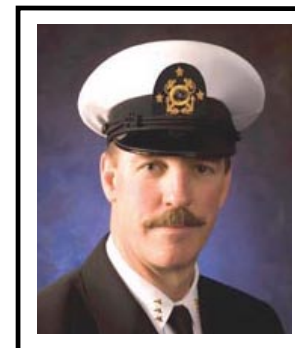
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From the Bridge

by Commodore Matt Niemic

Over the past seven years, it has been my honor to have served on the board, bridge, and as your Commodore. Having been involved in the many projects at the Erie Yacht Club has been a rewarding experience. The physical appearance of our property and buildings has evolved significantly during my years of service. From our handsome front entry gate and guardhouse to the majestic illuminated flagpole and landscaping the grounds, the Club property is inviting and well maintained. The addition of the lighthouse pavilion and restrooms has expanded upon the social events that the Club offers. The most recent project, now under construction, is the Rickloff Community Boathouse. This boathouse will continue to improve our Club and the facilities and programs that we are able to offer. Building these improvements has been an important part of keeping our Club a fun and exciting place to enjoy, but the most important thing to me has been the friendships that I have built over the years. The remarkable



volunteer spirit we have here continues to amaze everyone who visits the Erie Yacht Club from near or far. This spirit keeps us at the pinnacle of excellence found in only the finest clubs in the world. A while back, I reminded all of you that the reason we come to our Club is to have fun. I intend to keep that spirit alive after my term as Commodore and I encourage each of you to enjoy the Erie Yacht Club to its fullest. Thank you to each of you who has made the Erie Yacht Club a special part of not only my life, but also my family's. The memories and friendships we have built here will last a lifetime.

"There are tall ships and small ships, but the best ships are friendships."- Unknown



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Just another built-in benefit of being an Erie Yacht Club member. The gorgeous sunset views you get from the Northern breakwall.



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Scan to learn
about the Erie
Yacht Club



Eleven Minutes To Impact

by John Garhart

This is a narrative by EYC member, John Garhart, of his three year quest to complete the Lake Erie Solo Challenge, a single handed sailboat race held each summer.

The course is from North Cape Yacht Club on the Michigan shore of Lake Erie, through the Pelee passage, around the Seneca Shoal Buoy at Buffalo, and back to Erie, a total of 312 statute miles.

Successful completion of the race qualifies the sailor for admission to the Great Lakes Single Handed Society. In his Tartan 27, Dulcibella, John competes in the D Fleet in EYC Jam races on Wednesday night - and regularly finishes dead last.

I was at 42° 25' N, 80° 19' W, just west of Long Point traveling east-in the west-bound freighter lane. It was almost mid-night and I was hurtling along, relatively speaking, on autopilot and sleeping in intervals. The wind was steady from the west and I had decided to fly the chute at night. I had been dragged back to consciousness from a fifteen-minute nap by the sound of the Watch Commander alarm. Immediately, I reviewed the AIS that warned of an oncoming freighter. The Motor Vessel Algowood was ahead; at 730 feet and 32,000 metric tons she commanded respect. I peered out and the Algowood's lights were directly ahead. Depending on my fluctuating speed, the freighter would either crush or miss me by 1/100th of a nautical mile—61 feet. My midnight ritual of Meatloaf, Bat Out Of Hell (full volume), could wait.

Eleven minutes was plenty of time, as long as I didn't make any mistakes. I rehearsed taming the chute. I felt confident; this wasn't my first dance with a freighter. I considered the possibility that things might turn out badly, when a soft voice within whispered, "this is how it should feel to be alive."

Charitably described as mature, I'm sixty-seven years of age, and have been sailing for only five years. In 2008, on a whim, I took sailing lessons. Then, to avoid atrophy of my meager skills, I purchased a 1978 Tartan 27-2 keel-center-board, which I named Dulcibella. When I told my wife I intended to sail alone to Canada she expressed incredulity saying: "Nobody does that." I went anyway.

I soon met Erie sailors Brad Enterline and Greg Gorny, GLSS members, who encouraged me to enter the Lake Erie Solo Challenge. Their logic was compelling: the best way to learn to solo sail was to do it. Brad and Greg put together a hundred mile qualifier and I fell in with a group of kindred sailors. My first attempt at the LESC was in 2011. West winds prevailed to Buffalo and a favorable wind arrived to carry the fleet back to Erie. But the race also featured severe thunderstorms and waterspouts. My batteries failed in Buffalo. At Dunkirk, exhausted from hand steering, I withdrew: so close, yet so far.

My second attempt was in 2012. The fleet struggled that year in light air. With my undersized headsail and center-board I had difficulty pointing. I bobbed ever so slowly towards Cleveland. No matter the hour or day there was Cleveland, ahead. The city would disappear to stern only to reemerge-ahead. I felt like Bill Murray in the movie Groundhog Day. Other experienced sailors withdrew and I willingly followed. A waterspout then appeared to chase me off the lake, adding a final measure of humiliation to my surrender.

By 2013, I was determined to complete the LESC. I added a light-air Genoa and replaced the one cylinder Farymann-"Destroyer Of Alternators"-with a new two-cylinder Beta Marine diesel. The mechanic returned the repowered Dulcibella on Wednesday evening, August 15th. I provisioned, rewired the autopilot, waited out waterspouts, and departed late the next morning. Pounding westward into strong waves, I arrived at North Cape Friday afternoon, only hours before the skippers meeting. Saturday's start featured east winds. I had one goal: stay the hell away from Cleveland. Monday morning found me well north of Fairport Harbor. The wind shifted to the west and I raised the spinnaker, heading directly for Buffalo. Except for my tango with the Algowood, I

flew the spinnaker until Tuesday afternoon at Buffalo.

Back to Erie was a 63nm windward slog. But Wednesday afternoon found an onshore breeze carrying me home. I called in to report my arrival. Then suddenly, three miles from the finish, my speed dropped to zero and I was drifting backwards-it was as if a door had been slammed in my face.

I was stuck near some abandoned pilings, the "Cribs," now a home to cormorants. Anchor down, I attempted sleep but my eyes and nasal passages burned from ammonia fumes given off by the cormorants' excrement.

At seven, the radio announced that the Yacht Club was cancelling its Wednesday night race for lack of wind. About eight, the suggestion of an offshore breeze arose and I was barely able to make way. At 0.3 of a knot, with the mark three miles away, progress was hard.

The autopilot shook the light wind from the sails. Even slight movement of my weight in Dulcibella's 7,400-pound hull stopped progress. Steerage was minimal. Forced to hand steer and crouched in the cockpit, my back ached. Dulcibella was repeatedly becalmed only to be recalled to life, again and again, by a whisper of wind. But I understood, the goddess who had gifted me with the afternoon breeze was administering a stern lesson in light air sailing. Hours later, with a final kiss

of wind, she permitted me to finish. I was just short of a record for the longest time for completion of the LESC. For me, the contest was never against others but against myself. Greg Gorny, his brother, Pete, and Dick Robertson were at the line to witness and cheer my finish; I crossed, proud and humble. After three long years I had finally finished the LESC. When Paul Nickerson presented me with a GLSS flag, I was over the moon.

The encouragement of Brad Enterline, Greg Gorny, Pete Gorny, Dave Amatangelo and other GLSS members had sustained my belief that this was a challenge I could overcome. To all of them, I am forever grateful.

A meteor's brilliant emerald orb, dissolving into a smear of yellow fire; a moon rising in the east, its symmetry obscured by the dark irregularity of Long Point, as if a molten orange volcano is erupting from the Lake; a crippled bird, healthy yet from summer's abundance, but marked for death by the approach of winter, and winter's cruel cold heart. Fleeting images gone, yet preserved in memory, and that memory itself soon to dissolve or be, perhaps, transmuted to another realm. Alone at sea, precious moments reveal themselves. Alone at sea, the exhilaration, missing among chatter and clatter of the noisome crowd, appears. Alone at sea, on a starlit night, I find myself at peace: a solitary member of a small tribe, adrift on a minor planet near a minor star, lost in an infinite sea of stars. Alone at sea, I can finally see.

And in August 2014, God willing, Dulcibella and I will again be heading west for another Solo Challenge. (Oh, once I got the spinnaker down missing the freighter was easy, not even close).



