

THE WALKERS CRUISE OHIO AND MISSISSIPPI RIVERS

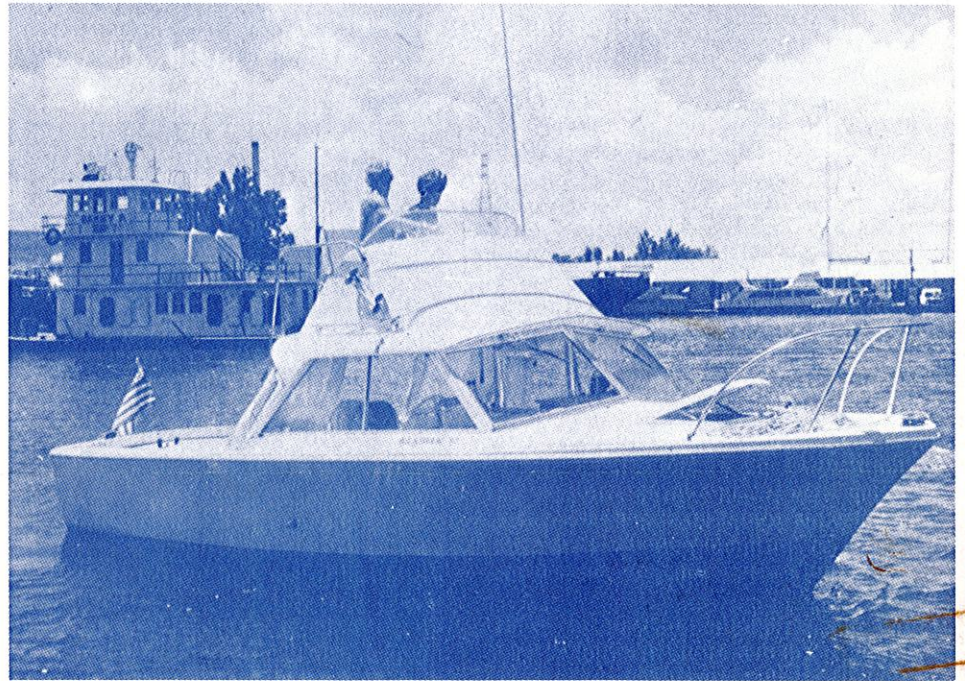
There is no end to the accomplishments reported by E.Y.C. members! The latest is a cruise by P.C. Bill Walker and his sons, Rett (18) and Todd (14), down the Ohio and Mississippi to New Orleans in *JIMBIL*, their Bertram 25. Let us pick up the story in the words of Captain Bill.

JIMBIL's life began on salt water with a run from Miami to Nassau and back in 1968, after which she headed north along the east coast towards her new home at Erie Yacht Club. However, she never seemed happy there since her longest cruise was only through the Welland Canal to Toronto...the boating season is only six months long...and the final insult added of spending an entire boating season without wetting her bottom once! Basically, *JIMBIL* is a "go" boat and seems restless when not under way.

New life returned when she overheard plans being made for a long river trip; but, insult of insults, she began the cruise by trailer! Finally, *JIMBIL* felt water again at Pittsburgh as she was lowered into the Allegheny River. Almost as if in revenge for her past treatment, *JIMBIL* threw one last temper tantrum by preventing one engine from going into gear. However, the difficulty was soon located and corrected. Goodbyes were said to the female side of the family, and we were off down-river to follow the route of Mark Twain for a distance of some 1850 miles.

Except for passage through some thirty locks, it was hard to hold *JIMBIL* back. A mile every two minutes down the Ohio and two miles to the gallon of gas, made figuring easy; in fact, too easy we discovered when we ran out of fuel four miles short of Cincinnati. Oh, well, the skipper was just living up to his reputation!

There was plenty of boating around us on the Ohio. Mostly houseboats moored at floating marinas, for if it will not travel upriver in the spring and down river in the fall, it just ain't much use. The old locks are really picturesque, and it is interesting to watch strings of barges being broken up so they can pass through, several sections at a time, and then reassembled into the string again. The barges are huge and



"JIMBIL"

move ever so slowly, especially in comparison with the speed of our Bertram.

