

VOLUME IV / ISSUE 5

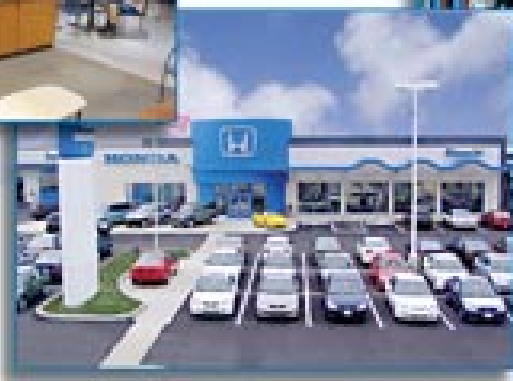
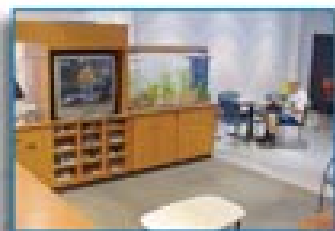
SEPTEMBER/OCTOBER 2006

The ELG

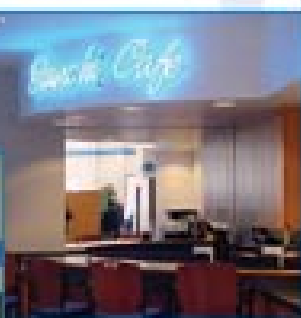


SNIPE Nationals Huge Success!

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From the Bridge

Rear Commodore David Arthurs



Earlier this summer the Erie Yacht Club hosted a national sailing event – the Snipe Class Nationals. This event spotlighted the EYC in national and international sailing circles and I am proud to say we never looked better!

This event would never have taken place without the leadership of members Holly and Gavin O'Hare, who organized this event, and the many EYC volunteers who ran registration, measurement and race committees or those who donated money or equipment. Our own EYC staff and management did an excellent job with the many social events and helped

make our guests from 23 states and Canada feel at home. I had the privilege to see our volunteers and EYC staff in action and have never felt so proud to be part of this Club.

This type of event not only promotes our Club locally and nationally but enhances our strong financial position through the many catered social events.

The boating season will soon be coming to a close but there are many upcoming social events to keep you entertained. Look for Mike's e-mail reminders or check the EYC calendar. See you at the Club!

Directory

Club House	453-4931	Club House Fax	453-6182
Fuel Dock/Guard House.....	456-9914	Canoe House	453-6368
EYC Web: www.erieyachtclub.org		E-mail: eyc1895@erieyachtclub.org	

EYC Catering: Elizabeth Quinn 453-4931 or catering@erieyachtclub.org

Mailing address: P.O. Box 648 • Erie, PA 16512

On the Cover...

The Snipe Nationals Competitors gave the Erie Yacht Club and the regatta organizers the highest praise across the board. "They loved being at the EYC."



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EYC'S SNIPE NATIONALS HUGE SUCCESS!

BY HOLLY O'HARE

WITH EXCERPTS FROM SNIPE NATIONAL SECRETARY DON HACKBARTH

From July 8th to the 14th the U.S. Snipe Nationals invaded the Erie Yacht Club for their National Championship events. We had a very successful regatta with 15 Junior teams competing for the Junior Nationals and 57 senior teams in the National Championship. It could reasonably be said that this year was all about the family. Thirty four of the fifty seven teams that participated in this year's Snipe USA National Championships involved families: husband/wife, wife/husband parent/child, child/parent, with many parents competing against their children, also brother against brother, with various other family members also attending the regatta. We experienced an absolutely terrific age range among the competitors ranging from only 8 years old to 76 years old. Sailing, and specifically Snipe sailing, is truly a family sport for all ages.

Highly competitive teams from some 23 states, which included California, Colorado, Utah, Georgia, and Florida made the long trek to the Erie Yacht Club as their destination for some truly unexpected great sailing on unforgettable Presque Isle Bay. Despite a little dabbling of rain, weather conditions proved to be quite good as well as very challenging and certainly not at all what many folks were expecting.

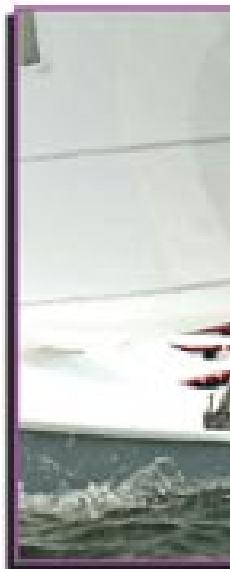
The Junior Championship was won by the team of Tyler Sinks and Ben Todter from San Diego, California while current World Champion Augie Diaz and Mark Ivey won the Heinzerling US National Championship. Augie is now tied with George Szabo with 4 national titles. The top four teams qualified to attend the Snipe World Championships in Oporto Portugal in 2007.

The senior consolation "Wells Series" was won by cousins Dustin Kays and Clayton Dixon who grew up sailing Snipes at the Atlanta Yacht Club. Clayton was also the unofficial "mayor" of "tent city"... a big hit with the younger crowd.

The key to the event's success was the support from volunteers and staff from the Erie Yacht Club. Over 40 volunteers participated throughout the months leading up to and including the week of the event. The Erie Yacht Club did an excellent job coordinating all the social activities and accommodating some 120 sailors and many family members on a daily basis.

The Erie Yacht Club provided the perfect setting and environment for such a "family

(continued on page 26)





Julie & Dave Arthurs
Club Chairs

Holly & Gavin O'Hare
Event Chairs



2006 S

Nationals
acht Club, Erie PA



ears

What is it?

Regional - from Pittsburgh, PA to Windsor, Canada, from Cleveland, Ohio to Mansfield, PA. The term regional can be defined in terms of direction, surface area, or watersheds.

Science - from A to Z (Algae to Zebra Mussels) nearly any topic of study fits into the definition of science at the Regional Science Consortium.

Consortium - a growing association of institutions with similar missions all working together. Currently comprised of 31 members; 14 of which are colleges or universities, 4 are state agencies or commissions, two are school districts and 11 are partners representing like minded organizations, all working together to improve the quality of our lives here in Northwestern Pennsylvania.

The Regional Science Consortium



by Dr. Jerry Covert, Executive Director

The Tom Ridge Environmental Center – For many years, researchers have been studying beaches, bluffs, bacteria etc. at Presque Isle, but have had no base of operations from which to work. The old story is that they had to work from the trunks of their cars! How inconvenient it must have been to have to transport samples back to the laboratories miles and hours from where they were collected.

The Regional Science Consortium has a 6000 square foot laboratory wing at the Tom Ridge Environmental Center that is now acting as that research base of operations for roughly 40 researchers. This number has been increasing rapidly. In the near future one of my major tasks will simply be scheduling the lab space.

The laboratories have been equipped with state of the art research equipment that was purchased by Presque Isle State Park (DCNR) with moneys from grants from Coastal Zone

Management. The equipment wish lists were prepared from requests from scientists who are faculty from member schools. This means not only is it absolutely new, and state of the art, but it is also equipment that was requested by and will be used by researchers who are members of the consortium. Jerry Magraw, a scientist from Penn State Behrend, did much of the initial work designing the labs and determining items to be purchased.

The TREC laboratory wing consists of 9 rooms: a Chemistry Lab, Culture Lab, Instrumentation Lab, Microscopy Lab, Plant Lab, Greenhouse, Aquatics Lab, Sample Prep Room and an Access Room. These rooms are now fully functional and being used in 15 different research projects.

The TREC also houses a 600 square foot Natural History Collection area in the basement. The Consortium works closely with the Natu-

ral History Collection. Voucher collections are maintained for scientific research and valid records of their existence. These collections include plants, insects, arachnids, amphibians, reptiles, fish, mammals, rock and fossils. A synoptic working collection is available for educational purposes. All specimens that are placed in the museum include all the collection data, collector and who determined the specimen. Collection protocols and species in the collection will soon be available on line.

This spring the consortium also completed a 700 square foot research area located in the Marina on Presque Isle. This Marina Field Station houses three, 400-gallon aquariums that are filled with water drawn continuously from the Marina Bay, thus are providing a real life aquatic environment for local fish studies. In early summer the Department of Environmental Protection and PA Sea Grant put the finish-



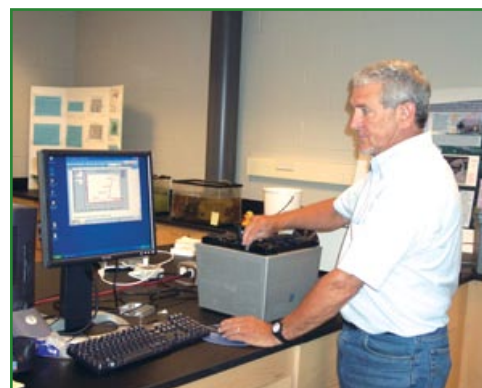
This big Snapping turtle is one of many that make their home on Presque Isle.

of our students represent a group identified as the general public. This interesting and eclectic group brings a tremendous amount of excitement to the courses. They enliven the courses by bringing real life examples and questions to the discussion and challenging our instructors to provide their most moving educational experiences.