Some Trivia

We've got the Questions!

by P/C Dave Heitzenrater

How many bullets are normally used in a potentially deadly game of Russian Roulette?... What departing TV catchphrase is used in the show The Apprentice?... What particular brand of Bourbon is used in a Lynchburg Lemonade? These are just a sample of actual questions used in past rounds of Thursday Night Trivia here at the EYC.

How does it work you ask? Simply gather a friend or two and form your own team or join an existing group. Then sit down with your gang for an entertaining evening of challenging questions while enjoying some great food, beverages and great fun.

The questions are derived from a number of categories including General Knowledge, Current Events, Music, Movies, Arts, Literature, Sports, Science and History. It appears to be helpful to have both youthful and experienced members

with both male and female in your group. There is no minimum number of players but the maximum is eight people seated at a table. The first question is promptly tossed out at 7:00pm and it's all over in two short hours. We do keep score for those interested and prizes are awarded after each of the six rounds of questions. You are encouraged to give yourself a clever name like the Nauti-Mermaids or the Beer Barons but if you don't you just might get saddled with something like the No Wit Alls, Swampers, On the Rocks, Floundering Flounders, Mayday or even Lumpy Gravy.

OK, the Answers to questions previously presented by our own super quizmaster, P/C Ronald Busse: Most everyone knows one single bullet is

all that is needed in the cylinder of a revolver to play the risky, possibly fatal and illegal Russian game. "Your Fired" are the final words heard by departing contestants from Donald Trump's successful reality show. Any of our EYC bar staff could advise that a generous pour of Jack Daniel's sour mash Tennessee whiskey is the key ingredient in a Lynchburg Lemonade.

Make your winter pass just a little faster and a lot more enjoyable. Join us on January 9th as we begin the

fourth season of the EYC Thursday Night Trivia. 7:00 PM sharp !

Ok, so who wrote the following? "Now that I'm older I thought it was great that I seemed to have more patience. It turns out I just don't give a sh*t."



EYC's Trivia Night Offers?

- A) Great Food & Drinks
- B) Great People
- C) Great Fun
- D) All the Above

Is Boating Healthy?

By Peter Lund M.D.



In my series on healthy living my research has brought me to one quintessential question... is boating healthy?

Before I answer that I must digress to a recent incident that played out in our household that I am sure has played out in most, if not all, of your homes.

I came home from a hard day at the office basking in the idea of being greeted by my loving and adoring wife. Instead I am greeted by a scowl and a frown, one hand on a hip, and her right hand waving a wad of bills. She stated, "Do you realize what you have spent at the Erie Yacht Club, Visa, Sailmaker, and boat yard?" I was sheepishly going to do my best job at begging for forgiveness. Instead, I figured I am a smart guy (this is my first mistake)

plus, Amy and I have been married for 37 years, she knows all my tricks. So I needed a new strategy.

I also know from basic psychology there are three steps to getting out of tough predicaments such as this one. One, plead ignorance two, deny everything, and three blame others. Just because those simple psychological steps did not work before with Amy does not mean it would fail this time.

So I replied, "Honey I don't know of any outstanding bills" (ignorance) "It could not be me. That's impossible". (denial)

"I bet the yacht club made a mistake or someone has been using our Visa card". (blame others)

I could tell immediately from the frown on my wife's face she wasn't

buying it. By the way there are actually four steps to successful con-fabulation. The fourth is create a diversion. At that moment like a lightning bolt from a above I suddenly recalled an article on healthy living. I did a crash tack instead of groveling for forgiveness. I said, "Amy, I spent the money on the boat for our good health." (That's creating the diversion). She looked at me totally stunned, even somewhat perplexed. I thought I had the finish line in site.

Unfortunately my wife blew the wind out of my sails. She is a smart woman and the shock and awe statement did not last long. She responded, "How is the boat good for our health?"

At that moment I knew I was screwed!

Undaunted I mustered my best defense "Amy, there was a recent article in the New England Journal of Medicine in July that showed that moderate exercise two times per week improves health specifically in women, such as Wednesday and Sunday races." I went on to explain the article. It showed that exercise just two times per week improve aerobic fitness, strength, and fat-free mass in women 55 to 74. The exercise consisted of both aerobic and resistant training. In the study women would be on a treadmill for forty minutes at 80% of their maximum heart rate for the aerobic training and for the resistance training it consisted of 2 sets of ten repetitions of ten exercises.

Next, knowing my wife's significant attachment to our dog, I cited

an article in the British Medical Journal 2005. This was a review of the evidence showing the health benefits of pet ownership. In essence pets lower blood pressure, increase longevity, decrease allergies, result in less obesity, improve mental health and function just to mention a few. I quickly showed similarities of pet and boat ownership. Both require care, maintenance, and loving attention. With that both pets and boats become your best friends.

I did not stop there. Sailing has many physical and endurance activities. Pulling halyards and sheets add to your muscle strength especially in your upper body. The activities in sailing increase your oxygen consumption and improves your cardiovascular health. Out on the water in the fresh air improves ones mood,

has a calming effect, balances our serotonin levels. The wind in the sails, the movement of the water, and the rhythm of the boat can all effect our brainwave patterns. This resulting in less stress, relaxation, and lower blood pressure. The various tasks on a boat advances and maintains our flexibility, agility, hand eye coordination, as well as other motor skills. It also increases our mental alertness and ability to concentrate.

At that point my wife smiled. My heart was a flutter. At last I knew I had the winning argument.

She looked at me and said "Ok smarty pants! You pay the bills."



Winter Solstice Happy Hour Returns to the EYC Deck

21 ❄ December ❄ 2013

by Dan Dundon ❄

As you can see from Tom Madura's photographs, last December's Day After the End of the World Party was quite an event! It certainly was a once in a lifetime experience with the surprise appearance of Quetrobertzonalcoatl, the Supreme Mayan High Priest of the Zapotecs direct from their mystical city of Teotihuacan. Few people noticed a slight resemblance between Quetrobertzonalcoatl and Old Man Winter? Kind of like Superman and Clark Kent, maybe we will never see Quetrobertzonalcoatl and Old Man Winter together, simultaneously, at the same time?

Anyways, Quetrobertzonalcoatl's appearance was suitably punctuated by an awe-inspiring pyrotechnic display by Fleet Captain John Orlando and Reyburn Sailing School Director Skip Grychowski.

The crowd was relieved to see the world did not end and celebrated long into the longest night of the year to the tropical sounds of Key West Express. Hey, what a thrill when Jo Wilko won an EYC Dinner for Two at the impromptu Limbo Contest?

Special thanks go to the excellent "facilities crew" for their good work weather-enclosing the deck for us. EYC Dockmaster Bill Vogel and Commodore Matt Niemic framed-in the south-deck-opening (including a swell door!) and battened and installed plastic sheeting. Vice Commodore Ed Schuller used his propane heat gun to shrink the plastic, providing a blizzard-proof enclosure. Thanks to the team-work among Bill, Matt and Ed everyone enjoyed a super party while the winter weather was kept at-bay.

Time sure does fly! It is hard to imagine it has been four years since a bunch of us conjured-up the winter solstice party at one of the last Thursday Sunset Happy Hours of 2009. We figured why let all those Europeans have all the fun when they party all-night-long at their Summer Solstice Parties?

Now that we have the suspense of wondering about the Mayan's predictions behind us, we can get back to wondering what "special surprises" might delight us at the 2013 Winter Solstice Party?

With Quetrobertzonalcoatl warm and safe in Teotihuacan, maybe we will again see an appearance by Old Man Winter all the way from Middle Road? Who knows?!?? We may well again see extremes of attire with barefoot folks wearing shorts and tee-shirts among other dancers attired for arctic excursions!

Rest assured during the afternoon on December 21st, we will again fire-up the heaters to warm up the deck and prepare for another evening of the best live music by Key West Express.

We can double-celebrate both the turn-of-the-seasons as well as soon-to-be-increasing daylight hours! In a very short time we will again be enjoying Thursday Sunset Happy Hours on the EYC Deck! Woo-hoo!

Don't miss the... let's see, third annual... I guess the fourth annual (counting The Day After the End of the World Party)... 2013 EYC Winter Solstice Party. See you there!