The books advise against running at night, so we did only a little of it. Our runs from Wednesday through Monday put 980 miles astern, and we had passed through Pennsylvania, West Virginia, Ohio, Kentucky, Indiana and Illinois. All of a sudden we left the calm, cozy feeling of the Ohio and entered an all new world - the Mississippi. Words such as revetment, pile dike and river gauge became important. Small boats appear to come and go by trailer; and in over 870 miles on the Mississippi we passed no more than two yachts going northward. And as to speed, in passing through some rapids we hit better than 45 m.p.h. Gas docks, marinas and places where we could shower were very few. But barges we have in great plenty, and tugs push their tows and do not pull them. The river stores old barges, provides a friendly bank for tying up with deep water right up to shore, and consists of one curve after another for 870

miles.

And industry? You bet! This river did not become the world's biggest sewer without a lot of help. Names on plants read like the "Fortune 500"! Factories follow the river for it provides both water and transportation. Meanwhile, *JIMBIL* speeded along practically unnoticed through Missouri, Tennessee, Arkansas, Louisiana and Mississippi. One day we stopped long enough to watch some filming of "Huckleberry Finn" with Harvey Korman, but not for long for after nine perfect days, New Orleans came into view. It is beautiful from the river at night with the lights of the city reflected upon the water. Here *JIMBIL* met ocean-going ships in addition to the now familiar tows of barges.

Passage through one more lock brought us into Lake Pontchartrain and to a beautiful marina. We arrived on a heavenly moonlight night about 0100 - a perfect ending for a perfect cruise. *JIMBIL* seemed to sigh happily as she lay moored after completing a run worthy of her ability.

QUARTERDECK COMMENT

by
Commodore Robert Painter

This is my last opportunity to report in the *Log* as your Commodore. 1973 was a busy year for the Club in every way; and a number of changes were made to improve the functioning of operating methods. The growth which we have experienced made it advisable to have a full-time Manager, so P.C. Ken Welsh was hired to manage the daily affairs and to coordinate the work of our growing number of employees. David Preston was elected to fill the office of Secretary-Treasurer, a post previously filled by Ken Welsh. These moves provided a most successful arrangement which has resulted in noticeable improvement of services to our members.

There were many improvements made in methods of handling our bookkeeping systems, such as the installation of the use of disbursement vouchers and a better method for handling payroll records. New office help was hired and trained, and a new division of responsibilities was established to assure continuity of services without undue dependence upon any one individual. Club management has become a very congenial "team" operation which works smoothly and efficiently. For this we extend our thanks to every person involved, for each has contributed much toward bringing about this worthwhile end.

In addition to a successful financial year, the social season has been highlighted by tremendously successful parties planned by Paul and Marian Benton, who were assisted by P.C. Morrill Bauman and P.C. Durker Braggins and their many helpers. And, lest it be overlooked, there has been perfect weather for every function. We are not sure whether our Chaplain, Rev. Dr. Robert Veon, arranged it this way or whether it was the weatherman; but we are very appreciative for the completely enjoyable summer weather we have had.

In closing, I wish to extend my thanks to all who helped to make this a memorable year both on and off the water. It has been one filled with fond memories and a host of new friends. It was an honor and a privilege to have served as your Commodore.

MEMBER HONORED

We all extend congratulations to P.C. Lawrence Nagle for his election to the grade of Lifetime Honorary Member. Mr. Nagle has served the Club for many years, and was Commodore in 1922 and 1929. This is our way of saying "thank you" for a job well done, and wishing you steady winds and happy sailing in the future.

M.O.R.C. REPORT

For the benefit of those unfamiliar with the Midget Ocean Racing Club, it is an organization which provides a method for measuring and handicap rating of boats under 30 feet which have two or more berths. The M.O.R.C. national organization consists of over 30 stations, the local one designated Presque Isle Station No.31 serves eastern Lake Erie.

Participation in the 22 races of the 1973 series was excellent. Out of a membership of 46, there were frequently better than 20 boats reporting at the starting line. Races were structured into eight series, results of which are listed in the accompanying tabulation.

Honor as "Boat of the Year" was taken by *SORIEE* skippered by John

Schuler and Eric Ambro, which took second place in five of the eight series. Emmett Weber's fine performance should also be noted -- 2nd in class, 3rd overall -- in the M.O.R.C. section of the Falcon Cup Race. On the negative side, Commodore of Station No. 31, John A. McTaggart, took his boat to the M.O.R.C. Nationals, only to wish that he had stayed at home.