Most of the courses offered thus far are defined as field courses. Meaning, that they literally occur out in the field. They are hands-on, get wet, get dirty and require total immersion. Most of the courses are a week long and class time generally runs from 8:00 A.M. until 6:00 P.M. On June 20, 2006 the fish study course started at 8:00 in the laboratories at the Tom Ridge Environmental Center and concluded at midnight in (literally) three feet of water in French Creek. (Please see picture.)

As is true in most consortium environments, students from one of our member schools can register at their home school, pay tuition at their home school and receive grades from their home school. This simplifies life for the students and prevents them from having to transfer credits from one school to another and it eliminates the myriad of problems that would arise related to differential tuition rates from one member school to another. In courses like these, the instructor of the course may come from anywhere in the world and the classroom could be Presque Isle.

As you can see, we are young, vibrant and growing. In this capacity, we will continue to add an important research dimension to the region and to the TREC. As our members increasingly use the facility and continue to talk and work together, we will more fully understand and define the words "Regional Science Consortium".



Here I am checking a "real time" beach water sample for E.coli Identification in the RSC lab which is just one of our fully equipped research laboratories.

Regional Science Consortium Executive Committee

- Robert W. Light, Ph. D., Penn State Behrend, President of the Board
- Eric C. Obert, Pennsylvania Sea Grant, Vice President
- Peter Lindeman, Ph. D., Edinboro University of PA, Secretary
- Harry (Rick) Diz, Ph. D., Gannon University, Treasurer
- James Adovasio, Ph. D., Mercyhurst College
- Phil Hultgren, Ph. D., Lake Erie College of Osteopathic Medicine

(continued on page 32)

ing touches on this research space and have put the Field Station to good use this summer with numerous brown bullhead studies.

Education – Starting in the summer of 2005, the Consortium has offered 8 courses that are available as undergraduate credit, graduate credit or for personal enrichment (non-credit). The instructors are outstanding scientist specialists who not only have national reputations, but also are very capable of teaching their subjects to very diverse student populations. The courses have been taught about insects, the propagation of plants, identification of birds, science related to Lake Erie, identification of fish, ecology, and wetland plants. The students have come from regional colleges and universities, Pennsylvania departments of transportation, environmental protection conservation and natural resources, and a local seed company. However a large number

The 2006 Class is out on a research project collecting fish samples at night in French Creek.





EYC... YOU GOT Wireless!

by Russ Thompson

You can now get on line with your C&C (computer and cocktail) right at the EYC bar ... now that's convenience personified.

The new wireless system is up and running and has been for about two months. It has been fun to see people using laptops in the grill room. The recent Snipe National Championships forced some changes to the router to allow more than 50 consecutive accesses to the system simultaneously. It was exciting to see people using the Club and not being forced to stand in the hallway to check email. As we improve the system and increase the reliability and signal strength, more members and guests will be able to conduct business at EYC and therefore enjoy the beautiful facilities.

Gonzo Diaz, an internationally recognized Snipe sailor and current international committee member for the introduction of Snipes into the Olympics, stopped by to tell me how wonderful our facilities were and how pleased he was that the basin was 'lit up' with wireless capability. Gonzo has traveled the world and was very impressed with our facilities, the friendliness of the EYC members and staff, and the beautiful harbor. Gonzo said "You have a gem here, and I hope you don't take it for granted!" So what does this have to do with wireless? A lot! The Club is here to provide service to its members and guests. Providing them with basic communications, that we all too often take for granted, is becoming

increasingly important to people's daily lives. The hotel industry quickly learned that providing free wireless internet access was critical to the survival of anyone in the business.

With all of that said, our system is not without its few startup problems.

The goal, in any network topology, is to build it so it is solid, reliable and easy to maintain. At present there is an antenna on top of the Club house and a repeater at the gas dock. The less equipment we maintain the more reliable and serviceable the system is.

The next phase is to put in two more repeaters which will fill in the holes and provide signal strength more uniformly. Now you can pretend that you're at your office right from the back deck of your pride and joy. Ain't yachting wonderful?

Our marina, since so much of it is metal and the boats sit below the metal docks, creates a unique situation. I used an IBM Thinkpad T60P as a test machine, and had no problems connecting virtually anywhere in the basin as long as I didn't dip down below the docks. When below the docks the signal degrades quickly. Simply lifting my laptop up to the ceiling of the cabin top causes the connection to come right back. This is, of course, a really uncomfortable way to type.

I have also heard a number of comments about "low signal" conditions. This is perfectly normal, and while most of us would love an excellent signal 1,000 plus feet from the antenna, that just isn't reality without spending a lot of money and complicating the system. The EYC system is very simple, which makes trouble shooting and maintenance that much more simple. There is a Wireless access point in the front of the building in the office. The SSID for this wireless network is:

EYC Public

In addition, the antenna on the building broadcasts the following SSID:

EYC Public B (B for Basin or Boat)

These are WIDE OPEN networks, so surf at your own risk. The Erie Yacht Club and its agents will not be held responsible for your systems. There is no virus scanning, no protection of any kind. That is up to you.



This is an example of a wireless adapter designed for a laptop computer.

When a signal strength indicator says low, all it is really telling you is that you're not going to get top speeds. The internet connection into the EYC (the pipeline in) is 1.5mbps. The low signal indicator is telling you that the speed can only go approximately 1 mbps. So even if you have an excellent signal somewhere at EYC, it makes no difference at all since the fastest the internet can go at EYC is 1.5mbps. So do not worry about "low signal" indicators. It means very little. The true test is in using the system. Can you connect...or not? If not, seek out one of the solutions outlined in this document.



This is our new "weather station" atop the EYC Lighthouse offering you instant weather conditions as they happen at the Club. This info is available through our website at www.erieyachtclub.org.

Weather Station

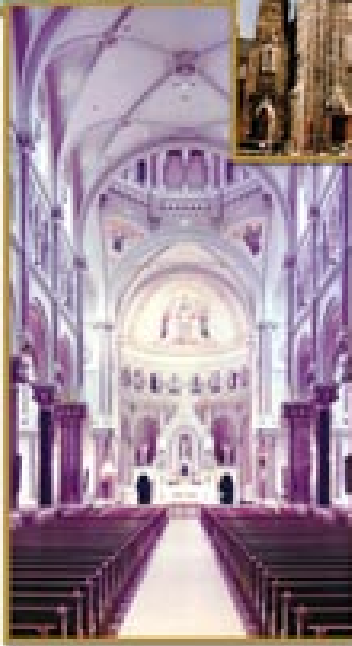
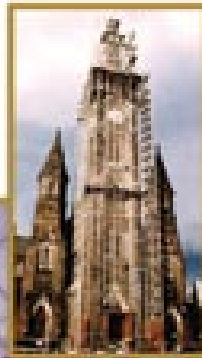
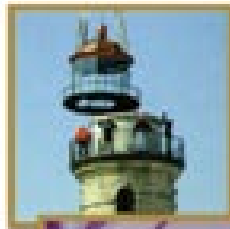
The addition of wireless has opened up avenues to new services provided by EYC. A Davis Instruments Weather Station was recently installed at the lighthouse. The data stream off of this weather station, once the connections are complete, will provide information about the wind and weather at the lighthouse from any web browser. In a matter of a few seconds, the ice boaters can see what the wind is doing. The weather station installation is expected to be completed in the next few weeks.



The new EYC Weather Station offers you all kinds of information so you will know for sure what's taking place weather wise at the Club twenty four hours a day.