By Marvin Gold, CFRE

September 7, 2013 marked an important moment in our Yacht Club's history. On that day we broke ground for the Rickloff Community Boathouse, which will act as an important venue for maritime education in the Erie community. The day also marked an important moment towards the success of the Building Our Future Capital Campaign – the flagship project for the Erie Yacht Club Foundation and an important example of what the Yacht Club can accomplish when members unite.



Bagpipers Corps opened the ceremony, with its members Jeff Nagle, Buck Nagle, Gib Loesel, Doug Nagle Joe Nagle... EYC's own pipe band the mighty crew of the Altair.

Among the excitement of the weekend, including celebrations for the Tall Ships, the 200th anniversary of Perry's battle, and the relighting of the Perry Monument, more than 100 people gathered to commemorate the first shovelful of dirt in the construction of the Rickloff Community Boathouse. Bagpipers, led by Doug Nagle and Gib Loesel, played a rousing set to begin the festivities.

Campaign Leaders Look Toward the Future

Jim McBrier, Co-Chair of the Building Our Future Capital Campaign, provided the opening remarks. He acknowledged the importance of Lake Erie in our community's history and how it remains an important part of the town's identity. The love of the Lake is something that unites all members of the Club. Jim thanked everyone who contributed to the planning of the Boathouse project, those who volunteered for the Capital Campaign, and especially all the donors. Jim emphasized the importance of thinking about future generations. He challenged the membership to recall their own experiences: "In order to make this possible, it requires a commitment from the members of our Yacht Club and our many friends near and far that have been touched by this wonderful Club, especially the Reyburn Sailing School. They understand that

we need to leave a boating legacy for our future generations."

Commodore Matt Niemic recognized Jim's dedication and leadership on the project. Matt talked about the importance and impact that the Sailing School has had on generations of Yacht Club members: "To many of us standing here today, it is more than a sailing school or a building. It is a home away from home; a place where lifelong friends, skills, and memories are made each and every summer."



Jim McBrier delivers a stirring opening address at the location of the new Rickloff Community Boathouse.

Jim introduced Brain Lasher, Chairman of the Reyburn Sailing School Committee, who talked about how the school has grown in the past three years. In 2013, class sizes increased 15% to 178 students. Over the past four years, there has been 47% growth. Over 60% of the students come from families who are not Yacht Club members. Par-



Commodore Matt Niemic delivers a heartfelt retrospective of the Club and its effect on the community

ticipation is expected to increase with the School and Club's ability to better house the program. The Endowment raised by the Building Our Future campaign will help expand Reyburn program offerings and provide needed scholarships for 30 students.

Mark Rickloff concluded the ceremony by discussing the importance of the Sailing School and his hope for its future. For four generations his family has been committed to the Erie Yacht Club and has been deeply impacted by their membership. Mark's three children are graduates of the Sailing School and are excited about this project. Mark said, "I don't think my story is uncommon, but rather quite common here at the Yacht Club," as many generations of families have been impacted by the

Club. He stressed, "This project is the backbone of building a strong member base. We all have to realize that the future of the club has yet to be born." Mark also recognized the past leaders who worked tirelessly to put the Yacht Club into position for its current success. Past Commodore, the late John W. Bierley, with whom Mark and many others had a special relationship, in particular would be pleased by the emphasis on junior sailor education. As always, the ceremony concluded with food and fellowship. Many of those attending had a chance to discuss the project and share their own Yacht Club memories.

continued on page 26



Mark Rickloff stresses the importance of the sailing school in building a strong member base.

Event Photos Courtesy of Judi Emling

Best of the Best Honored at The Reyburn Sailing School Banquet

by Aimee Nicolia

It was a festive night at the Erie Yacht Club for the Reyburn Sailing students and race team on Tuesday, August 13th. The young sailors joined their parents and instructors in a celebration of their successes, topping off another great season at the annual banquet.

Chris Grychowski, the director of the Reyburn Sailing School, addressed parents with a recap of the summer's activities and adventures. He thanked the parents for their support of the program, and instructors for their hard work and dedication. Chris along with the instructors then presented each student with their ratings, and handed out the awards.

In the Opti Sailing Classes, 2 series of races are conducted. The Opti Star Cup is an introductory race for the youngest and newest sailors, and was won by Morgan Franos, with Mason Leung coming in second, and Hayden Franos in third. The more experienced young Opti sailors participate in the Opti Cup. Taking first in the Opti Cup was Will McBrier, with Ridgeway Case coming in second, followed by Ella Seifert in third.

The Junior Commodore's Cup is a more competitive series of races for the Opti Race Team Sailors. Coming in first was Henry Polaski, with a second place finish by Garrett Blake, and a third place finish for J.J. Case.

The Monday/Wednesday students and the Tuesday/Thursday students participate in a week of races, with the top qualifiers going onto compete in the Junior Cup which is raced on 420's and Flying Juniors. This year's Junior Cup winning boat was skippered by Jacob Barilla, with crew Michael Jarecki and Ryan Harvey. In second place was J.P. Jarecki with crew Jacob Stuart and Henry Polaski. And coming in third overall was Jack Niemic, with a crew of Joe DeMarco and Lexi Seifert.

Weekday students not qualifying for the Junior Cup take part in the Instructors Cup, which is also raced on 420's and Flying Juniors. The winner of this year's Instructors Cup was Garrett Blake with crew Sam Pentz. In second was Ben Semple, with crew Ben Wolford and Ridgeway Case. Third place went to Luca Hokaj, with a crew of J.J. Case and Dan Wolford.

The students from the Friday classes competed in the Friday Cup, with the first place trophy going to Pasha Aksoy and crew Timur Aksoy and Grant Leemhuis. Second place went to Sydney Weed and crew Rowan Hayes and Cassidy Creager. Third place finishers were Race Nicolia with crew Keagan Yonkers and Tatiana Yurchak.

In addition to several regattas that members of the Reyburn Race Team participated in throughout the summer, the team also raced against one another vying for the Commodore's Cup. Coming in first was Anna Bloomstine with her crew Emily Grychowski. Second place went to J.T. Timon with Geoffrey Wells as crew. And in third place was Noah Nicolia with crew John Schultz.

Special achievement awards also went to Joseph Thurman who received the Sportsmanship Boys Trophy and Natalie Bowers who received the Sportsmanship Girls Trophy.

The trophy for the Most Improved Boy was awarded to Ben Semple. And the trophy for the Most Improved Girl was presented to Sydney Weed.

Finally, the Jeffrey Potter Memorial Award, given to an individual who goes above and beyond in their contributions and service to the program was presented to Monica Bloomstine.



Sailing instructors and race team coaches for the 2013 season, from left to right: Geoffrey Wells, Claire Christensen, Ellie Bloomstine, Sean Bloomstine, Mal Szelwach, J.T. Timon, Jake Orlando, Anna Bloomstine, Caroline Mashayna, Kat Faller & Nick Pardini.



Hamming it up for the camera were sailing instructors Jake Orlando and J.T. Timon with his "fun award" from the banquet.



Instructors Nick Pardini and Jake Orlando show off their Diva sashes, which were presented to them by some adoring students from the day classes. The "divas" are posing here with fellow instructors Caroline Mashayna and Kat Faller.



Skipper Jacob Barilla (center) with crew Michael Jarecki and Ryan Harvey captured first place in the Junior Cup - the top race for sailors in the Reyburn Sailing Classes.



Skipper Anna Bloomstine and her crew Emily Grychowski won first place in the Commodore's Cup, a race off among members of the Reyburn Sailing Race Team.



Winning a first place trophy in the Opti Cup was Will McBrier.



If These Docks Could Talk

by P/C Gib Loesel

If you are around EYC long enough eventually you will become a “fix-ure”, an “EYC Character” or a “Legend in Your Own Time”. I will leave it up to the reader to decide the fate of Perky “David” Pundt.

Recently I re-read an Oral History of EYC which was done in conjunction with our 100th year anniversary. It was complete with foot notes and explanations of what and why oral histories were done and/or important. Folks this story is a long way from that, but I hope you will find it fun and interesting.

It seems to me that anyone who has been an EYC member for more than a day or two knows who “Perky” is, and yet he is still a bit of a mystery. Let’s start on his name, according to “Perk” he and his siblings were all born at home, in Erie. When he was born 80 years ago (August 15th) his Aunt came to see the new baby. According to her he sounded like an old time coffee percolator. When she returned the next day she wanted to know where that darling little “Perky” was. As it turns out it was the only name he had until he reported to grade school. The school officials felt that “Perky Pundt” was too much of a tongue twister so they all agreed on David, however that never stuck, so it was Perky for the rest of his life.