Principal efforts during 1974 will be directed towards coordinating race schedules with other Lake Erie stations, and with schedules of E.Y.C.'s Auxiliary Fleet. Station No. 31 of M.O.R.C. takes this opportunity to express its appreciation to Erie Yacht Club for providing so much support for the organization's activities.

M.O.R.C. RACE RESULTS

Series	Boat	Make	Skipper
Spring Series	<i>Red Vixen</i>	O'Day 26	J. A. McTaggart
E.Y.C. Regatta	<i>Southern Cross</i>	Islander 30	J. V. Schultz
Interclub Series	<i>Y-Knot</i>	Ericson 27	E. Weber
Evening Series	<i>Fat Cat</i>	Morgan 27	R. Sigmond
Summer Series	<i>Southern Cross</i>	Islander 30	J. V. Schultz
Ashtabula Race	<i>Y-Knot</i>	Ericson 27	E. Weber
Interstation Series	<i>Red Vixen</i>	O'Day 26	J. A. McTaggart
Long Point Race	<i>Flexible Flyer</i>	Ranger 26	R. Rainey

HEAR THIS! HEAR THIS!

The ANNUAL MEETING of E.Y.C. will be held at the Clubhouse on Friday, November 16, at 8:00 p.m. All members not confined to a hospital bed by sickness or restrained by cell bars are expected to attend and vote on matters pertaining to Club affairs. Now, y'all get away from that television and git down here and do your duty, y'hear!

YOU NEVER WOULD HAVE GUESSED IT!

The very attractive lady who often is seen lunching with P.C. Morrill Bauman and his brother Alan is Gail Fratus, an associate in the A & M Bauman Carpet Company. Gail is of such a quiet nature that, although I have been speaking to her since the days of Jerry Emling's "Antlers" tavern, I knew nothing about her. When I heard the details of a recent trip which she made, I was very much surprised as you will be as you read the following brief account of her experience.

Gail is a member of the National Wildlife Federation, and about the middle of July she joined sixteen other members for a trip to Kenya and Tanzania, East Africa, to experience the seeing of wild animals in their native habitat. On the whole, it was a pleasant and instructive trip...the

weather cooperated beautifully with warm afternoons cooled by a constant breeze, and nights cold enough to require blankets...and they found elephant, giraffe, zebra, wildebeest, Cape buffalo, impala Grant's and Thompson's gazelles, lion, leopard and cheetah.

However, during one expedition by Land Rover, they awoke a rhino which was sleeping behind a rock which, quite naturally, irritated him and caused him to charge the source of the irritation. What a couple of tons of infuriated rhino would do to a land rover can only be imagined, but the goddess of good fortune smiled on the party and the rhino stumbled and fell when he was about ten feet from the car, thus providing an opportunity to execute that ancient military maneuver known as "getting the Hell out of there."

But this isn't all! While in camp at Tsavo East, a mother elephant apparently felt that the party was infringing upon her territory, and she ran through the camp to express her displeasure. Gayle admits that she dove into her tent in terror while the bellowing beast passed within seven or eight feet of her! Now, peeking at the beasties is fun, but two such close calls during one trip seems just a little much. However, Gayle calls it a wonderful experience; but there is a noticeable lack of statement that she is planning a return engagement. As we said at the beginning, you just can't possibly guess that such a pretty girl has been charged by elephant and rhino.

A 1973 SIGHT ASTERN

With the conclusion of the Halloween party, Commodore Painter's Entertainment Committee will have completed its duties. On behalf of the entire membership, deepest appreciation is extended to Paul Benton, Chairman and Marian Benton, Co-Chairman, for their untiring efforts in planning and conducting the events of our past season.

Some idea of work involved comes from a brief tabulation of statistics. There have been fourteen parties or group activities with an accumulated attendance of approximately 4,000 people. This is double the number of functions held in past years, and three times the participation by members and guests. New features made their appearance, such as a Monthly calendar of events, water-ski show and Oktober Fest. The latter was so successful that it will undoubtedly become an annual affair. However, the underlying reasons for the enthusiastic reception of Club activities lie in the planning, the constant support and participation of the Commodore, and the willingness of many, many Chairmen of Events and their assistants to devote untold hours of time and work.