Solutions for your boat

The solutions to this vary, but one axiom exists among all solutions, and that is, that they are yours to fix. There is nothing the EYC can do about the last 3 feet below the dock surfaces. I have installed and tested several "last 3 feet" solutions that I will share with you. For further information contact me at: www.russ@tmsdbc.com



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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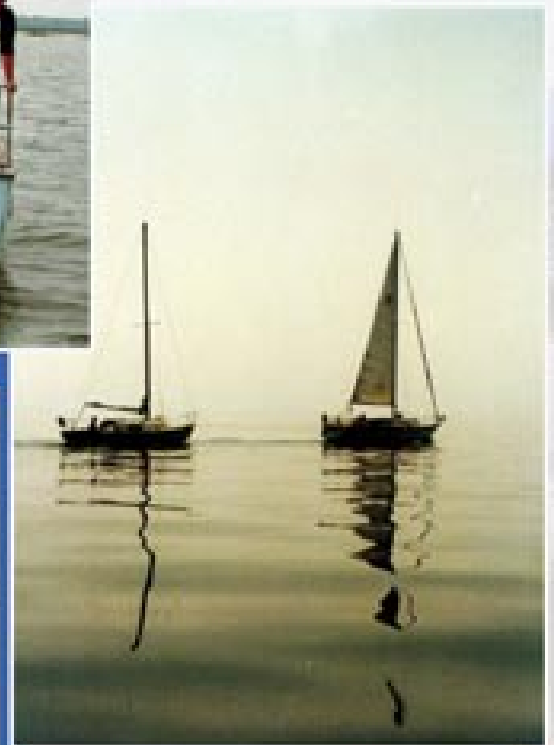
Goodbye to a Truly Great Lady

by Toni & Dave Sample

She was sleek of line and held her head high. She was always ready to party and always ready to go. She never balked when the going got rough. She didn't seem to mind temperature extremes. She let people walk all over her with rare complaint. She loved kids and let them climb all around her. She rode every wave high and proud. She was steady and dependable. She always went 'overboard'. She was solidly anchored and quiet at rest. She was high maintenance in a way that few other ladies could compete. She demanded that time be spent with her on a regular basis. She'd hibernate for the winter snuggled under a warm cover with her bottom dry. She was trusting. She was honest. She was brave. She was easily led by anyone willing to show her the way. She held true to her course. She was so complex to figure out she came with a set of directions. She was hospitable and welcoming to the hearty or the weary. She could point with the best of them. She could hold her liquid. When turned on she purred like a kitten. She could harden up or lean over sideways - at the whim of mother nature. She'd wake up with the heavenly scent of freshly brewed coffee emanating from her very core. Her rigging was tight. Her lines were taut. There was something a little 'dingy' about her, but that always seemed to work to her advantage. She held tons of food and beverage without expanding her girth. She loved to devour ice. Her ports were the eyes to her soul. No one had a companion's way about her more than she. She'd sleep with anyone - sometimes 6 or more at a time! She could keep a secret. She never shared intimate details. This lady was so important to our lives. Talk about a love story. But every love story doesn't end sailing into the sunset. In this case, she and we take different directions. Goodbye sweet lady. You have been a grand lady. We will miss you. May your new beau find you as gracious as we did and treat you well and with kindness and love. Goodbye our dear "Soiree".



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Phase One Nears End

The Basin Reconstruction Oversight Committee is pleased to inform our patient members that the dust has settled and we are nearing the completion of phase one construction, the repair of the bulkhead and surrounding areas. Our members and guests will see some landscaping following the meandering paved walk path and a small gazebo enter the picture over the next several weeks plus the addition of three natural gas grills placed out on "O" dock that will be fed by the new gas well. These grills will be available for all members to use "Free of Charge". As chairperson for the committee, I would like to send out a special thanks to all those involved in the successful completion of this portion especially to Jon Tushak, Rick Speicher, Terry Thorp, Jim Edgett, Ed Schuler, Steve Skwaryk, Kelly Donlon, Ron Busse, Bill Vogel, General Manager Mike Lynch, Mark Eller and literally dozens more for their part in the design and coordination for phase one.

Without these members and staff to run to and bounce off ideas, thoughts and comments, this project would have taken even longer to complete. Speaking of how long it took, I would like to point out that we are one year and three months ahead of schedule. As you can remember, we were not to start until the fall of 2006. That was until our members stepped up to the plate and allowed us to have a line of credit to move things along faster. Thank you! I am also pleased to say that at

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One of the next repairs on the Basin Project list will be the same treatments that we utilized on "O" dock put to work on "A" dock from the west wall entrance to the Reyburn Sailing School area.

e Bulkhead Repair d!

by Vice Commodore John Murosky

this time we have not used the line, however, we will be tapping it shortly to accommodate the installation of our new docks.

Our members will see the new pile drilling barge and the floating docks starting to show up in early September. We will be removing all docks out on O, M and N this fall and our hopes are to complete phase two by the annual meeting. At the same time you will see the bulkhead repair start on "A" dock from the channel entrance to the Junior Sailing dock. This area is probably the worst in the basin and will require the same treatment as O, M, and N docks received.

We will also schedule "L" dock bulkhead repair at that time. We have high hopes that the tiebacks on L dock are secure having only three areas in question. If we do not need to put in a new dead-man (support structure for the bulkhead and tie back rods), this will speed things up and also reduce costs. Cross your fingers!

Most of you know I can get "excited" at times so thank you for your patience with me. There have been literally hundreds of emails, meetings and communications to coordinate and several times my stress level peaked! Keep in mind that I do have the best interest at heart for our Club and intend on doing this to the best of my ability guided by some very knowledgeable people.



"O" dock renovation work is essentially completed. Drive out and take a look around at our progress to date.



The next phase of construction starts at the entrance end of the "A" dock.

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



As part of the PIP's dedication to families at Presque Isle we built this playground at the Water Works complex.

Recently while in the grillroom of the Club, I was introduced to a newly retired Club member. It seems that since retirement, Jim R., after living eighteen years in Erie, has discovered Presque Isle State Park. The Club member who introduced us knew of my connection with the park and thought that I could give Jim more insight into the park.

Jim explained that he, his wife and grandchildren now make treks to the park three or four times a week. It started last year when he heard about the Wednesday concerts on the beach. He and his wife attended the first concert and that started a habit. They came for all six. He said the two of them felt like kids all over again, sitting on a blanket, watching a sunset, while listening to the music float out over the beach.

I explained to Jim that Presque Isle Partnership (PIP), with the help of local business partners, introduced these concerts in 2005. The Sunset Concert Series continued



The Partnership's 3,000 sq. ft. Nature Shop located at the new Tom Ridge Environmental Center (TREC) is a highly popular attraction.

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The highly popular "Sunset Concert" series held on the beautiful sandy beaches of Presque Isle State Park drew record numbers of fans this season.

this year and they have been more successful than ever with 1,200 to 1,600 people attending these PIP weekly events.

Jim wanted to know more about PIP. I told him that since its founding in 1994, the mission of the Partnership has been to protect, preserve and enhance Presque Isle State Park for people today and future generations. PIP seeks to make the park an even better place for everyone by both preserving the natural environment and enhancing the public's enjoyment of the park with the myriad of terrific outdoor activities available to the public at the park.

Jim wondered how the Partnership got its start. I informed him that a longtime Erie resident and avid park visitor, Don Guerrein, began working with the lifeguards raising money to accomplish various worthwhile projects around the park. In the early years, Don ran the loosely organized and nameless organization literally out of the trunk of his

car. As time pasted, Don managed to enlist many new volunteers to continue and expand the organization and its growing number of projects. In 1994, Presque Isle Partnership (PIP) was officially launched, and, within a year, it gained tax-exempt status. PIP currently has a Board of Directors of fourteen, an Executive Director and with the opening of The Tom Ridge Environmental Center (TREC), eight full-time employees.

Don, in his own way, shaped the Partnership over its first ten years until his retirement in 2004. He enlisted his wife to open a nature shop in the old police barracks, now named the Stull Center, on the park. This shop continues today in the Tom Ridge Environmental Center. It has now grown from the 10' x 18' room at the Stull Center to a beautiful new 3,000 square foot "Nature Shop at Presque Isle" gift shop with an unusually wide array of truly unique gifts and decorative items perfect for the decor of every style of home

and office.

Today, over seventy projects involving Presque Isle have been and are currently supported by the Partnership (PIP).

I told him the Partnership picks up where the State of Pennsylvania leaves off. The Partnership takes on projects that are important to the park but do not fit into the State's plans or budgetary restraints. With the blessing of the Department of Conservation and Natural Resources (DCNR), the PIP pays for and carries out capital improvements, educational programs and various ecological projects all of which add to the park vitality.

The Partnership operates as a "501(c)(3)" charitable organization, which gives it the advantage of being able to move quickly on projects, normally at a reduced cost with tax benefits to our growing number of highly supportive benefactors.

(continued on page 29)

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Oktoberfest 2000

by Dan Dundas



Erie Yacht Club has one of the most successful and long-lived Oktoberfest parties around. We started with the EYC Centennial Oktoberfest in 1995 and we are still going strong!

A big part of this success is the ongoing encouragement and support of many dedicated EYC members who return year-after-year. With the help of our dedicated entertainment committee of fellow EYC members, we have been able to deliver continually enhanced parties built around two tried-n-true Oktoberfest features... terrific German entertainment and an authentic German buffet.

Our scrumptious buffet includes Wiener schnitzel, Sauerbraten, Roasted chicken, Bratwurst, Knockwurst, pretzels, pumpnickel bread, potato pancakes, German potato salad, sauerkraut, red cabbage, and dessert. No one can complain the buffet is the same every year, 'cause we alternate desserts... black forest cake in even years and apple strudel in odd years!

During dinner, the non-stop entertainment starts with favorite German ballads sung by Erie's own Siebenbuerger Singers. Then, the very animated alpine band Heimat Klang takes over with traditional German oom-pah music and a variety of German beer-hall favorites. Alternating hourly throughout the evening with Heimat Klang is The Mad Bavarian.

