

In the matter of the
incorporation of
The Erie Yacht Club

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In the Court of Common Pleas
of Erie County
No. May term, 1895.

DECREE

AND NOW, TO-WIT: May 13th, 1895, the within Charter and certificate of incorporation having been presented to me, the President Judge of said County, accompanied by due proof of publication of the notice of this application as required by the Act of Assembly in such case made and provided, I certify that I have perused and examined the said instrument, and have found the same to be in proper form and within the purposes named in the first class specified in section second of the Act of the General Assembly of the Commonwealth of Pennsylvania, entitled "An Act to provide for the incorporation and regulation of certain Corporations" approved the 29th day of April 1874, and the supplements thereto, and the same appearing to be lawful and not injurious to the community, it is hereby ordered and decreed that the said Charter of the Erie Yacht Club aforesaid, be and the same is hereby approved and that upon the recording of the same and of this order in the office of the Recorder of Deeds for the County of Erie, the subscribers thereto and their associates and successors shall be a corporation by the name of The Erie Yacht Club for the purposes and upon the terms therein stated.

Frank Gunnison
P. J.

(L.S.)

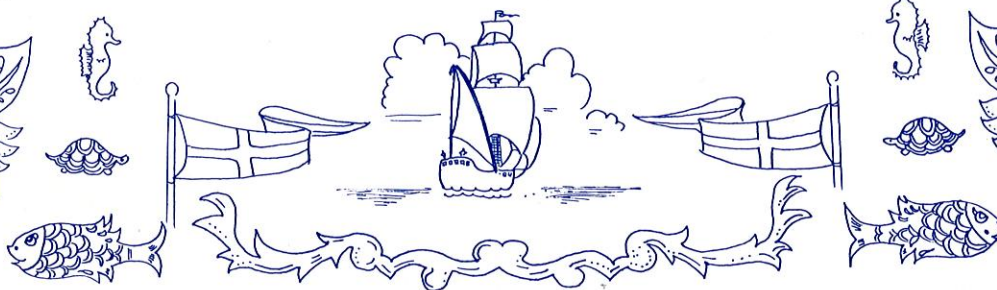
Recorder's Office,)
Erie County, Penna.) SS:



I, Katherine Kalvelage, Recorder of Deeds, in and for said County of Erie, do hereby certify that the foregoing instrument of writing is a true copy of the Decree of the Court of Common Pleas of Erie County in the matter of the Charter of The Erie Yacht Club as recorded in said Office in Charter Book 3, page 44.
Recorded: May 16, 1895.

In Witness Whereof, I have hereunto set my hand and official seal at Erie, Pa.
this twenty-third day of July A. D. 1937.

Katherine Kalvelage
Recorder of Deeds





COMMODORE'S COMMENTS

To play upon a trite expression - "I wonder where the Summer went".

But it has been a great boating season, one which will go down as a memorable one, with the weather cooperating in every detail.

From a purely personal standpoint the year has been most rewarding in the main due to the fact that I have had a group of dedicated men as fellow officers in Richard Amthor, Richard Gorny and David Schuler, a capable Secretary, William Ambro, and Club Manager, Ken Welsh, and as a result the docks, clubhouse, and grounds are in excellent condition. Certainly we have had our problems; who wouldn't with 325 boat applications with 297 stalls, and a gate which members and non-members alike have defied and defiled from time to time, however the fact remains we have a mighty fine facility for which we can be mighty proud.

What do I envision for the years to come? I see the continued work upon the north sea wall with final completion by the end of 1975. I see continued work and improvement upon the entire east wall so that adequate and clean parking facilities are available to those boat members. At the moment that area quite frankly is in rough condition, but there is no reason to provide further repaving or washed crushed gravel there until the area is free from further bulldozer work and the use of the access to the north wall by heavy equipment bringing in fill. I further see the culmination of the current planning of the Long Range Planning Committee to improve the interior of the clubhouse to make it more attractive and to give a more distinctive separation of the dining and bar facilities.

As to the membership policy of the club. The directors have established the policy that the club membership is closed. We have no immediate plans of enlarging the membership, basically because we do not have the stalls for some of our present members and have no immediate plans for the construction of new stalls. In addition we get into the old logistics game, since the manpower situation is strained at the moment and to increase the number of boats in the anchorage gets to a point of no return economically.