Special thanks go to Ken Welsh, Club Manager, for organizing and handling the many details involving use of Club facilities; and to Chef "Buzz" Yost for providing the tasty food for sustenance of the inner man. Zurn Industries, Inc., and Donn Associates deserve special mention for their contributions to the publication of the Monthly Calendar, the providing of gifts and financial support, the preparation of announcements of coming events, and the making of display posters. Again we say, we appreciate all you have done to help.

In conclusion, Paul and Marian Benton express their deep appreciation to all who have worked with them to make this season one which will be remembered long in the annals of Erie Yacht Club.

WINTER DINING ROOM SCHEDULE

Beginning on Thursday, November 1st, dinner will not be served on Tuesdays and Thursdays. However, the Club will book parties for these days providing there are fifty or more persons, and if approved by the Board of Directors.

Luncheon will continue on the present schedule of Tuesday through Sunday. The Club will be closed on Mondays as at present.

The dining room will be closed from January 1st through January 15th. It will open on Wednesday, January 16th, at which time it will continue to operate on the winter schedule indicated above.

GAIL GARREN TROPHY ESTABLISHED

At the Class-Boat Awards Dinner on October 13, Gail Garren was honored by Highlander Fleet No. 38 of Erie Yacht Club. Doc Bressler presented him with the Gail Garren Trophy in recognition of his work in organizing and directing Class-Boat racing. There was a standing ovation when Gail accepted the trophy plaque, for all sailors recognize the privilege it is to have among them a person as dedicated and respected as is Gail Garren.

The trophy hangs on the south wall of the Club dining room. We urge all members to take time to examine it and read the inscription.

The initial citation which Gail has made on the trophy in recognition of their efforts on behalf of sailboat racing reads: Dick and Betty Waller, and Dick and Jean Weinheimer. Congratulations, all!



Don Bressler presents trophy to Gail Garren, witnessed by Commodore Robert Painter.

GROG FOR ALL HANDS

by

CAPTAIN
BILGEWATER



Goodness sakes, another boating season has come to an end! Time sure flies -- but we do have to admit that it was one of the nicest seasons we've had in a long time. It's surprising how many people are already thinking SNOW and ICE -- all the iceboaters, ice skaters, hockey players, snowmobilers, skiers and ice fishermen are getting ready for winter. I sure hope they get the breaks on winter weather the same as the sailors had them this summer!

First off, your Ol' Capt'n extends his sincere apology to Gordon Gunnison. In the last issue of the *Log*, I reported that he had departed to the great Yacht Club In The Sky, but it is quite evident that this report was greatly exaggerated for Gordon is very much alive and well. It was his brother, Boyd, who died. I got it all confused -- so my humble apologies to all concerned.

A funny story came out of the Tele-

vision Station WQLN auction recently which concerns Earl Meyers. It seems that he was watching the auction when a sailboat donated by the banks of Erie came up for bids. The minimum acceptable price was \$350.00. After several minutes the only bid received was \$360.00, so Earl thought it his duty to stimulate the bidding and he phoned in one for \$370.00. Yep, you guessed it -- no one else caught the fever and Earl, who has been strictly a speedboater heretofore, is now also a sailboater. Congratulations, fleet owner!

Had a real nice talk with Judy and Blaine Minninnick recently. They're showing up at the Club more often, and it's wonderful to have such fun people getting back into the swing of things here.

And speaking of swinging, I have run out of adjectives to describe the utterly fantastic open house that Peg and Bob Way held on their brand new *MASKER*. For a day and a half they were the most gracious, generous and tireless hosts ever to cross the scene. Literally hundreds of visitors toured their boat, and everyone was given the royal treatment--champagne, assorted snacks and sincere cordiality -- all of which indicate why these people are rated among the finest that your Ol' Capt'n has ever been privileged to know.

While on the subject of beautiful new boats, congrats to Ted Helfand on his magnificent Carter 39, the *SABER*. This sleek, sharp craft showed its poten-

tial in the final race of the Fall Series with a first-place. Also understand that Emmett Weber has an Islander 36 on order for spring delivery -- another hot one for the Auxiliary Fleet -- Wow!