I guess it would be safe to say that he has been a “bay rat” his entire life, starting his water front career hanging around Mary Jenkins’ boat house when he was 10 years old helping to repair and build small boats. When he was 16 he moved on to the public dock working for George Baker giving speed boat rides. As a student at Strong Vincent High School Perky built the first boat in the Erie School system. It was a small row boat 10 feet long which was tank tested in Vincent’s swimming pool.

While a student at Strong Vincent he met a beautiful blond Miss Jane Colclesser (ask any old timer and they will tell you she was not only beautiful but also a great sailor). Perky followed her to the EYC and his long association with the Club began. (I am not sure how he made out with Jane)... The dock master was Tom Shorts who hired Perky to help with odd jobs. A few years later he worked for the Lund Boat Works under the direction of Herman and Chuck Lund where he sharpened his boat building skills.

Over the course of years he has worked for 90 to 100 Club members and while they were all nice to work for he stated “Pete Traphagen” was the best. He told me to just “treat my boat like it was your own.”

When asked what the most beautiful boat ever at the yacht club was or is, without reservation he said “The Altair which was a beautiful blue schooner owned by the McKinsey family from Pittsburgh.”

What is the worst thing you can remember? “The night my friend Bob Warren fell off the back of Dave Burton’s speed boat and drowned. We all thought it was a joke because Bob was a wonderful swimmer and no one really knew he was gone until the next day. We all thought he was playing a joke by swimming ashore.”

What is your fondest memory here at EYC? “Ice boating and introducing the Arrow Ice Boat to Erie. They were built by my former father-in-law Howard Boston, cost new \$590.”

Who do you think was the most notorious character at EYC? “Hank Lawrence. He was a wild and crazy guy. One time I helped him deliver a boat to New York City. It was quite a thrill because I had never been away from Erie. As it turned out he dumped me and I had to figure out how to get a train home.”

What was your longest boat trip? “In 1957 I helped Bob Loose Captain of the yacht Mimi, a new 60 foot Burger; deliver her from Cleveland to Fort Lauderdale. The yacht was owned by Willard Cox who died just one year later.”

These were just a few of the questions I threw out. Believe me for the most part the answers were a lot longer. It was fun hearing his stories and thoughts!!! If the opportunity presents itself you should talk with Perky. He has some great stories!

If these docks could talk, they would say, “There is no doubt that Perky is a Legend in His Own Time“



Wind versus Horsepower?

by Bob Cunningham

Over the years at the EYC, there has allegedly been somewhat of a rivalry between power boaters and sailors. Do power boaters despise sailors? Sailboats can creep along at 5 kts, zigzag unpredictably and hog the right of way. Do sailors despise power boaters? Powerboats ruin the peace with their loud engines, foul the air with their exhaust and break things with their wakes.

All of this is true. Except for the part that we despise each other. At least that's my thinking about the matter.

I own a power boat but I appreciate sail boaters. I bet a lot of my sailor friends, who after a beer or two, will admit to a secret admiration of power boats. I know power boaters who once owned sailboats and still hold nostalgic views of wind power. Sailors love the party-sized aft decks of powerboats. Power boaters envy the classic look and long distance capabilities of sailboats.

And then there's many a sailor's love of RACING. My wife Dianne and I had the opportunity to witness RAVEN's crew and their determination and hard work to be first over the finish line during the recent Regatta that benefitted the Red Cross. Up to this point we had only had the opportunity to enjoy a lazy day in the sun aboard a sailboat or two. But, whoa! Racing, now that's altogether different!

First, Dianne will tell you that she learned all kinds of "new" boating terminology, including who the "mush-room" is (for our power boater friends... what the crewmembers forward of the companionway refer to themselves as, because they are kept in the dark until the last minutes) and what "tacking" means (turning so that the bow crosses through the eye of the wind, thereby changing the side of the boat on which the sails are carried; often used to move the boat in a zig-zag pattern when sailing into the wind, since it is impossible to sail straight into the wind; opposite of jibing; also known as coming about). Again, whoa!

Although Dianne gratefully observed the race in the companionway with the 'mushrooms', I am still recovering from my effort to support the crew in their goal to be first over the finish line. Succeed they did, despite the two of us on board. RAVEN crossed the finish line first! Yet much to our surprise (and ignorance about racing), RAVEN took second due to a handicap.

At any rate, the two of us walked away with a big appreciation of the effort and TEAMWORK that it takes to sail, let alone race. To be honest, at our age we are not entirely sure we have the stamina to endure the task. And, at the end of the day we are just plain lazy when it comes to enjoying a day on the water.

Thanks to P/C Dave Heitzenrater and his crew, who have since become our friends. We were proud to sponsor Raven for the Regatta. We had an eye-opening, exhilarating (albeit exhausting) day with you! Oh, and the drinks that came afterward were appreciated as well.



In the race between which is best, power boating or sailing, I think I will call it a tie. Both would agree that a bad day on the water is better than a day at work. And, the bottom line is there's more that unites us than divides us, especially when it comes to our love of the Erie Yacht Club!

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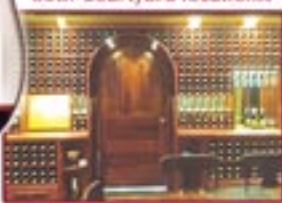
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2013 Snipe Master's A Huge Success!

by Holly O'Hare

Thank you Erie Yacht Club for hosting another successful Snipe regatta. This year's U.S. Snipe Masters held over Labor Day weekend was a huge success with 20 teams from 10 states and 2 teams traveling from California. Old Man Diaz even made the drive from Miami. Not bad for 83. Light winds were the theme of the event. PRO Bill Lasher and his team did a great job despite challenging conditions with average winds at 5-6 knots. Not typical for a 3 day event in Erie.

But sailing is secondary at the Masters. It's all about enjoying friendships in a social environment, aka.. the party. The club did a great job with all the food and entertainment making each team feel very welcome. The competitors raved over the club's hospitality from both member's and staff. EYC lived up to its reputations as one of the "friendliest clubs" around.

We kicked things off at registration during Thursday HH. On Friday after finishing two races for the day the sailors enjoyed a cookout on the deck with music by Julio &



Fuego, with Shawn Phelps singing. Saturday with only one light race all gathered for a pasta bar dinner in the main clubhouse with music by American Pie. The sailors really enjoyed kicking their heels back with fellow EYC members.

Our National Secretary Martin Bebb brought down the house with his rendition of Okie from Muskogee. Much of Sunday was spent ashore but the RC managed to get off one very light race with awards and lunch on the main deck.

Competition was tight with a tie breaker separating first and second place and one point for third. EYC club members and regatta chairs Gavin/Holly O'Hare took top honors, Lee Griffith and Nicki Bruno finished 2nd, and Jennifer/Art Rousmaniere in third. All in all a great event. From the Old Man himself... EYC is the best club in the WORLD. He would know.

See you on the water!



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O' Christmas Tree O' Christmas Tree

Long before the advent of Christianity, plants and trees that remained green all year held special meaning for people in the winter. Just as people today decorate their homes during the festive season, ancient peoples hung evergreen boughs over their doors and windows. In many countries it was believed that displaying these evergreens would keep away witches, ghosts, evil spirits, and illness.

In the Northern hemisphere the winter solstice, which is the shortest day and longest night of the year, falls on December 21st or 22nd. Many ancient people believed that winter came every year because the sun god had become sick. They celebrated the solstice because it signaled the time when the sun god would begin to get well. Evergreen boughs reminded them of all the green plants that would grow again when the sun god was strong and summer returned.

Early Romans marked the solstice with a feast because they knew that the solstice meant that farms and orchards would soon be green and fruitful once again. To mark this rebirth, they decorated their homes and temples with evergreen boughs. In Northern Europe the Druids, the priests of the ancient Celts, also decorated their temples with evergreen boughs as a symbol of everlasting life. In Scandinavia the Vikings thought that evergreens were the special plant of their sun god, Balder.