Heimat Klang "fires up the crowd" and The Mad Bavarian takes us straight to the Munich beer-hall with his one-man show of German music and mirth.

Oh, yes... there is some beer, too! And there is competition... intense competition between the Tyroleans and the Bavarians in the crowd. Which group will prevail in 2006?

We annually thank the terrific EYC staff for their wonderful support and assistance. For 12 years, now, they've helped us deliver great parties following this "formula":

1. Serve German beer and lots of it.
2. Offer real German food (EYC is the best!)
3. Present quality German entertainment with minimum downtime between acts.

We are told "the EYC is better than 90% of the clubs and organizations that think they could host an Oktoberfest. People love Oktoberfest and they will come out if it's the real thing. Run-of-the-mill beer, hot dogs and Slovenian bands don't do it."

Just about every EYC Oktoberfest has been sold-out, so begin planning now to attend what has become one of the greatest parties of the year. We hope to see you all there, among the many veterans of all 11 Oktoberfests, and the continual stream of new faces (who we know will become repeat Oktoberfestors)!





NFL "Ticket"

by Micky McMahon

It's NFL football time again! And it starts Thursday, September 7th, when the World Champion Pittsburgh Steelers take on the Miami Dolphins starting at 8:30 pm, with the regular NFL Sunday schedule starting September 10th.

The Club has once again purchased the "NFL Ticket" and has the capability of showing four different games at one time, including the NFL Network!

As you hardcore football fans already know Erie's local television stations are obligated to broadcast all Buffalo Bills away games due to their NFL contract guidelines (with few exceptions). This policy creates a "conflict" of interest amongst Erie's Steelers and Browns fans, causing their games not to be broadcast by Erie's local television stations or to be "Blacked Out". For example, week two of the NFL schedule, Buffalo is at Miami at 1:00 pm and Cleveland is at Cincinnati, also at 1:00 pm, Cleveland will definitely not be shown. In glancing at the schedule there are at least 10 "conflicts" and possibly more with the "Flex" schedule for weeks 10 through 15. The NFL conference/TV station affiliations are also considerations in the "conflict" equation so always consult the T.V. listings for verification.

The first Cleveland-Pittsburgh matchup is Sunday November 19th, but the Bills are on the road, with the same kickoff time. Therefore both the Steelers and the Browns fans will likely be looking for a venue! (remember the crowd we had to turn away last Christmas Eve when this happened). The second matchup is Thursday, December 7th at 8:00 pm, and will only be shown on the NFL network.

The Club will once again be offering pizza, wings and hot dogs for the Monday night contest for just \$2.00 per person. However this year this Monday tailgate buffet will not be available until gametime kick-off. If you're coming down, call and speak to Louise and give her a "head count." Please call early as the call to order will be made at 8:30.

Also every Sunday starting October 8th the Club will be offering a game day buffet. Watch your mail and e-mails for more details. Are you ready for some Football?!



For As Long As Anyone Can Remember!

by Jan Stachulek



◀ The third *Diablo*, a Tartan 41 purchased in 1978, won "First in Class" in the 1983 Port Huron/Mackinac race and the Berts are still sailing/racing this beauty today.

For as long as anyone can remember, Boyd Bert has been hanging around the Erie Yacht Club. It all started when Boyd was eight years old and his father suddenly passed away. Boyd was not really old enough at the time to be part of the group of kids "up on the Hill," whose summer fun was annoying the yard crew at the EYC. But when he was ten, he began to venture down to the Club during the summer months in search of companionship and excitement. The men working in the yard sort of took Boyd under their wing and helped him through what must have still been a very difficult time. They kept him busy but they could not keep him off the water. Boyd Bert is, and always has been, addicted to sailing.

Boyd learned to sail with Doug Graham, but would also sign on as crew for anyone who asked. When he was thirteen, he crewed on a Lightning for Louise Kennedy Loesel. He also crewed for Boyd Gunnison and Bill Walker. When Boyd was fifteen, Howard Foht took him to sail the Lightning Regatta in Buffalo. Also on the trip was Howard's fifteen year old daughter, Joan, an avid sailor herself. Well, Boyd not only fell in love with racing on that trip, but also apparently fell in love with Joan. He saved his money and joined the EYC in 1948 at age sixteen. He and Joan grew closer throughout the years and in 1952, when Joan was nineteen and Boyd was twenty, they married. They have been blessed with three children, Linda, John and Doug. Joan crewed with Boyd until the children were old enough to participate. Early on, John had exhibited his



The Berts, Boyd and Joan, enjoying their life long passion "sailing" and they've been at it for as long as anyone can remember.



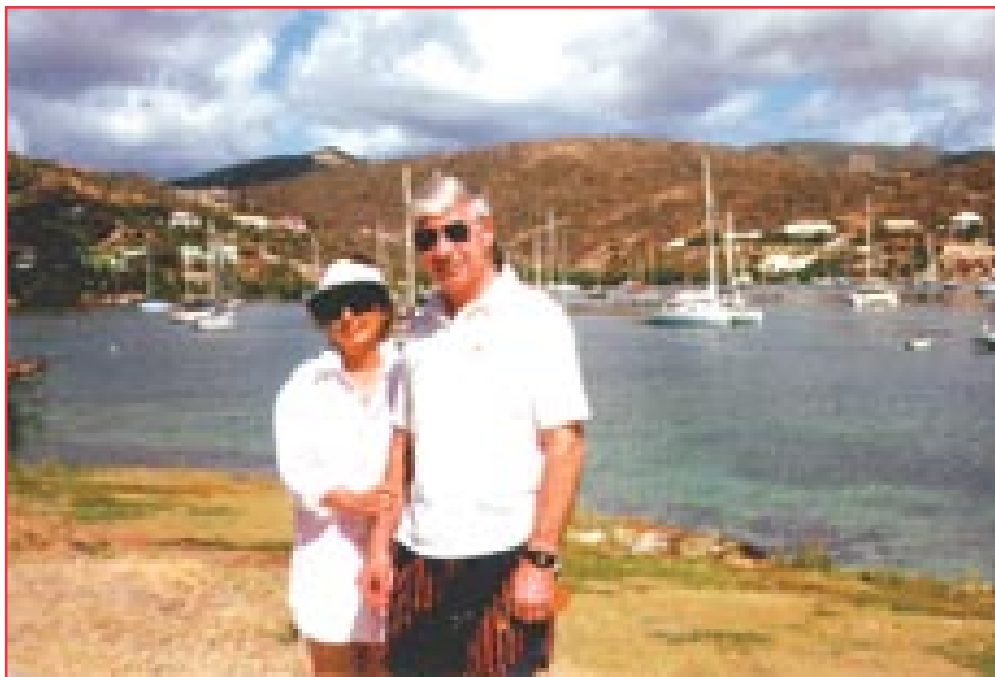
Four of *Diablo's* long time crew members enjoying another beautiful racing day on Lake Erie, (l to r) are Jamie Taylor, Boyd at the helm, son Doug and Clarke Kuebler.



Diablo's Inter-Club Cruise "racing crew" enjoying a sailor's fine cuisine on the PDYC lawn.



Boyd and his three kids returning to Erie after the Dover Race, (l to r) son John, daughter Linda Bert Warren at the helm, Boyd and son Doug, "all Berts... all sailors!"



Joan and Boyd on one of their many cruising vacations, this one is in St. Martins with the photo taken by fellow EYC member Jim Stolley.

Dad's love of sailing, and at any given time at the EYC during those years, it was not unusual to see three generations, Boyd, his son John, and Joan's father, Howard, all on the water doing what they do best.

Boyd's first boat was a 14 foot Rhodes Bantam. There were more than 10 such boats at the EYC and all participated in class races on Sundays. In 1974, Boyd purchased the 1st *Diablo*, a Hughes 38. At that time, he assembled a tried and true crew that included Jamie Taylor, Clark Keubler, and Tom Omark. They have sailed and raced with Boyd for 25 or more years. They are also great friends. When Boyd purchased the 2nd *Diablo*, a C+C 33, they were there. And when the 3rd *Diablo*, a Tartan 41, was purchased in 1978, they raced her to a First in Class in the Port Huron/Mackinac race of the 1983 season.

So how much sailing has Boyd Bert actually done in his 58 years as a member of the EYC? Count the many hours spent on the water for pleasure, and count participation in nearly all of the EYC sponsored sailing events over the years. But also consider that Boyd has done 22 or 23 Chicago/Mackinac and Port Huron/Mackinac races, three with *Diablo*, and the other 20 or so with Frank Zurn and crew on *Melmar*, *Kahili 1*, and *Kahili 2*. Not enough?