Sorry to have missed seeing the Cort Schylers when they visited Erie recently -- everyone is always glad to see this delightful couple when they return to E.Y.C. where they were active for many years. Sorry to learn that Maureen has been recently hospitalized, and we all wish this lovely gal a full and speedy recovery. It is good to hear that K.D. and Bruce Raimey's son, Brian, is coming along very well...everyone joins in wishing him the best of health.

I'm sure the Oktober Fest will be written up elsewhere, but your Ol' Capt'n wants to add his tip of the hat to the entire committee that worked on the party. It was definitely one of the finest that I've ever attended.

Well, It's been three years since this column made its debut. With this issue, the Ol' Capt'n is retiring from its authoring. Unless you have done it, it is difficult for anyone to understand how hard it is to gather tidbits of news without always including the same people. As with most organizations, there's a fairly small percentage of the membership that supports the Club, attends meetings, takes in activities, serves on committees, plans parties, etc., etc. However, it has been fun and I hope that many of you have enjoyed my collections of scuttlebutt.

Before signing off for good. I do want to mention four persons that I think deserve note for their uncounted hours of work behind the scenes for the good of the Club. My complete list would probably total about seventy-five names, but it is impossible to list them all here; so I will mention only the four that - in my mind - have gone the second mile in the interest of us all. Very special kudos should go to our Club Secretary, Dave Preston; to our super-editor of the *Log*, Frank Moore; to our very dedicated and wonderful Commodore, Robert Painter; and to the man who tries so hard to care for the interests of the members, and makes it the best possible club in every way, our Manager, Ken Welsh.

Love, peace and God's blessing be with every one of you! This is your Old Captain Bilgewater signing off.

AND EVEN MORE WIND IN THE RIGGING

From The Ensign we quote the following "law" which should be posted in large letters just forward of wheel or tiller. LINDSAY'S LAW: When your draft exceeds the water's depth, you are most assuredly aground.

ANONYMOUS' LAW: Even if you are on the right course you'll get run down if you just sit there.

HOUSE IMPROVEMENTS NOTED

Under the guidance of Rear Commodore Richard Amthor, 1973 opened with a two-weeks session of cleaning and refurbishing the galley. Stoves and steam tables were scraped and sandblasted, and the hood and exhaust system were completely rebuilt. Two chest-type freezers that had served for many years were retired to reserve status in the basement, and were replaced with three new upright freezers.

New feature lights were installed on the veranda, and they provided an additional decorative sparkle to the Dover Day festivities.

Renovations were made to the storage cabinets for the bar; and cocktail waitresses were engaged to improve the quality of service and add visual interest to the pleasant atmosphere of the lounge and dining room (That it did, it did -- Wow! Ed.).

These and other improvements to the house were performed under the watchful eye of Ken Welsh, our indefatigable Manager, who also listened to complaints by members, got out menus and monthly bulletins, hired waitresses and bartenders, arranged for decorations and bandstands, and handled problems and emergencies with an ease that was mystical.

A word of appreciation goes to Marilyn Amthor, wife of R.C. Dick Amthor, for her support and unstinting contribution of her organizational talents to many of the house improvement projects.

GROUNDS REPORT

The inclement weather this Spring failed to prevent improvement of the grounds getting off to a fine start. As the result of work by the ladies, additional flowers were planted which gave the Club a more sprightly look which is appreciated by all.

The center dock received blacktop surfacing which filled potholes and to a great extent reduced the number of depressions which held water after a storm. New, fully-covered refuse containers have replaced open drums, and have provided a neater and more sanitary method of handling the disposal problem.

Overhead electric lines which have serviced the Club in the past have been hazardous, for there was always the chance that a metal mast or rigging might accidentally touch them and conduct their high voltage to persons. These wires are now in the process of being replaced by underground feeders which eliminate any danger.

Construction of a Guard House and installation of new sliding-type gates will be completed in November. It is anticipated that these two items will go far towards providing better and more convenient protection of the property of members and facilities of the Club.

ICE BOATERS PLAN EXCITING SEASON

The officers and directors of the Arrow Ice-boat Fleet met in late September to formulate plans for the coming season.