Currently we have approximately a backlog of 50 members asking for membership, and these will be considered in

order of application on an attrition basis only probably no sooner than the early part of next spring. We do not discourage applications, but do point out that the proper method is to direct a letter to the Secretary, G. Wm. Ambro, requesting to be considered for membership, and it will be placed on file. Then when the applicant is considered he will be interviewed by the Membership Committee and given a formal application at that time.

Yes, it has been a great year, and I thank you one and all for your help, consideration and thoughtfulness.

VICE COMMODORE'S NOTES

There is still a good deal of summer remaining for sailing, motorboating or just general loafing around, but with Labor Day behind us and many of the kids back to school, we notice some of the smaller boats being taken up the hill. This reminds us that it will be soon time to begin to think about hauling our and winter storage. It's not too soon to contact Ken Welsh, the Club Manager, or Dockmaster Martin Pomorski about a schedule date for the haulout. While we have plenty of space for Winter storage, and the facilities for the haulout operation are excellent, nevertheless the number of boats which can be hauled in one day are limited. Also it generally develops that Saturdays are the favorite day, so get your schedule time early and don't be caught short.

Even at this late date in the season, a number of boats in the dry-sail area have not been identified and have not paid their summer storage charges. These boats have been locked and will be released to their owners upon proper identification and payment of storage charges. Please contact Club Manager Ken Welsh in regard to this matter.

There have been a number of complaints about the dust and dirt conditions resulting from sanding of boats in the haulout area. Therefore boats to be sanded which are capable of being transported by the haul-out rig must be removed to the old parking area adjacent to the Canoe House for this work.

Work on the docks has been progressing well throughout the summer. Most of the steel construction on the North Breakwall has been completed and fill is still being placed. A certain amount of time is needed before the settlement of the fill stabilizes, and it is not likely that new stalls will be built in the North area during the coming year. However this will be done as soon as it is felt practicable to do so.

The Club has adopted a standard for Electrical Extension which conforms to National Electrical Codes. Commencing with the 1975 season, this will be the only acceptable type of extension to the docks and all non conforming installation will be removed. At the end of each season, extensions must be removed by the owner to avoid damage by ice and by movement

of the catwalks, Information regarding these extensions may be had from Ken Welsh, and materials are available from electrical equipment suppliers or from the Club.

The season has been a good one. Thanks to everyone for your fine cooperation.

DICK AMTHOR

LADIES AUXILIARY REPORT

May I take this opportunity to thank all the ladies of the EYC Ladies Auxiliary for their splendid cooperation this year. The monthly luncheons have been outstandingly well attended; the Annual Spring Tea was a tremendous success with so many of you making it possible by your efforts; Memorial Day food contributions and service were appreciated; and the Gift Shop has been a successful operation, with sales surpassing all previous years. Your gift of two silver Tea Services will enhance many future EYC Teas.

I am grateful to my officers: Marilyn Amthor, Olga Gorny, Fran Schuler and the Secretary-Treasurer, Aloise Busse, who have done such yeomen work this year. I am appreciative of my two advisors, Jackie Welsh and Aloise Busse. Marj Behr and Lillian Sipple have been great sales girls for the Gift Shop and they also helped me in the ordering of merchandise. A big "thank you" goes to all the callers for our luncheons.

It has been my pleasure to serve as the President of the EYC Auxiliary,

After the November luncheon, I will wish Marilyn Amthor the very best in the coming year.

HELEN GOOD, PRESIDENT

LADIES AUXILIARY LUNCHEON

The next Ladies Auxiliary Luncheon is October 2.

Featured will be a most unusual theme, "Old Time Erie" with P/C George Sipple contributing the drama of some original old time movies of Erie, circa 1920. See all of the hustle and bustle of the good ole days.



Jean Weinheimer, Top Tomato!!



BULL HORN

Being the editor of a publication is a temptation difficult to control. I find myself wanting to express my opinion on every subject and I seem to have one, an opinion, that is. But more than that I have a true love for our Club and think of all her members as family. This leads me to write sloppy sentimentality when I only want to encourage others to participate and enjoy EYC as much as I do. My opinion would best be shared with friendly opponents and not forced on Club members, another temptation hard to control.

So if no noteworthy writings have come forth from my pot and quill be thankful I didn't try - but rather was satisfied to report as best I could the things I hoped would inform you, please you, or encourage you. With that terrible temptation strong in my breast to say more I will change the subject. Now to report news of importance to us all.