While some believe these pagan rituals evolved into our modern Christmas tree, others believe that the first Christmas tree is mentioned back in the seventh century when the monk St Boniface travelled to Germany to spread the word of Christianity. He spent a lot of time in Thuringia, which went on to become the center of the Christmas decorations industry. During his time in Germany, St Boniface used the fir tree to depict the Holy Trinity to the people he was trying to convert. He used the points of the fir tree's triangular shape to describe the Father (God), the Son (Jesus) and the Holy Spirit. By using this strong symbol to represent the Trinity, St Boniface was able to convert many people in the area to regard the fir tree as a holy tree. From then on fir trees were traditionally hung upside down from the ceilings of homes at Christmas time to represent Christianity.

It is not surprising then that Germany is credited with starting the Christmas tree tradition as we now know it. Beginning in the 16th century devout Christians brought decorated trees into their homes. Some built Christmas pyramids of wood and decorated them with evergreens and candles if wood was scarce. It is a widely held belief that Martin Luther, the 16th-century Protestant reformer, first added lighted candles to a tree to mimic the brilliance of stars twinkling amidst evergreens.

However as late as the 19th-century most Americans found Christmas trees an oddity. The first record of one being on display in America was in the 1830s by the German settlers of Pennsylvania, although trees had been a tradition in many German homes much earlier. The Pennsylvania German settlements had community trees as early as 1747, but as late as the 1840s Christmas trees were still seen as pagan symbols and not accepted by most Americans.

It is not surprising that the Christmas tree, like many other festive customs, was adopted so late here in America. New England Puritans, held Christmas to be sacred. The pilgrims's second governor, William Bradford, wrote that he tried hard to stamp out "pagan mockery" of the observance, penalizing people for any frivolity. Oliver Cromwell preached against "the heathen traditions" of Christmas carols, decorated trees, and any joyful expression that desecrated "that sacred event." In 1659, the General Court of Massachusetts enacted a law making any observance of December 25 (other than a church service) a penal offense; people were fined for hanging decorations. This solemn observance continued until the 19th century, when the influx of German and Irish immigrants undermined the Puritan legacy.

In 1846, however, Queen Victoria and her German Prince, Albert, were sketched in the *Illustrated London News* standing with their children around a Christmas tree. This royal family was very popular, and what was done at court immediately became fashionable-not only in Britain, but with fashion-conscious East Coast American Society as well. So with this, the Christmas tree had arrived.



Christmas tree at Windsor Castle from the *Illustrated London News* Christmas Supplement.

By the 1890s Christmas ornaments were arriving from Germany and Christmas tree popularity was on the rise around the United States. While Europeans used small trees about four feet in height, Americans tended to like their Christmas trees to reach from floor to ceiling.

The early 20th century saw Americans decorating their trees with homemade ornaments, while the German-Americans continued to use apples, nuts, and marzipan cookies. Popcorn joined in after being dyed bright colors and was often interlaced with berries and nuts. Electricity

brought about Christmas lights, making it possible for the trees to glow for days on end. Christmas trees began to appear in town squares across the country and having a Christmas tree in the home quickly became an American tradition which continues today.



"Raising of the Tree" in Rockefeller Center New York City Circa 1930.

Today Christmas trees are grown in all 50 states with California, Oregon, Michigan, Washington, Wisconsin, Pennsylvania, and North Carolina being the top producers. More than 1,000,000 acres of land are planted with Christmas trees and more than 100,000 people are employed in the Christmas tree industry. The best selling trees are Scotch Pine, Douglas Fir, Fraser Fir, Balsam Fir, and White Pine.

CHRISTMAS TREE TRIVIA

- Christmas trees have been commercially sold in the U.S. since about 1850.
- Between 1887-1933 a fishing schooner called the Christmas Ship would tie up at the Clark Street bridge and sell spruce trees from Michigan to Chicagoans.
- In 1912, the first community Christmas tree in the United States was erected in New York City.
- Franklin Pierce, our 14th President, brought the Christmas tree tradition to the White House.

• In 1923, President Calvin Coolidge started the National Christmas Tree Lighting Ceremony now held every year on the White House lawn.

• The Rockefeller Center Christmas tree tradition began in 1933.

• In 1963, the National Christmas Tree was not lit until December 22nd to honor the 30-day period of mourning following the assassination of President Kennedy.

• Since 1966, the National Christmas Tree Association has given a Christmas tree to the President and first family.

• In 1979, the National Christmas Tree was not lit except for the top ornament to honor the American hostages in Iran.

• In 1984, the National Christmas Tree was lit on December 13th with temperatures in the 70s, making it one of the warmest tree lightings in history.

• Teddy Roosevelt banned the Christmas tree from the White House for environmental reasons.

• Tinsel was once banned by the government because it contained lead. It is now made of plastic.



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What's the Good Word

by Dan Dundon

Thanks to all the Erie Yacht Club members who sent me quotations and suggestions for this on-going series of articles!

Someone said we had heard few quotations from women. This observation was correct! So, this article includes quotations from women. Still more good thoughts for us to ponder!

I am selfish, impatient, and a little insecure. I make mistakes. I am out-of-control and at times hard to handle. But, if you can't handle me at my worst, then you sure don't deserve me at my best.

- Marilyn Monroe

If you are being run out of town, get in front of the crowd and make it look like a parade.

- Sally Stanford

A lot of people are afraid to say what they want. That's why they don't get what they want.

- Madonna Ciccone

I feel younger now than I did when I was in my thirties and forties and had all those problems.

- Ida Keeling
 (95 year-old track record holder)

People do not do right because of the fear of God or the love of Him. You do right because the world does not make sense if you do not.

- Dorothy Allison

I believe in the redeeming power of margaritas, especially two or three margaritas.

- Diane Awerbuck

So, what do you think of these good words? I continue to attempt to mix inspiration, humor and maybe some wild words... to keep us entertained and maybe challenge our ways of thinking. By all means, help me and make yourself heard by sending me your favorite quotes or such words-of-wisdom (dandundon@gmail.com) to maybe include in future EYC log articles?

In closing, a few words from Earl Pickles:

I hate it when she looks at me in that tone of voice.



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Groundbreaking Ceremony

continued from page 13

The Next Steps

Construction of the Rickloff Community Boathouse is officially underway. By December, the exterior of the structure will be enclosed, allowing work to continue during the winter months. The Boathouse will be completed by May 2014, with an opening ceremony slated to coincide with the Opening Weekend of the Club on May 23-26, 2014. Next spring will be a particularly exciting time at the Erie Yacht Club.

As we transition into autumn with the hurried schedule of school and holiday commitments, it can be easy to forget about the Rickloff Community Boathouse Project. To ensure



Some of the many guests in attendance to help usher in the future of the EYC.



The ceremonial "throwing of the Dirt", marking the beginning of the future of the Rickloff Community Boathouse, although donors and pledges are still needed to ensure its completion. (L to R) Rear Commodore Brad Enterline, Vice commodore Ed Schuler, Commodore Matt Niemic, Mark Rickloff principal donor, Jim McBrier Foundation President, P/C Dave Heitzenrater Trustee, William Lillis Trustee, David Haller Trustee, and Reyburn School Chairman Brian Lasher.

our continued success, it is important for every member to think about what we are working towards. The Capital Campaign, which is making this project a reality, has reached over \$1.4 million of its \$1.65 million goal with over 130 donors participating.

Pledge envelopes have been included in the Log for your convenience. The pledge form is easy to complete, and your donation can even be taken out of your EYC account. Consider making a multiyear pledge. Multiyear pledges are the only way to ensure a maritime education legacy for the next generation.

It is essential that members continue to join with us in this important cause. Pledges made over a three to five year period are needed to help provide the necessary funding.

If you would like to know more about joining your fellow members or how you can help the campaign, please contact Capital Campaign Co-Chairs Jim McBrier and John Bloomstine or Campaign Manager Marvin E. Gold at mgoldcfre@aol.com or 412-683-6000.



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 15th, 2013.