Plans were made for a Kick-Off Cocktail Party on Friday evening, November 30th, from 8:00 to 10:00 p.m. in the Club Board Room. Hors d'oeuvres will be served...ice boating slides and films will be shown...and the complete schedule of plans will be outlined. There will be a cash bar set up in the Board Room. All Arrow owners and their wives are welcome. Although an announcement will be mailed to all members of the fleet, you should circle the date on your calendar now.

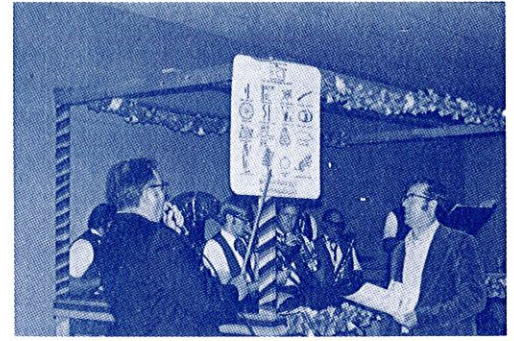
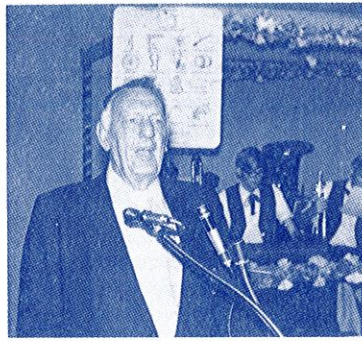
It is a pleasure to announce that R.C. Richard Amthor has accepted the duties of Safety Officer. Other officers this year include: Fleet Captain - Richard Swanson; Ass't Fleet Captain - Fred Curtze; Secretary-Treasurer - Audrey Brown; Directors - Don Bross and Perky Pundt.

WINS NATIONAL JUNIOR MIRROR DINGHY CHAMPIONSHIP

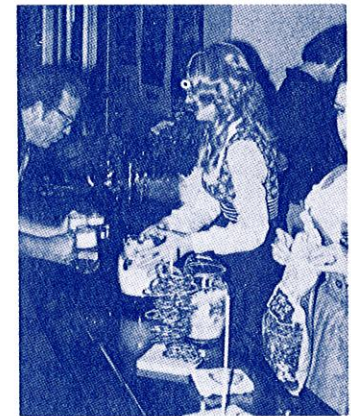
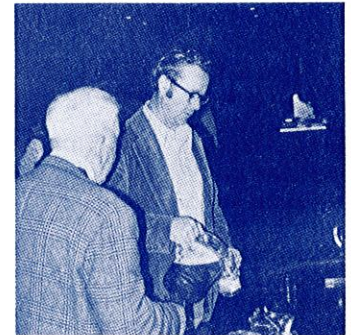
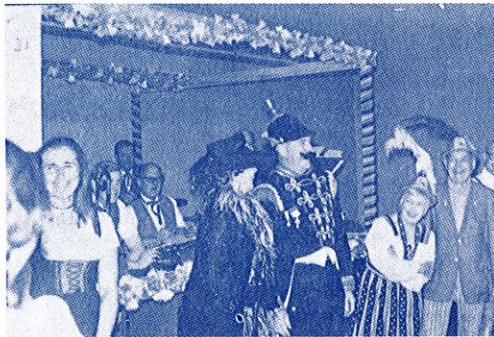
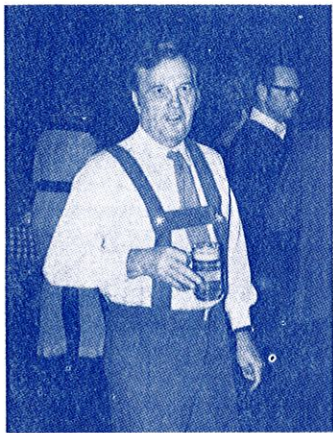
By taking first place in all three races of a three-race series, Michael Zenker, son of Rolf and Ingrid Zenker, became National Junior Mirror Dinghy Champion. The U.S. Mirror Dinghy Junior National Regatta was held on August 20, at Chautauqua Lake. Michael skippered *GALADRIEL*, which he and his father built last winter. And, most surprising, it was his first season sailing a Mirror. Our congratulations, Mike, we are proud of you and hope you will pass along some points of seamanship to Dad so we may have good news to print about *BALTIC ROSE*.



Mike and brother Chris in *GALADRIEL*.