In 1981, Boyd and a crew of six chartered a Sparkman and Stevens designed Swann 57 ketch. Why? Well, because they were in the mood for a Trans-Atlantic sail and they were fortunate enough to have jobs that would allow them to take at least a month off to complete the sail. EYC members Jim Stolley, Dave Schuler, and Bill Underhill were on board to crew. George Hayes from the Mentor Harbor Yacht Club was also part of the crew. They started in St. Thomas, went up to Bermuda, then to the Azores, and finally to

Puerto Benus, Spain, where they were met by their wives for a few days of R+R before flying home. How cool is that?

At the 2005 EYC annual meeting, Boyd was awarded the coveted Thompson Trophy for outstanding service or achievement in the world of yachts and yachtsmen. And Boyd and his crew are still actively sailing. During the latest Interclub race, the fleet awoke to a dreary day with light to no air and a long haul from Port Colburn to Buffalo. As the entire fleet of 70 or more boats motored toward Buffalo in search of wind, it was treated to an impromptu bagpipe concert by Buck Nagle, Joe Nagle, and Gib Loesel aboard *Diablo*. Some of the sailors said that the sound from the bagpipes as it carried across the water was the only good thing about that leg of the race.

Joan Bert is a firm believer that once something is no longer fun, it is not worth doing. For her, that includes sailing (after decades on various boats), and downhill skiing (a passion that she feels is no longer worth the risks). But she and Boyd often take *Diablo* across the bay to Presque Isle Marina where they anchor for the weekend. A short dinghy ride takes them to the bicycles they keep stowed on shore, and they really enjoy bicycling together along the Peninsula. Another hobby they share is a round of golf.

Boyd and Joan spend November through May at their home in South Hutchinson Island, Florida, where they have many friends. They are also very busy enjoying their children and ten grandchildren. But come June, it is a sure bet that *Diablo*, her gleaming red hull, her captain and faithful crew, will once again take to the waters of Lake Erie and beyond.



September Calendar of Club Events

- 3rd Champagne Sunday Brunch
11am - 2pm \$11.95
- 6th Mid-Week Buffet 5:30pm - 9pm
- 7th Sunset Happy Hour 6pm - 9pm
Entertainment by The Dick & Jane Show
- 10th Champagne Sunday Brunch
11am - 2pm \$11.95
- 13th Mid-Week Buffet 5:30pm - 9pm
- 14th Sunset Happy Hour 5pm-7pm
Entertainment by Uncharted Course
- 17th Champagne Sunday Brunch
11am - 2pm \$11.95
- 20th Mid-Week Buffet 5:30pm - 9pm
- 24th Champagne Sunday Brunch
11am - 2pm \$11.95
- 27th Mid-Week Buffet 5:30pm - 9pm



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.

JOHN ERICSSON ... A HISTORY OF INVENTION



Officers on the deck examining cannon ball damage to the *Monitor's* turret in 1862.

While reading an article in a recent copy of National Geographic, "Iron vs. Oak - The day the wooden navy died," I came across a remarkable man whose life I felt deserved to be noted among the pages of our LOG.

All wars seem to challenge the status quo with huge strides in technology and invention always being made. The United States Civil War was no different. As it played out, it saw the final stage on which wooden square rigged sailing warships played a major role. Why? Because the design of these ships, which had not changed significantly over the previous 150 years, was antiquated by newer more effective technology and because now there was "iron".

On March 8, 1862, an iron clad Confederate ship of war, the C.S.S. *Virginia*, formally the U.S.S. *Merrimack* which was raised by the South after the Union burned and scuttled her in an attempt to keep her out of Confederate's hands, devastated the indomitable wooden vessels of the Union blockade at the famous Battle of Hampton Roads.

The 280 foot long *Virginia* was driven by two steam powered engines, was armored with iron to just below the waterline and carried ten cannons. She was a truly modern and devastating war machine. Then enters John Ericsson.

Ericsson invented in three countries over most of the nineteenth century. Some of his accomplishments include a hot-air engine, an early locomotive, the modern screw propeller, the gun turret and he designed ships and submarines.

Ericsson was born in Langbanshyttan in Varmland, Sweden in 1803. He came to engineering through art. He had a rare talent for expressing himself graphically. At 17 he joined a topographical unit of the Swedish Army and made maps on a piece-rate basis. He did so well the Army paid him as two people to account for his productivity.

At 23 he sought his fortune in London. There he worked with compressed air and marine engines. Then he entered a historic locomotive design contest. He barely lost the race to the Rocket locomotive - now on display at the Smithsonian. All the while, inventions poured forth: A deep-sea sounding device, superheated steam engines and a desalting apparatus.

In 1839, Ericsson came to the United States to promote his screw propeller. He had married three years before, to a striking and intelligent lady. They took mutual pride in each other but John was the consummate workaholic, and his lovely wife felt quite isolated, lonely and missed her family back in England. She finally returned to the British

ERICSSON THE GENIUS

BY P/C JOHN ASHBY

Isles to wait for him as he finished his business here in America. He never did. He kept working here for more than 50 years. He always supported his wife and corresponded with her but ironically she died without ever seeing him again.

Ericsson was designing and developing ships, naval ordinance and delivery systems as the Civil War loomed on the horizon. John proposed a new and technologically advanced ship of war to the U.S. Navy. It was a fully "iron-clad" ship, a steam driven vessel with a screw propeller. His modern screw propeller replaced the paddle wheel configurations utilized prior to this time. Dubbing her the *Monitor*, she was the first truly modern warship of her time. Her remarkably low profile was made possible by her revolutionary rotating gun turret. The *U.S. Brig Niagara* was a low profile designed sailing warship of her time which is why there is little headroom below decks. The reasoning for low profiles for warship is simple, "the less you can see the harder it is to hit with your ordinance, but she could not compare to the low profile of the *Monitor*, which was the first of her kind.

On March 8, 1862, the C.S.S. *Virginia* totally devastated the Union Fleet Blockading the Confederate coast at Hampton Roads. The Union sailors had prepared well for battle. Their decks were covered with sand to reduce the unbelievable slippery conditions caused



John Ericsson, in a typical portrait style of the day, by the famous artist of the mid-eighteen hundreds Thomas P. Rossiter.

by the inundation of blood upon the decks during battle. Also the deck in the surgeon's operating cabin was always painted "red" to mask the wounded sailor's view of the torrents of blood that were commonly lost during the frantic attempt to save the lives of the crew. Their horrendous wounds were mostly caused by being literally torn apart by sharp wood splinters, some the size of two by fours, as a result of cannon shot and shells on their wooden ships.

At the outbreak of the Civil War, President Abraham Lincoln ordered the United States Navy to build a ship that could help defeat the Confederates. Several leading engineers, including Ericsson, were asked to contribute possible designs for a new ship. When Ericsson's proposal, the *Monitor*, was rejected by

(continued on page 28)

One of Ericsson's *Monitor* class warships taking on coal from a sailing barge on the James River in 1862.



October Calendar of Club Events

- 1st Champagne Sunday Brunch
11am - 2pm \$11.95
- 4th Mid-Week Buffet 5:30pm - 9pm
- 8th Jazz Champagne Sunday Brunch
Entertainment by The Jim Madden Quartet
- 11th Mid-Week Buffet 5:30pm - 9pm
- 14th Commodore's Ball
- 15th Champagne Sunday Brunch
11am - 2pm \$11.95
- 18th Mid-Week Buffet 5:30pm - 9pm
- 20th Bingo
- 21st Octoberfest
Entertainment by Mad Bavarian,
Heimat Klang Band
- 22nd Champagne Sunday Brunch
11am - 2pm \$11.95
- 25th Mid-Week Buffet 5:30pm - 9pm
- 27th Bingo
- 29th Champagne Sunday Brunch
11am - 2pm \$11.95
Kids Halloween Party
3:30pm - 6pm

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Safety Seamanship

by
Captain
Dennis Daniels

Graduation parties are completed, your pool is crystal clear, and your plans for what's left of summer are now almost completed. It's official.

Keeping you and your boat out of trouble this summer should be a high priority. It would be nice if we could have a slick slogan for the boating season but that really doesn't make you a safer boater. If you were looking for a single buzzword that takes into account all aspects of safe boating, it would probably be seamanship.