CANDIDATES

COMMODORE - ELECT ONE:

Edward Schuler

VICE COMMODORE - ELECT ONE:

Bradley Enterline

REAR COMMODORE - ELECT ONE:

John Orlando

FLEET CAPTAIN - ELECT ONE:

Bob Cunningham
Dave Haller

BOARD OF DIRECTORS - ELECT TWO:

Andy Fritts
Mike Ferralli
Peggy Means
Ross Rectenwald
Tom Madura

NOMINATING COMMITTEE - ELECT THREE:

P/C Tom Trost
Karen Imig
Bob Nelson
Joe Nagle
Randy Rydzewski

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. Regular members please plan to attend the Annual Meeting on Friday, November 15th 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:

DAVID HALLER, BOB CUNNINGHAM AND P/C DAVID HEITZENRATER

Also Nominating Committee members:

CHAIRMAN GREG GORNY, P/C DAVE AMATANGELO, BILL LILLIS, CLARKE KUEBLER,
P/C GERRY URBANIAK, COMMODORE MATT NIEMIC

SPECIAL ANNOUNCEMENT

The minutes of the 2012 Annual Meeting and the 2013 complete Financial Statement will be made available for members to pick up on November 5th, 2013 in the Club's front office. In addition an abbreviated version of the financial report will be available on the Club's website in the "Members' Only" section and be emailed to those members with an email address on file.

The Bridge Officers



COMMODORE EDWARD SCHULER

I wish to thank you for all of your support during the past three years. I am very proud of the prior bridge and boards' dedication to act in the club's best interest and towards our future. We are able to enjoy the fruits of their labor now. The Erie Yacht Club has become "the" place to be. The fact that the Club is so vibrant is something we should all be proud of. The number of positive comments that I receive from members and non-members on a weekly basis regarding our docks, lighthouse deck, food, etc. is amazing. My personal favorite over the years is always from an out of town visitor. The person wants to know how a first class facility of this size is in Erie, Pa. I tell them that we are very fortunate to have dedicated members with the vision and persistence to lay the groundwork for our fine facility. I wonder what my grandfather would think of the Club today. He started coming to the Club in the 40's when everything was done by the membership. It is truly that volunteer spirit that keeps this lub great. I believe that my grandfather would be overwhelmed by the evolution of the Erie Yacht Club. As your Commodore I plan to keep that spirit alive and to continue on this course to continually upgrade and improve our fine facility in a fiscally responsible manner.



VICE COMMODORE BRADLEY ENTERLINE

I would like to thank all of the members and volunteers for supporting me as your Rear Commodore. I must admit that having the responsibility for the docks this year looked like it may be a daunting task early this spring with some low water levels in the basin. The dock committee worked hard to accommodate all requests by our slip holders and, particularly, those who experienced a "bump on the bottom"! Thankfully, Mother Nature came to the rescue with our early summer monsoon. This year we had very healthy slip occupancy with an oversold basin! As of this writing, we will need at least 6 slips to open up this next year so we can accommodate all members. Not only are the slips filled, but we have committed to adding at least five more Jet Ski docks to keep up with the robust demand and provide for those currently on a waiting list. This year also provided an opportunity to repair the south end of I dock which previously was a sink hole in progress. New side plates were installed with replaced backfill, sidewalks and paving. With a focus always to fiscal responsibility, we implemented an increase to the rates of the larger visiting vessels to become more in line with other clubs. A thank you finally also to my dock committee who worked hard to make this a banner year for the docks. I look forward to your support as Vice Commodore.



REAR COMMODORE JOHN ORLANDO

It has been an honor to serve you, the members, over this past year as your Fleet Captain. I consider myself very fortunate to be able to work with so many enthusiastic people looking to continually improve our Club. As Chairman of the Grounds Committee much was accomplished in the way of maintenance and repairs to our buildings and Club grounds. In the Spring we purchased a Kubota utility vehicle to assist the grounds workers making them more efficient in their work. The Club also purchased a leaf vacuum to facilitate the removal of leaves and debris on Ravine drive. Security was also enhanced with the addition of cameras in select places on club grounds. As your Fleet Captain I also served on the Jr. Sailing Committee and the Building Committee. During this time we began the preparation for the construction of the Rickloff Community Boat House which is now taking shape on the West basin wall of the Club grounds. The Jr. Sailing program is stronger now than ever and has a bright future ahead with the addition of this building which will house them for years to come. I look forward to the challenges of Rear Commodore and will continue to pursue progressive and fiscally responsible ways to move our Club forward. Thank you for your continued support and I look forward to serving you.

The Bridge Officers



FLEET CAPTAIN BOB CUNNINGHAM

Growing up at the top of the hill, I dreamed about belonging to this great Club. I'm proud of my service over the last 21 of my 25 year membership, volunteering on all but one of the EYC committees. Finishing up my current tenure on the Board, I reflect on some of the highlights of my service to EYC... I was Chairman of the Long Range Planning committee during a pivotal time when tough decisions needed to be made for the good of the Club. Our actions resulted in new docks, the new road and the Reyburn Sailing School's physical transition to the west wall. My current tenure on the EYC Foundation committee means being involved in the planning and fundraising efforts for the Sailing school. Additionally as we've enjoyed our power boat and the passion of our sailing friends, my family has sponsored the racing fleet over the years as well as the annual charity Regatta. Our children have also benefited from the Sailing School and we have a deep appreciation for the EYC's sailing history. My wife Dianne and I and are owners of Home Instead Senior Care. With a staff of 200+ employees, I believe the experience of operating a business of our size will be invaluable as Fleet Captain. Committed to this community, we are strong supporters of various local charities and realize the importance of giving back. Years ago I asked the late P/C Jim Lockwood, how does one get on the bridge? His answer was simple... get involved, get on committees and ask the members for their vote. Committing myself and sacrificing personal and business time, I took that advice to heart and got involved. I supported the EYC committees, and many activities and fundraisers. In return I have gained much insight into the operations of this Club.

NOW humbled, I kindly ask for your VOTE.



FLEET CAPTAIN DAVE HALLER

Every time I drive down the Yacht Club Hill and see the panorama of the Erie Bay I am overwhelmed by the feelings of joy I have experienced while living in Erie, Pennsylvania. Being a member of the Erie Yacht Club since 1992, my family has enjoyed sailing on Lake Erie, Lake Ontario, and the Detroit River and we have visited many Yacht Clubs throughout those travels. The Erie Yacht Club is a world class facility and I aim to keep it that way.

I have been proud to serve as the EYC Racing Fleet Chairman, and presently, I serve on the Club's Board of Directors and serve on the Board of Trustees, and the Rickloff Boathouse Building Committee for the EYC Foundation. I do have past experience in a leadership role while serving as President of the Builders Association of Northwestern Pennsylvania.

September of this year marked David J. Haller Construction's 33rd year and while economies have waxed and waned, it is still strong. My business is much like Club business in that we must bring together people, materials of many different kinds, and the patience to see the job through till the end. We have learned a lot about running a business and the problems which go with changing times, and changing demographics. The Erie Yacht Club will continue to battle these changes and I hope to be in the position to solve these problems as they arise. Working with a positive attitude, I look forward to interacting with the wonderful people at EYC and I will continue to make the effort to improve this great facility.

I would respectfully ask for your vote and your support for the office of Fleet Captain, and the responsibilities which eventually lead to the Commodore's Office.

The Bridge Officers

Candidates for Board of Directors

ANDY FRITTS



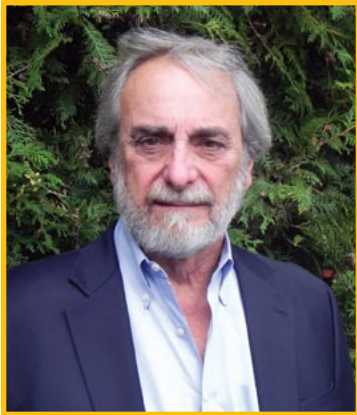
I would like to thank the Nominating Committee for this opportunity to run as a candidate for the Board of Directors, it would be an honor to serve and support the members of the EYC.

As a life long boater and Erie native, the Club has been a great part of my life on the water. I have spent the last 20 years sailing Wednesday night races with my brothers and father, as well as competing in the annual Lake Erie Interclub Cruise. My wife Molly and I regularly spend summer nights at the Club with our two children enjoying quiet evenings relaxing on our boat and watching the great sunsets.

Since joining the EYC in 2007, I have been very impressed with the level of commitment, support and overall camaraderie demonstrated by both Club members and the staff of this fantastic place. I have served on the House Committee for the past two years and now have a better understanding of Club operations, which I plan to leverage if elected to ensure the EYC remains a well run, family-friendly place.