Oktober Fest



There is magic in the very sound of this name which brings to mind scenes of brilliant October foliage surrounding happy villagers dancing on the village green with "leederhossen" clad men and "drindl" skirted women clomping, swirling, singing, and laughing. All this and more was enjoyed by some three hundred who attended the E.Y.C. Oktober Fest on the evening of October 6th.

Festivities began with a typically German dinner which included sauerbraten, beef Stroganoff, red cabbage and apple strudel - to mention only a few items. Ach! Papa eats himself too full!

Decorations were unusual, interesting and wonderful! In the center of the lobby stood a very large, weathered barrel topped with gourds, pumpkins and mums. The same motif was repeated inside, even to the beer-bar which rested on smaller

barrels. A cuckoo clock ticked on the wall, a large moose head surveyed the scene from above, and a bear watched from below. Colorful mums were everywhere, and grapes, cabbages and even an old kraut-cutter rounded out the Fall feeling. Men and maids in costume served the cool brew to heated dancers and supplied them with pretzels stacked on long pegs. There was also a 45-pound wheel of Cheddar cheese and popcorn served for the asking. For those readers interested in statistics, five "halves" were dispensed and consumed.

Singing was led by Dick Amthor, and first prize went to Commodore Baron von Painter unt his frau. He was in complete victorian era uniform which included authentic boots, breeches, and a coat emblazoned with gold braid and medals. A spiked helmet and prussian mustache com-

pleted the picture. The Baroness was dressed in flowing black decorated with sequins, and wore diamonds, a large picture hat and feathered boa. Second place went to Bob and Charlotte Heinrich for their typical Bavarian costumes.

There was dancing und bier, singing und bier, eating und bier, and then just bier -- with plenty of omm-pa from the band.

Too much credit cannot be given to those responsible for planning and arranging such a successful affair, so here are the principals: Co-Chairmen - Durk and Jean Braggins; Special Activities - Bob and Charlotte Heinrich, Dennis and Carolee Goetz; Decorations - Dick and Marilyn Amthor; Photos - Bill and Marge Behr. Of course there were many more who contributed that cannot be named here, but their efforts are also appreciated.

BOWLERS CELEBRATE ANNIVERSARY

E.Y.C. bowlers celebrated the fourth year of their organization on October 12th -- and what a memorable affair it was! Rolling as mixed doubles, everyone bowled their hearts out for the prize was dinner for two and a night on Holiday Inn South's water bed. Dick and Betty Waller took first place by bowling far above their average scores, so everyone congratulated them and wished them full enjoyment of their prize.

The group then came to the Club to enjoy a fine meal and a social evening. A large imaginatively-decorated cake was contributed by Charlotte Heinrich to celebrate husband Bob's and Bernie Wagner's birthdays, and Martha added another to honor Commodore Bob Painter's surviving another turn of the wheel. Prize certificates were presented to Dick Waller, and the evening concluded with the showing of a series of beautiful slides taken by Sylvia Burdick at some E.Y.C. sailing races, and her trip to historic Gloucester, Mass.

FAILURE TO SIGNAL

There is probably not a single member of the Club that at one time or another has not commented upon the probable ancestry of the driver who suddenly makes a turn without notifying the cars behind him of his intentions; or the sailor who decides, for reasons known only to himself and his Maker, to come about in a narrow channel just as you are about to pass and before he has completed his tack. The same sort of frustration and ire results from sudden changes in ground rules with out notice.

A typical example is the matter of obtaining service at the gas dock. This editor printed in the July issue of the *Log* a description of procedure which should be followed -- that is, the use of electronic signaling -- which information was provided by Club officials. Recently he was on the dock when a couple of Canadian yachts came in to obtain gas. In an effort to make them welcome, he endeavored to signal for service in the proscribed manner. However, everything was locked up tight, and there was no electronic signaling device such as was supposed to be available. Finally, the time-honored system of blowing horns by the visitors brought an attendant.

Let this point be perfectly clear, it is not the change of rules in the middle of a game that is objectionable, but the failure to notify the players of such change...or at least the editor of the *Log* who tries to keep the membership informed. Perhaps a sign in the window of the gas dock building would be of assistance to members and visitors in explaining whatever procedure for obtaining service is in effect at the time.