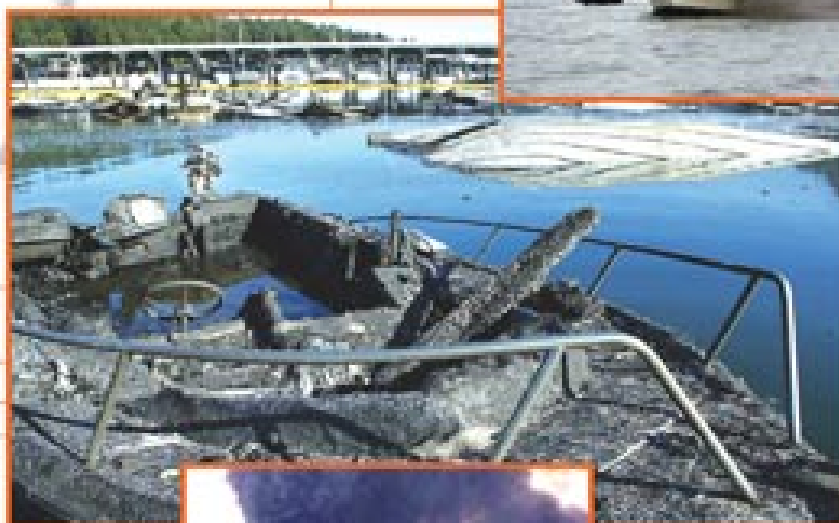
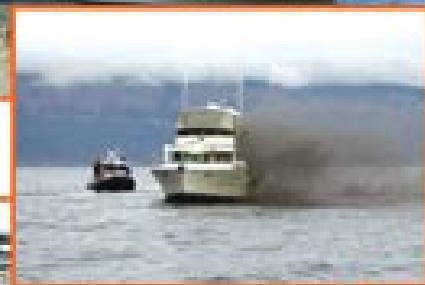
Entire books have been written on this subject, including the most popular book of them all, Chapman's Piloting; Seamanship and Small Boat Handling. Now in its 64th printing, this thick book of more than 700 pages is considered the most definitive book on small boats ever written.

It is good. Too good, actually, and therein lies the problem. When you think of seamanship, you think of a crusty old salt in oilskins and a beard with a pipe tightly clenched between his teeth as he tells of his harrowing experience off Cape Horn. Not that a trip to Put-In-Bay doesn't have its moments, but we are so familiar with our boating area that, as the saying goes "it breeds contempt".

We take our boats out so often we begin to get lazy. Safety, least of all seamanship is not foremost on our minds; and seamanship is such a huge field, we can get lost worrying about when to use a reef knot as opposed to a sheet bend.

Many have tried to define seamanship with one slick phrase that would be the foundation for every boating course taught in the country. Most have failed.

Seamanship



My favorite definition of seamanship is one provided by the late Dick Bradley who wrote for a nationally distributed boating magazine. To him, "seamanship was not allowing yourself to get in a situation that called for it".

Simplistic? Yes. Logical? Absolutely. If we know how to read a chart and use it, will we go aground? Probably not. If we know how to use our VHF radio and have the proper distress signals on board, will help come quicker if we have a problem? Again, yes.

I'm not really sure if there is a quick, no-nonsense definition of what seamanship is, but I can recognize what it isn't. It isn't kids riding on the bow of a boat as it careens its way to Port Dover. It isn't pulling a cruiser into the gas dock with eight guests on board plus a few kids running back and forth on the deck, as we sometimes see, and it isn't breaking down on Lake Erie without an anchor on board.

The best display of seamanship that I ever saw involved a boat and boater that didn't even leave the dock. A couple of years ago, a friend noticed on a Friday evening that his aft bilge pump was not working. Even though

the weekend was hot and he had a perfectly working bilge pump forward, he did not take the boat out until he could replace the pump the following Monday morning. Foolish, you say? Maybe, or was it just good seamanship?

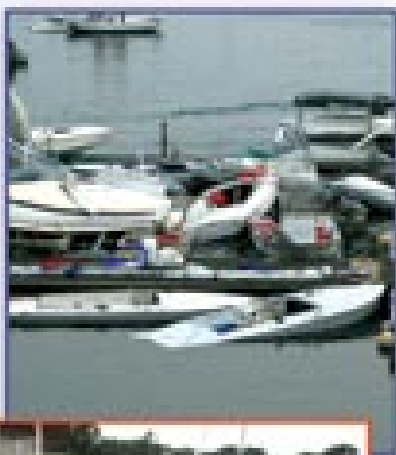
Captain Daniels is the Commodore of the Buffalo Launch Club on Grand Island, NY and is President of Sea Tech Marine Training, Inc.





National Flying Scot Regatta "Scuttled"!

by P/C John Ashby



The 2006 Flying Scot North American Championship Regatta was held at the 121 year old Corinthian Yacht Club of Marblehead, MA., which makes the CYC 10 years older than the EYC. The regatta was to run the week of July 9th through the 14th, but mother nature "came a calling" with somewhat disastrous results.

According to former EYC member, Paul McCarthy, a freakish "micro-burst" tornado, reported by NOAA to be packing 98 mph winds, ripped through the fleet of the competitors' boats as well as the yacht club's fleet as they lay peacefully at anchor in front of the Club after a hard day of racing. Of the 75 Flying Scots attending the regatta, 25 were sunk by the tempest with a like number losing their masts in the surprise melee. The extensive damage to the fleet caused the cancellation of the entire event after only three of their scheduled races were completed.

I mean, we get some weather that is sometimes not conducive to yachting but come on, "micro-burst tornados"! Maybe the Flying Scot organization should consider talking to the people who attended the Snipe Nationals held at the same time here at the EYC.

We are fortunate to have such a remarkable, highly protected body of water in our Presque Isle Bay, which is unquestionably the finest natural harbor located in the entire Great Lakes basin. Next consider our extensive boating and people amenities, as well as the Club's infrastructure both of which are unmatched just about anywhere on the entire planet. Wow, I think I just convinced myself, or have I been talking too much to members Holly and Gavin O'Hare, organizers of our recent Snipe Nationals Regatta. They believe, as many of us do, that we have indisputably the finest, most beautiful and friendliest location possible for sailboat racing in the galaxy. I'll bet they'll convince scads of people to bring their regattas here if they want only the best. And we don't need any micro-bursts of any kind please. Plus we have no sharks, or tides, or salty water that makes your eyes smart. As a matter of fact, the EYC is one of the most superb, unadulterated and idyllic locations available anywhere around the globe for dinghy and small boat racing. And you can bet your socks on that!






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Snipe Nationals

(continued from page 5)

type affair". Blessed with a protected sailing venue on Presque Isle Bay, the sailing was comfortable for a broad spectrum of Class members. People came to the Club early and stayed late, enjoying the activities on and off the water. The Club management, staff, and members made all the guests feel entirely welcome and part of the "family" atmosphere.

The 2006 USA Nationals were truly an event reflective of the Snipe Class themes "Serious Sailing, Serious Fun" and "family recreation, together for a life time".

We can't thank you enough.

Some competitors post event comments:

- Outstanding job on the event!
- It was probably the best run Nationals I've been to. Thank all the Yacht Club folks. They were absolutely just great people.
- Just a note to congratulate you on a GREAT Snipe Nationals. And I can honestly say, from all of my family, that this Nationals was our favorite!!





“FIRST ANNUAL LAKE ERIE SOJOURN”

by Jared Fox

Kayaking and canoeing are becoming one of the nation's fastest growing outdoor recreational activities. With this in mind, add the growing number of water-oriented sojourns, which are also becoming popular events. Combine these two emerging activities together with families and paddling enthusiasts on the waters of Lake Erie and Presque Isle Bay and you have a unique group event. The main emphasis of these popular sojourn events are education, adventure and fun helping to bring awareness as well as create a sense of stewardship of the waterways and their natural resources in Pennsylvania.

POWR (Pennsylvania Organization for Watersheds and Rivers) along with DCNR

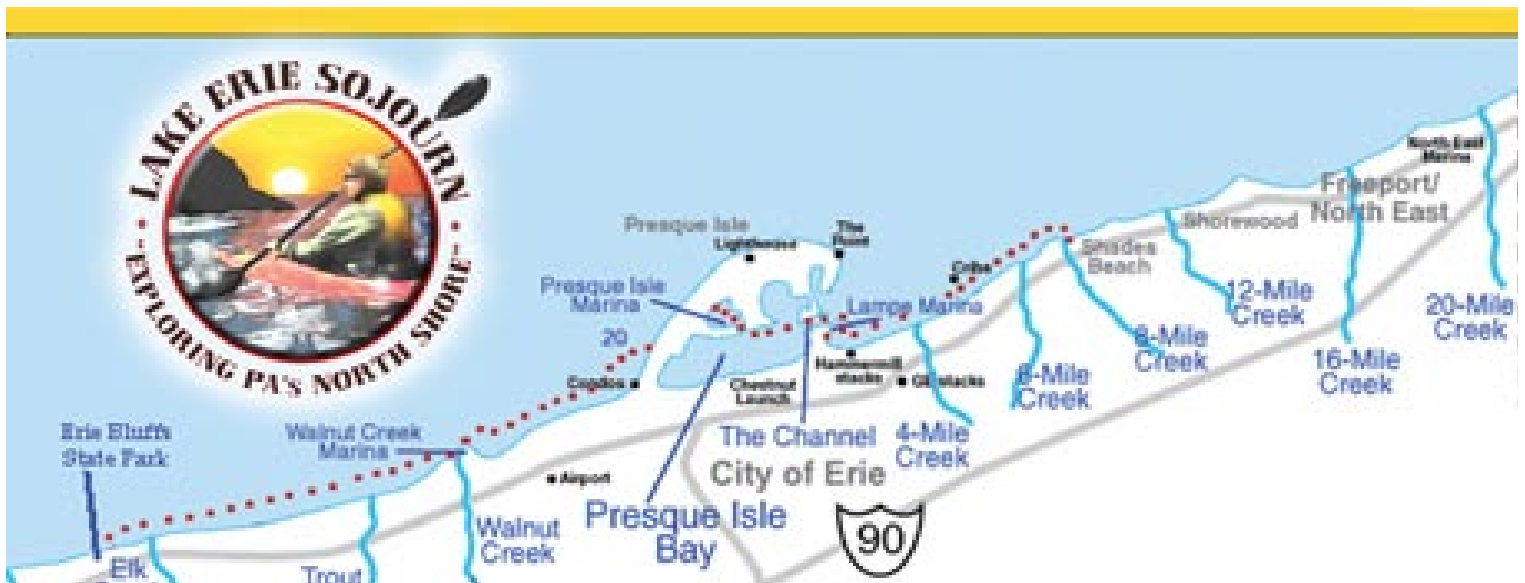
(Dept. of Conservation and Natural Resources) are a partnership that coordinates the Pennsylvania River Sojourn Program throughout the state.