I feel my business experience as President & CEO of fh group, an integrated marketing and web technology firm, will bring a new perspective to the EYC Board that I believe will be beneficial to our membership base and the Club organization as a whole. I thank you for your consideration and look forward to your support.

MICHAEL W. FERRALLI



First and foremost, I want to thank those members who encouraged me to submit my name in nomination to the Board of Directors. I especially want to thank those many members who signed the petition requesting my nomination. I have been a boater for nearly 43 years and a member of the EYC for 21 years. During those years I have been honored to volunteer my services to the club in designing the acoustic modifications which greatly reduced the noise level in the grill room. I have been delighted to pilot the club's committee boat for many hours during numerous regattas, races, and charitable events. My 2 sons have crewed for many years with the EYC racing fleet. As many of you may know, I am a Professor and serve as Chairman of the Physics department at Gannon University and am a consultant in both acoustics and surface physics. I am also an inventor and during my career I have been honored to receive nearly 30 patents in such diverse applications as loudspeaker design, heat transfer, electronic communications, bioengineering, and bacteriostatic surfaces. I am also a principal in a Research and Development firm and remain actively engaged in developing new and improved products and processes for numerous companies. I have written many grant proposals, and have been successful in having been awarded numerous governmental grants for both my ongoing research and the research of client companies. I serve on the board of directors of a number of companies and take an active role in insuring their continued success. Of course, I am a frequent visitor to the Club and participate in and enjoy its many activities and services. With your vote, I would be delighted to add my expertise for the benefit of EYC.

PEGGY MEANS



My name is Peggy Means. Thank you to the nominating committee for this opportunity to run for the Erie Yacht Club's Board of Directors. I've been a member of the Club since 1984, the year a by-law change allowed me to join. I am the daughter of Past Commodore Jim Means whom I've been boating with since I was a baby. My family and I have participated in all kinds of Club events from New Year's Eve to Halloween parties to Reyburn Sailing School classes and Opening Day Ceremonies. I once walked the runway for the Ladies Auxiliary Luncheon... what fun sipping champagne in the dressing room with Connie Wolford.

I have owned and moored both power and sail boats here at the Club. I learned about the Club's operations while serving on various committees including the House Committee, the Long-Range planning committee which worked towards securing access to the future Rickloff Community Boathouse sight, the Grounds Committee which planned and executed the parking lot at the head of K dock, and the Centennial Raft Off committee which sponsored Lake Erie's largest known raft off of the time. If elected, I intend to bring my 28 years of business leadership experience to the position and would look forward to the opportunity to serve the Club.

TOM MADURA



I wish to thank the Nominating Committee for once again placing me on this year's ballot for Board of Directors.

I was born and raised in Erie, and my favorite childhood memories all revolve around Lake Erie and Presque Isle Bay. As I got older, joining the Erie Yacht Club just seemed like the natural thing to do to allow me to fully appreciate the advantages of these wonderful resources. Since joining in 2003, I have been continually impressed by the friendliness, enthusiasm, and passion for boating shared by all of my fellow EYC members.

My wife Cindy and I thoroughly enjoy the social aspects of the club, attending as many functions as we can, and also spending time on our sailboat, "Good Vices", whether we're out day-sailing, racing, or just relaxing aboard and enjoying the spectacular Erie Yacht Club sunsets!

Since joining the Club, I have been a member of the Entertainment Committee, helping to put on the great parties that we all enjoy year-round. I am especially proud to have been the driving force behind the successful seasonal Wine and Beer Tastings and the popular Winter Solstice Party. I am a frequent contributor to the LOG, and truly enjoy my role as contributing photographer.

It was also a great pleasure for me to serve as the Chairman of the EYC Racing Fleet, and I continue to serve on its Executive Committee.

In my professional life as a Quality Engineer for BASF Corporation, I have developed teamwork, leadership, and decision-making skills which also serve me well in many areas of my private life. I am also a member of the American Society for Quality, and served for many years on their local chapter's executive board.

I would be honored to be able to put these skills and my enthusiasm for the EYC to work as a member of your Board of Directors, continuing to make the Erie Yacht Club the best on the Great Lakes!

ROSS RECTENWALD



Dear fellow EYC members,

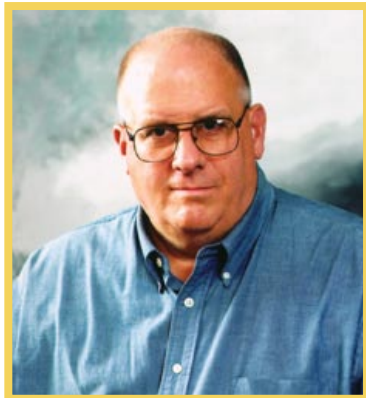
I wish to thank the nominating committee for the honor of my selection as a candidate for the Erie Yacht Club Board of Directors. I am an enthusiastic sailor, a U.S. Coast Guard licensed Captain and a proud member of the Erie Yacht Club for over 23 years. I have enjoyed participating in the multitude of events the Club consistently has to offer it's membership. I have been involved in the EYC Building Master Plan, the Grille Room Renovation, the Gas Well Energy Study and the Rickloff Community Boathouse building during these years. I feel, however, that I can offer much more by participating on the Board and committing to assist the Club to continue thriving for the benefit of the next generation of members. It is difficult to belong to this Club and not recognize the outstanding voluntary effort by many to successfully complete numerous projects that benefit all members. I would like to assist these efforts and help the Club continue to be the premier yacht Club on the Great Lakes.

I have been a local business owner for 26 years in Erie, continuing to be a principal in Bostwick Design Partnership. I have been involved in many complex building design/construction projects throughout my professional career and believe my reputation as a hard working, reputable businessman has provided me with the diverse education required to excel at the Board of Director's position. I continue to participate on community organization boards, giving me the experience to work with individuals and board committees to accomplish a common goal for the betterment of those organizations.

I would appreciate your support and should you honor me with election to this position, I promise to do everything possible to work with the Bridge, the Board, the staff and all of the volunteer committees to promote the Erie Yacht Club's tradition to "promote, encourage and develop activities associated with yachting and yachting activities" for many generations to come.

Thank you for your consideration.

Candidates for Nominating Committee



BOB NELSON

Dear, Fellow EYC members
It is an honor and privilege to be asked to run for a position on the Nominating Committee. As a member of the Erie Yacht Club since 1991, I have worked with many members and staff. Having served a three year term on the Board of Directors, one year on the

Dock Committee, and several years on the House Committee, has given me a good insight into the operation of the Club. I have met many club members over the years who worked on the basin reconstruction project.

I have seen the Club evolve over the past years in to what the EYC is today, one of the finest clubs on the Great Lakes. We have an excellent management staff and a great group of employees who cater to the needs of the membership. I use the Club on a regular basis, and my wife and I dine here almost every week throughout the year.

I feel that my business experience with a local firm over the past 39 years, and my past experiences at the Club over the past 22 years, will allow me the ability to help identify Club members who will step up to the challenge to fill the elected positions for the EYC.

I would be honored to have your vote. Thank you for your time and consideration.



P/C THOMAS TROST

I am honored to have been asked to run for the Nominating Committee. This committee, in my opinion, truly holds the future success of our Club. I have been a member of the EYC for the past 26 years. I have seen numerous positive changes. While other clubs have been struggling through the recession – ours

has remained healthy and strong. This is due in large because of our present and past leadership. I will seek future candidates that continue to move this Club toward great success.

I have previously served on the Nominating Committee and the EYC Bridge and Board. Chaired the Grounds Committee, House Committee, Dock Committee and Thompson Memorial Trophy Committee. I have also served as the Chair of the EYC Race Fleet and continue to hold the position of Social Chair. I have worked along side many great members that have volunteered their time to work on everything from the renovation of the docks to the installation of the lighted flagpole. Once you start volunteering I guess you never stop volunteering!