CHEERS FOR A JOB WELL DONE

There is probably no single group of heroes more quickly forgotten than those members who have voluntarily contributed their time and effort for the pleasure of others. Who else could it be but our Flag Officers, Committee Chairmen and their wives, and the many others who have lent their assistance in arranging our very enjoyable nautical and social affairs? Although the season is not yet ended and important happenings are still to take place, we want to salute these worthies who make our house more than a home.

Our present season has been most successful. Commodore Bob Painter and Martha have been consistent spark-plugs and have not only worked like beavers, but have attended and taken an active part in the conduct of each program. The untiring efforts of Paul and Marian Benton as Entertainment Chairmen, assisted by Rear Commodore Dick Amthor and Marilyn, have planned, supervised and arranged many activities which included features for young and old. Space limitations prevent mention of the many others who contributed generously of their time, effort and talents; and without whom it would have been impossible to do all that must be done to prepare for each event. To all of you, our hearty and sincere thanks for helping to make Erie Yacht Club outstanding among those on the Inland Seas.

WHERE DID YOU GET THAT WORD? "BOWSPRIT"

Every sailor recognizes this word as the name of the spar that extends beyond the bow of a ship and to which the mainstay is attached. Although it appears on ship models found in the Egyptian tomb of Mehenkvetre, who lived about 2000 B.C., the term "Bowsprit" was not used until considerably later. For example, on the official seal of the port city of Sandwich, which dates from the thirteenth century, there appears a ship having two spars forward with blocks attached for the bowline. There were at that time called "beitass."

It is uncertain just when a small sail was first suspended beneath this projecting spar, but it was probably about the same time that the square sail replaced the lateen sail for long-distance voyages. Its purpose was to assist the helmsman to hold on course, and it became known as the Spiritsail. To further increase its effectiveness, a short mast was later installed near the forward end of the spar to carry an additional sail which was called a Spiritsail Topsail. Thus, the support for bow spiritsails became "bow spirit", which usage corrupted into "bowsprit."

NOTES FOR THE NEXT EDITOR

During the past two years, much thought has been given to ideas for improving the format of *The Log*. Herewith are some suggestions which might be considered for future issues.

- a) Select assistants to cover various areas and activities. Some movement in this direction was initiated when *The Log* was made the official publication of EYC, and request was made that regular reports be submitted by flag officers as a part of their official duties. Success of the plan was moderate, but the idea should be pursued.
- b) If you can obtain reliable assistants who will contribute regularly, consideration might be given to establishing departments covering such areas as: women's activities, sailing, power boating, group cruises, etc.
- c) Rather than list new members only by name, a paragraph on each giving such information as: names of wife and children, home address, business or profession, interests other than boating, name of boat and type, etc.
- d) Establish a department which provides news of changes in marine rules, reviews areas of existing rules about which members may be uninformed or in doubt, such as those pertaining to rules of the road, boat handling, mooring, courtesy, use of radio and flying of flags.
- e) Have a department devoted to Club news, happenings, reports on past activities and future plans, etc.
- f) Arrange to have good pictures taken of Club events - it is the frosting on the cake of reporting.

The above suggestions are printed so that the membership of the Club may realize that a good publication must be the result of the efforts of many -- and not the work of one. There is undoubtedly much undiscovered literary talent among those taking part in various aspects of yachting which, if brought forward, could contribute immensely to making *The Log* more interesting and valuable. If some hold back because they fear that they cannot write well, forget it! It is the duty of the editor to correct and rewrite all material, if necessary; so if you simply submit the facts in your own words, he can take it from there. When you see a good story in the making, jot it down and send it in so that all may enjoy it the same as you did.

NOT ONE OF OURS!

There once was a bibulous tar

Off his course in a waterfront bar.
His bilge filled with booze, he ended his
cruise

When his roll, pitch and yaw hid his
star.

NEW CARGO ABOARD

In planning their stock of nautical goodies for sale in the Club lobby, the ladies have decided to make it easy to decorate that blank wall space in your living room or den. One showcase has been devoted to enlarged color photographs by Sylvia Burdick, most of which have been taken at or near the Club. Some are framed and others are suitable for framing. All show a fine feeling for line, color and balance. You will find the display beautiful and interesting. And while you are there, don't forget the other case which is full of marine items tastefully selected for your use, or as gifts.

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EDITORIAL POLICY

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