This September, the first ever Lake Erie Sojourn will be held off the shores of northwest Pennsylvania. Since most other sojourns in the state are on rivers – such as the Allegheny, Juniata, and Susquehanna – the Lake Erie Sojourn will definitely stand out as being unique and challenging. Starting from the new Erie Bluffs State Park, sojourners will stop at Walnut Creek, Presque Isle State Park, Lampe Marina, and end the 30-mile journey at



Participants will be able to enjoy a bonfire on the beach as part of this new event.

(continued on page 34)



Notice to All Members

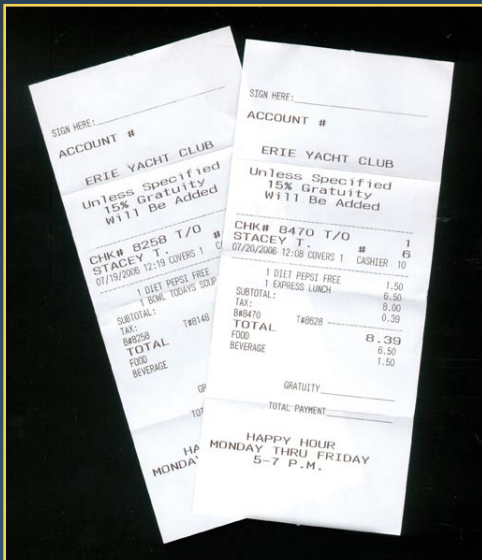
Chit Copies Are Back

by Commodore Jim Means

Remember when the Club would send you copies of your daily charge slips with your monthly statement? Well, so many of you have requested that this service be reinstated that the Club is again making this service available. If you are one of those members who wish to have your chits again included in with your monthly statements all that is required is that you inform the office of your wishes ... it is that easy.

You can use any of the following methods to put this service back to work for you. Simply stop by the office during regular working hours and make your request known to any of our helpful office staff. Or write a letter to our Secretary/Treasurer Karen Imig and mail it to the Erie Yacht Club • P.O. Box 648 • Erie, PA 16512. You can also Email Ms. Imig at: secretary@eriyachtclub.org.

Now how much simpler can it be? It's just another way we strive to better serve you our valued members.



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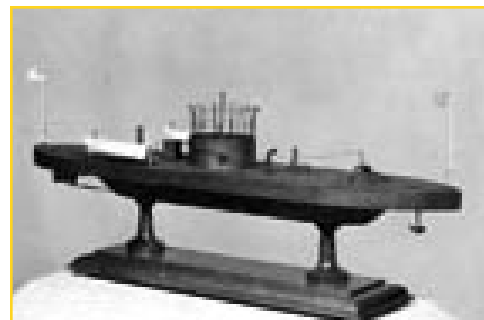
John Ericsson (continued from page 20)



This exquisite commemorative bronze statue of John Ericsson is located in Battery Park in New York City.

the Navy, he would not let that stop him so he managed to obtain a special meeting with the President at his resident. After John made his presentation it was a "done deal" since Lincoln was so totally impressed with Ericsson's ideas that Lincoln granted the contract to Ericsson.

Construction of the *Monitor* began in October 1861. Completed in just 118 days, it was built at a cost of only \$275,000. The ship, almost entirely made of iron, had an armored revolving turret that held two cannons. On March 9, 1862, the day after the Union fleet took a beating from the *Virginia*, the *Monitor* first met the *Virginia* in battle at Hampton Roads. Her two-gun mounted turret and her 57 man crew fought the *Virginia* to a basic stalemate although successfully retiring the



This is a 1939 photo of a *Monitor* model fashioned to 1/8" to 1' scale by Alexander Lynch of Los Angeles, California.

Virginia to harbor for repairs. This action did ensure the successful Union blockade of the Confederate coast at Hampton Roads. In the annals of naval history this was the first such battle between two ironclads.

Ericsson's inventions revolutionized navigation and the construction of warships including his ship *The Destroyer* (1878), which could launch submarine torpedoes. He also explored the possibility of using solar energy as well as gravitation and tidal forces as sources of power.

After a long and illustrious career as one of the world's most prolific design and engineering genius in history, John Ericsson died in 1889 at the age of 83.



This "Torpedo Boat" is another example of John Ericsson's many creations and masterful engineering feats of the late 1800's.



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Presque Isle Partnership

(continued from page 15)



A refreshment area set up to accommodate fans at the PIP's Sunset Concert Series.

The Partnership, recognizing that the environment and ecology are prime portions of our mission, has sponsored, developed and provided interns for a continuing "Invasive Species Control Program" at the Park. This highly successful PIP program has become a statewide blueprint as a means of getting vital projects accomplished across the state. The Partnership has initiated many small activities, such as installing snow fences on wind swept beaches in the winter to collect AND retain sand. This is a very simple yet effective project of the partnership great benefitting your park.

I also told Jim that if he fishes, swims, cycles, walks, rollerblades, boats, bird-watches, or simply enjoys sunbathing on the 7 miles of white sandy beaches at Presque Isle State Park, then he must understand why it is the "crown jewel" of Pennsylvania's State Park system. With its beautiful beaches, picturesque trails, diverse wildlife and fascinating complex ecology, Presque Isle provides northwest Pennsylvania with unquestionably its most precious asset.

The Partnership believes that all too often, people take the park for granted. Many assume that it will always be there and that "someone" will take care of it. The Presque Isle Partnership is there to make sure that

SOMEONE does take care of and improve the park. As part of the Partnership's mission, our goals are to help preserve the natural state of the park, provide historical and environmental education opportunities, and ensure that safe and fun recreation co-exists within the natural world of Presque Isle State Park.

Jim asked that I explain some of the other projects of PIP sometime. He also wondered



The PIP's beautiful Pavilion at Light House Beach is an excellent example of our mission.



The promotional/educational signage initiative is an ongoing PIP effort.

if they could volunteer to help. Being the ever-diligent salesman for Presque Isle and President of PIP, I invited him and his wife to tour the Tom Ridge Environmental Center with me and meet some of the Partnership's staff, see our offices and discuss our past and current projects.



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Bingoforit!

by Allthe Sailingschoolkids

The Erie Yacht Club and the Reyburn Sailing School are in need of finding a member volunteer or volunteers to fill the shoes of our recently departed good friend, avid sailor and big time sailing school supporter Past Commodore Jack Bierley as the Club's official Bingo Caller.

Not only do our members and their guests thoroughly enjoy the fun and excitement of the game but all the proceeds directly benefit the EYC Reyburn Sailing School Program.

BINGO is played on various Friday evenings during the months of October, November and January thru to April from 7pm to 9:30pm. All those interested can call EYC General Manager Mike Lynch at 453-4931. Become our official EYC Bingo Caller and you too can become the sailing school kids' hero just as Jack Bierley always was.

Thanks , Us Kids

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the EYC LOG

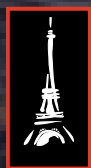
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Taz V Big

by David H



Pictured here is part of the victorious crew (l to r) Amy Lund, Gerry Kerner, skipper Peter Lund and P/C Bill Lasher better known as "Mr. Tactician". Congratulations to all for a great job well done.