It would be my privilege to serve you on the Nominating Committee
Thank you for your consideration,
P/C Tom Trost

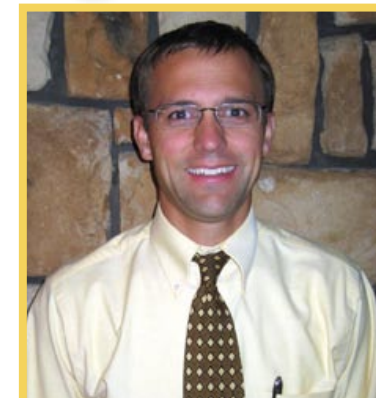
Candidates for Nominating Committee



KAREN IMIG

As Club Secretary-Treasurer, a Board “appointed” position, I have worked side-by-side with twenty-eight different Directors and the last eleven Commodores. During my tenure, I have attended 132 Board meetings, eleven budget meetings, “organized” and attended eleven Annual Meetings and several Special Meet-

ings. Being part of numerous significant discussions and decisions, I have observed how the Club runs and how various Commodores and Directors approach their responsibilities. Besides a Past Commodore who has served in all the chairs, I understand, more than anyone, the skills and qualities it takes to be effective. I know it is the responsibility of the Nominating Committee to propose candidates with these skills and qualities. As a fifteen year Club member I know a wide circle of fellow members, both power and sail, since I enjoy and participate in both types of boating. I also serve as an Erie Yacht Club Foundation Trustee. My extensive experience uniquely equips me to serve on the Nominating Committee and assist in the crucial choice of candidates who might best guide our Club’s future. That is why I ask that you allow me the privilege and honor to be your Nominating representative in recommending our next Club leaders. Thank you.



JOE NAGLE

Hi, my name is Joe Nagle and I am running for the Nomination Committee. The Erie Yacht Club has always been a very special place to me, a place I consider my “second home”. For as long as I can remember, I have spent any spare moment on the docks, fussing around on boats, or best of all going out on them

with family. I grew up in sailing school and became a Jr. Family Member at 16. As an adult, the EYC continues to be a big part of my life. Now with a family of my own, I want to do my part to ensure that the next generation can grow up with the same experiences afforded me.

I have benefitted from the efforts that others have put into making the EYC what it is today and now I want to do my part to contribute to the Club that has meant so much to me. With three previous generations of commodores in my family, I have a true understanding of the ideals of this C’lub. I hope to not only continue the legacy of my family but most notably the legacy of the EYC for generations to come. Thank you for that opportunity..



RANDY RYDZEWSKI

It is truly an honor to have been asked to run for the nominating committee. I understand that this group’s duty is to identify members that possess the skills and talents required to fill vacancies on the Bridge and Board. As a regular member of our beautiful Club for 25 years, my family and I have grown

to really appreciate everything it has to offer. We have made many friends, formed relationships and encountered many unique and interesting personalities here at EYC.

In return, I would like to offer my time and abilities to serve our great organization. Having been involved in the sale of commercial real estate for over thirty years, I understand the process of identifying needs and finding solutions. The camaraderie and good will among Erie Yacht Club members is second to none. By drawing from this fine group of individuals, I would look forward to being involved in helping to shape the future of our Club. If elected, I commit to work very hard to act on behalf of all our members by selecting those who are dedicated to achieve the goals of the EYC.

I would sincerely appreciate your vote on election day. Thank you.

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US Sailing One Day Race Management Seminar



There will be a US Sailing One Day Race Management Seminar at the Erie Yacht Club on Sunday November 17th, 2013. The link to register is at http://raceadmin.ussailing.org/Race_Officers/CertificationTraining/Race_Officer_Seminars/Seminar_Calendar.htm

The seminar fee includes all required materials. There are optional items available for purchase during the registration. All optional items will be handed out at the seminar. This is a one day seminar that will prepare you to take the Club Race Officer Certification exam. I highly recommend/suggest this seminar to anyone interested in joining the Race Committee or volunteering at regattas.

About: This seminar is designed for people who have some race committee experience, but newcomers are also welcome. The topics covered include: RC objectives, RC responsibilities, sailing instructions, RC jobs, RC equipment, setting the course, starting system, starting penalties, before the start, during the race, finishing, and scoring. The changes in The Racing Rules of Sailing 2013-2016 that affect race management will be discussed.

What to Bring: At the seminar you will need your own copy of The Racing Rules of Sailing 2013-2016.

Study Materials: To prepare for the seminar you should try to answer the Study Questions, which are available on the US Sailing web site at: One Day Race Management Seminar Study Questions.

The Club Race Officer certification test, which is given at the conclusion of the seminar, is optional. However, in order to be certified as a US Sailing Club Race Officer, you are required to attend a complete seminar and to pass the test. In order to be certified as a Club Race Officer you will also need to have your own copy of the current US Sailing Race Management Handbook, and meet the program’s other criteria. The 2009 edition of the Race Management Handbook is available from the US Sailing online store.



November Calendar of Club Events

- 2nd EYC Racing Fleet Awards Banquet
6pm Cocktails • Dinner Buffet
Entertainment & Dancing with Vegas
Reservations Required
- 3rd A la carte Breakfast • 10am - 2pm
- 4th Monday Night Football at the Club
Pizza, Hot Dogs! All for \$4.00
- 10th A la carte Breakfast • 10am - 2pm
- 11th Monday Night Football at the Club
Pizza, Hot Dogs! All for \$4.00
- 14th EYC Turkey Bowl • 5pm - 9pm
Dinner Specials and Motown
Entertainment with Breeze Band
- 15th EYC Annual Meeting
Only Regular Members permitted
at meeting - No Guests or Spouses
- 17th A la carte Breakfast • 10am - 2pm
- 18th Monday Night Football at the Club
Pizza, Hot Dogs! All for \$4.00
- 24th A la carte Breakfast • 10am - 2pm
- 25th Monday Night Football at the Club
Pizza, Hot Dogs! All for \$4.00
- 28th Happy Thanksgiving - Club Closed

Remember:

- 2014 Slip Applications are due back by November 1st
- The Last Day for boat haul outs is Sunday November 3, 2013 please call the Club office to schedule your haul-out date, 453-4931
- Book your company Christmas Party early. Dates are going fast! See Elizabeth Dougan to schedule yours!

**Leave it to
the EYC
for your Office
Holiday Party!**



Another Christmas party season is fast approaching! The Erie Yacht Club is the perfect location for your business or organizations Christmas party.

Not only will you enjoy beautiful panoramic views of Presque Isle Bay from our Bayside Ballroom, but the clubhouse is sure to be adorned in plenty of holiday spirit.

Red and Green embellishments throughout the clubhouse provide a joyful, sophisticated setting for your upcoming Christmas party. We take the worry out of decorating, and are certain to provide enough Christmas feast and yuletide to satisfy any occasion. Whether large or small, casual or formal, the Erie Yacht Club has all the options for your holiday festivities.

Although weekend dates are filling quickly, we are still accepting reservations for weekdays and Sunday afternoon or evenings. Please remember, these dates will fill quickly so be certain to call today and reserve a date!

Please contact our Catering Manager, Elizabeth Dougan, either at 453-4931 or catering@erieyachtclub.org.

Happy Holidays!



December Calendar of Club Events

- 1st A la carte Breakfast • 10am - 2pm
- 2nd Monday Night Football at the Club
Pizza, Hot Dogs! All for \$4.00
- 7th Ol' Fashion Christmas Dinner Dance
7pm Cocktails & Hors d' Oeuvres
Music by the Dorels
Reservations Accepted 453-4931
- 8th A la carte Breakfast • 10am - 2pm
- 9th Monday Night Football at the Club
Pizza, Hot Dogs! All for \$4.00
- 14th Breakfast with Santa • 10am
Photo with Santa • Kids Decorate
their own ornament from Claytopia
Entertainment from the Collegiate
Academy Vocal Jazz Ensemble
- 15th A la carte Breakfast • 10am - 2pm
- 16th Monday Night Football at the Club
Pizza, Hot Dogs! All for \$4.00
- 17th Dinner with Santa • 6pm
Featuring the Collegiate Academy
Vocal Jazz Ensemble
Reservations Suggested 453-4931
- 21st Winter Solstice Party on the Deck
6pm - 10pm • Defy Winter!
Entertainment by Key West Express
- 22nd A la carte Breakfast • 10am - 2pm
- 23rd Monday Night Football at the Club
Pizza, Hot Dogs! All for \$4.00
- 24th Christmas Eve Club Closed at 3pm
- 25th Merry Christmas! - Club Closed
- 29th A la carte Breakfast • 10am - 2pm
Club Closed at 4pm
- 31st New Years Eve at the EYC
Party Favors • Champagne
9pm - 1am Manhattan Dance Band
Reservation for Hors D' oeuvres
Required 453-4931

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