Bob Painters son, while helping to set the mast in Bob's boat fell into the water and when reaching for the dock to climb out, touched an electric conduit. The shock he received knocked him right back into the water, and only his youth may have saved his life. Bob reported the incident to the Club Officers. About the same time another member working on his boat, dropped the receptacle of his extension cord into the water. He pulled it out, laid it on the steel dock, and then plugged the plug end into the electric box. Wham!! The blue power blasted right out along the dock. What do you think would have happened to anyone standing bare-foot on that dock?

Commodore Wendall Good, when receiving the first reports of problems with our electric supply, asked Vice Commodore Amthor, Rear Commodore Gorny and member electrical engineer Dick Weinheimer to do what was necessary to correct our problems. Some of the things found in their inspection were receptacles under water. Each one of these cost (\$12 per month) calculated. Live wires hanging down into the water cost the same, and this creates electrolysis in the water ... so problems for we boat owners.

The conditions were very bad and extremely dangerous. The recommendation for the best way to make our system better and safe were made by these men and approved by the board.

The work will be completed next year. Although we boat owners may have to make a few changes to our plug ins it is nice to know we won't get killed when we want electric power.

ED

CHIT CHAT FROM THE RAIL

It's September already and with the end of summer in sight we wonder if EVERYONE has accomplished EVERYTHING they set out to do in the summer of '74. Oh well, God willing, there is always next year.

The 1974-1975 EYC Bowling League season begins on September 13th - and alternate Friday nights thereafter until late March. Officers this year are: Walt Veiheffer, President - Gene Martin, Vice President - Tania Hanlin, Secretary - and Marian Benton, Treasurer. If you care to join our group (and we do have fun) call the Veiheffer residence - telephone No. 866-3132.

On the disabled list at press time - Chet Curriden is recovering from recent surgery. Leg injuries have been popular this summer - Gail Garren had a fall on the *Iron Duke* and is home. Chuck Good was in an auto accident and as a result is nursing knee injuries to BOTH legs. Peg Way broke a knee cap several weeks ago, however it hasn't slowed her down a bit.

Our sympathies to Harold Wagner on the recent loss of his mother.

Wedding bells rang for Ted and Carol Nyberg a few weeks ago - congratulations to you both, nice people.

Hurrahs have been earned for M.O.R.C. skipper John McTaggart who sailed his Santana 25 in the Put-In-Bay M.O.R.C. Regionals, finishing second in Class "C". John reports it was real hull-to-hull competition in all three races, with the winds a real challenge off the island.

Ken Welsh has EYC going full blast - it's great to see the clubhouse going great guns. Also, have you noticed the monstrous pile of scraplumber near the Locker House has disappeared?

Anyone wishing their vessel inspected for a CME Decal, contact the following Coast Guard Auxiliary CE personnel: Nick Virgilio - 868-1998, Dick Sarver - 459-7201 Paul Cook - 744-9035, Jack Amthor - 453-6450.

Frank and Dorothy Knauer and committee did a bang-up job for Venetian Night. This annual affair is one of the highlights of EYC's summer season and all in Erie look forward to the parade. If you missed it this year, you goofed!!

Bye until next time . . .

WALLERS

CLASS BOAT NEWS

I look back on the 1974 Racing Season with pride. We have had a full schedule of local races blessed with good sailing winds. We have hosted some very successful Regattas. We have witnessed some excellent demonstrations of fine sportsmanship among our sailors. I am proud of our "Hot Skippers" who have placed themselves as crew on other boats to share their

knowledge and experience with those who seldom win. I am proud of the co-operation you gave Dr. Damcott in organizing the Protest and Trophy Committees and your efforts, right or wrong, to improve the Drysail Area Show pride and appreciation of the fine area you already have. The exchange of services between fleets during the Regattas was outstanding.

It has been said many times that "The Big Boat Owners, the officers and directors are the back bone of the Club and today's small boat fleet is tomorrow's backbone." If this is true, I am not worried about EYC's future.

The Class Boat Dinner and Trophy Presentation is scheduled for October 12, 1974. A flyer will be sent out before, but keep this date in mind. A short meeting will be held immediately after the presentation to plan next season's activities. All sailors are invited and urged to attend.

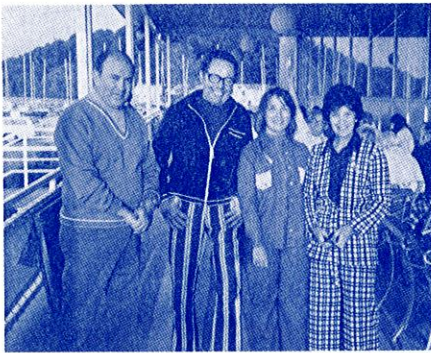
Fleet Captains should have their Fleet Trophies made presentable before October 12, some of these are in dire need of repair.