Taz made the long trek to Put-in-Bay, Ohio for the 113th annual Interlake Yacht Racing Association's Regatta. Peter Lund and crew representing the Erie Yacht Club competed in Beneteau 36.7 one-design class at the 2006 "Bay Week" regatta, as it is known by the competitors. The trip was well worth the effort for the crew who placed first in the competitive eleven boat fleet. Taz is owned and captained by Peter Lund with crew of spouse Amy Lund, Bill Lasher, Jeff Krause, Gerry Kerner, Keith Donati, Dave Warner and on the final race Susan Walker. The team had little trouble winning the eight race regatta over three days of racing in the blistering 100 degree heat of the bay with finishes of 1, 9, 1; 1, 4, 4; 1, 1. Tactician, Bill Lasher attributed the win to good team work and superior upwind boat speed in winds that averaged 12 to 15 knots for the regatta. This was the first trip to the foreign and rocky waters of the "Bay" for Taz who normally has traveled each year through the Wellen Canal to race in the Level Regatta in

Wins g!

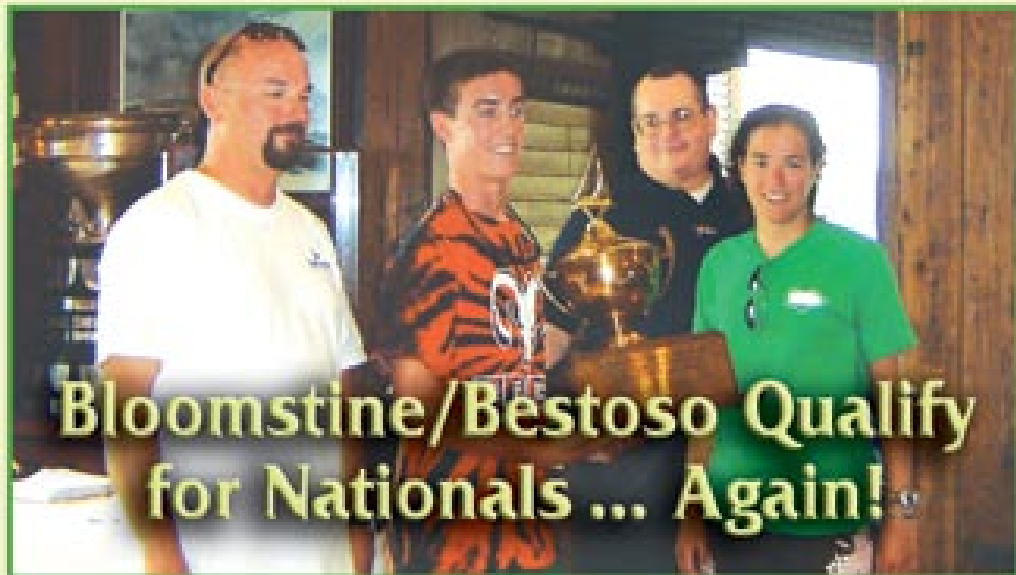
citizenrater



Youngstown NY. The "Bay" was a wise choice in 2006 for Taz as she was also awarded the Parsons Memorial Trophy for winning the largest one design fleet at ILYA regatta.

The ILYA race committee through its selection committee had the difficult task of choosing the best performing yacht of all of the competing yachts considering both the one design racers on the east race course that is located east of Ballast Island and the PHRF handicap races on the west course that is south of Rattlesnake Island and west of South Bass Island. This is a subjective decision made by the committee to determine the most consistent and best performing yacht at the regatta. Don Bartels, Senior Sailing Chairman of the regatta on behalf of the selection committee presented the "Boat of the Regatta" award to Taz. The actual award is a large engraved walnut plaque with a wooden half hull yacht model awarded to and to be retained by owner Peter Lund. Congratulations to Peter Lund and the entire crew of Taz.

Well Done !



Beauuuutiful! The EYC Dynamic Duo of skipper Danny Bloomstine and crew Becky Bestoso have done it again winning a spot in the U.S. Junior National Double Handed Championships. This Regatta, for the F. Gregg Bemis Trophy, will be held at the Texas Corinthian Yacht Club in Corpus Christi, Texas.

After winning the I-LYA Quarter Finals at Bay Week, Danny and Becky went on to win the Area E Semifinals for the second year in a row. Wow! This Regatta was held at the Bayview

Yacht Club in downtown Detroit and our kids just could not be stopped. The only other EYC team to go to the Bemis Finals twice was the team of Dave Parker and Chris Barrett.

After the National Regatta, Becky will only be home for one day before she leaves to continue sailing and her education at the College of Charleston. Danny will begin his senior year at Cathedral Prep where he is starting a high school sailing team.



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Consortium..

(continued from page 7)

Research – The research equipment and spaces described above are available to full and associate members of the consortium at no cost. The facilities are available on a first-come first-served basis that commences with a researcher filling out a research application.

There are 15 current and ongoing research projects underway in the Consortium facilities:

- Zebra Mussel Growth Inhibition Using Capsaicin
- E.coli Rapid Identification of PI Beach Contamination
- Ecotoxicology of Snapping Turtles in PI Bay
- Young of Year Bullhead Reproduction Study PIB
- Algae Growth for Generation of Bio Diesel
- Radiography of Gravid Female Turtles to study Reproduction
- Survey of Fish of French Creek
- Survey of Insects of PI
- Survey of Fish in PIB, Lake Erie & Tributaries
- Survey of Plants Species of PI
- Identification of Chironomids in PI Bay Water Quality
- PI Bay Sedimentation Study
- Diet analysis of Steelhead
- Bullhead Tag Retention Study
- Bullhead Migration Study – Radio Tag
- Small-Scale Wind Turbine Feasibility Study



Current membership in the consortium is as follows:

Full Members

- Allegheny College
- Edinboro University of PA
- Cleveland Museum of Natural History
- Gannon University
- Grove City College
- Lake Erie College of Osteopathic Medicine
- Mansfield University of PA
- Mercyhurst College
- Millcreek Twp. School District
- Northwest Tri-County IU #5
- Penn State Erie
- Penn State University Park
- Pennsylvania Sea Grant

PA DCNR at Presque Isle
PA Dept. of Environmental Protection
PA Fish & Boat Commission
School District of the City of Erie
University of Windsor

Associate Members

Clarion University of PA
Robert Morris University
Slippery Rock University of PA
Thiel College

Affiliate Members

Audubon PA
Bayfront Center for Maritime Studies
Erie County Conservation District
French Creek Project
French Creek Valley Conservancy
Lake Erie-Allegheny Earth Force
Pennsylvania Academy of Science
Purple Martin Conservation Association
Renewergy Cooperative Corporation

Visiting Scientist Speaker Series – At 7:00 P.M. on the second Tuesday of the month since June 2005, the Consortium has been presenting a visiting scientist speaker. The goal of these presentations has been to provide a translation of science into meaningful information that can be used by the general public. The diversity and the quality of the presentations have been outstanding. For information on future Scientist Speaker Series schedules go to our website www.RegSciConsort.com.



Botany students in search of Wetland Plants are aided in their research by video taping specimens from a canoe.

The Consortium has been growing rapidly and productively since 2002 when a small group of local college presidents were invited to gather to talk about the possibility of creating a consortium. In 2003 we adopted by-laws and in 2004 we achieved 501©3 status. We were the first residents to move into the Tom Ridge Environmental Center (TREC) in 2005 when we offered three courses to the students of our consortium members. The RSC's future looks promising, challenging and very bright.



Above is a fine example of a Bowfin, a fish species we are studying, shown here on a DEP "Electro-fishing boat".



Researchers and students involved in a "fish identification" class.

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"Lake Erie Sojourn"

(continued from page 27)



An instructor is teaching a young student the technique of "righting a kayak".

Shades Beach in Harborcreek completing the 3-day, 3-night (Thursday evening thru Sunday) expedition. Only 75 people will be accepted to participate in the entire 3-day sojourn this year, with only experienced kayakers being eligible for the entire trip, but all skill levels are welcome to participate on day 2 in the sojourn activities scheduled at Presque Isle.

Sojourners participating in the entire three-day sojourn will get a chance to experience many activities during the trip such as guided eco-paddles, night hikes, and camping on the beach. In addition the Heritage Festival will be in full swing during the September 8-10 weekend, as well as the Annual Highmark Triathlon on Presque Isle, making for a busy and exciting adventure.



Kayakers will also make a portage to Presque Isle Bay as part of this First Annual Lake Erie Sojourn event.

To find out more about the Lake Erie Sojourn or register visit www.earthforce.org/lea or contact: Lake Erie-Allegheny Earth Force, Annette Marshall – amarshall@lea.earthforce.com 814-835-8069. You can also visit www.pawatersheds.org/sojourn to find out more about the entire PA Sojourn Program.



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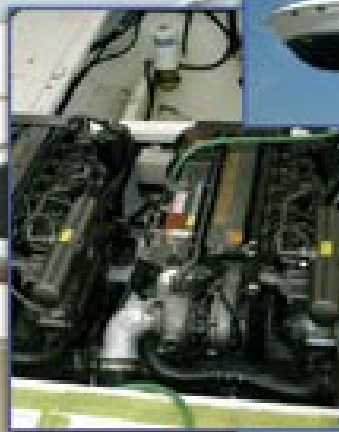
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