GAIL GARREN



Committee Chairman Paul Benton called his crew of party makers together for the biggest of them all October Fest! Starting with the old pros Morril and Hy Bauman Dick and Marilyn Amthor, Bob and Martha Painter, Dave and Marnie Preston, Bob and Charlotte Heinrich, Gary and Tania Hanlin, Denny and Carolee Goetz, then adding the talents of Doc Beesslee, Byron Cooley, Clyde Eaton, Allen Bauman, Herb Hite, Etc., and to pull them all together, a big man for the job, Durk Braggins. You've got to have a great party! Commodore Wendall Good and his lady, Helen will preside over the occasion. German Buffet, sauerbraten, knockwurst, german potato salad and side dishes. Party, all the bier you can drink, soft pretzels, popcorn, embossed tankards, cheese plates, German dancing band, singalong, entertainment. Das Ist Sehr Gut! Party limited to 250 . . . so make reservations early. For party call . . . Bob Painter, or Dave Preston. Dinner and Party \$10.00 per person. After 9 p.m. any tickets available would be \$5.00 per person for party only.

Hey, Char, draw my tub of water!!!



EYC's "American Cup" Mixed Bowling League ending a great season and kicked off a brand new one with a picnic on the Clubhouse Patio and grounds Saturday, September 7. Officers for the new 1974-75 season are Walter Veihdeffer, President, Gene Martin, Vice President, Tania Hanlin, Secretary, Marion Benton, Treasurer. The League meets at Frontier Lanes every other Friday at 6:45 Sharp and afterwards Buzz has a delicious buffet waiting at the Clubhouse for the hungry bowlers.

We need regulars and substitutes. If you would like to bowl on a winning team, as a regular or a sub, contact Tania Hanlin N.O.W. 459-9387.

TANIA HANLIN

Your editor and wife attended this affair and must add congratulations to Betty and Dick Waller for the great job they did in its arrangement. There was more than enough to eat, and drink, and a good time was had by all. New faces at the party were Ken & Rae Claunch, Ted Nyberg and his new bride Carol.

I'm glad to report that this year enough teams will bowl to fill all alleys at Fronteir Lanes. Our bowling league is growing. Its no longer a secret how much fun we have!

ED

OUT OF THE PAST

This spring when the Power Squadron was cleaning out the canoe house loft for a storage room they came upon a very large pair of wooden runners, a rudder plank about 20 feet long and a mast about 30 feet high. This was the remains of a very old ice boat and I decided to try to trace its origin, the following story is the result.

The "Rapid", as this boat was named, was built in 1912 by Glennis H. (Pete) Meehan, a young E.Y.C. member.

In January 1913 Pete and two friends Secretary of the club George R. Oberholzer and George Final went sailing from the club and were caught in a fierce blizzard, they were sailing West trying to tack back to the club when they hit the North west corner of the outer water works cribs, going as fast as they were the craft was destroyed, Pete Meehan and George Oberholzer were killed out right. George Final was badly injured, but recovered and is still about, he lives at 1104 Michigan Blvd.

A group of E.Y.C. members salvaged the smashed craft and stored it in the canoe house loft where it was recently discovered.

Marty our Dockmaster still has the runners and mast, the rudder plank he gave to an E.Y.C. member.

GEORGE SIPPLE

THE ROSE BANTAM CLASS

The Rose Bantam Class Championship Regatta was held at the Erie Yacht Club July 30, 31, August 1 and 2. We hosted this Regatta in 1969, and it was the last one with heavy air. Since then, light air has been the rule in New York, Ohio, and St. Louis. Last summer EYC families drove to Carlyle, Ill. where the St. Louis fleet sails. Boyd and Doug Bert came in fifth, John Bert, with Hopbo Kuebler, tied for eleventh. With Howard Foht and Beth Stolley, Jim Stolley and daughter Karen came in 17th. The Regatta ended Friday August 2. Followed by award presentations ... chairmen of the Regatta; Bill Robertson assisted by Boyd Bert. Others on the committee were: Agnes Robertson, Banquet, Ron Hamilton, Trophies, Debbie Hamilton, Registrations, Jim Atolley, House and Grounds, Marge Stolley, Publicity, and Gail Garren, Race Committee.

The following are the results of this Regatta.

Ideal weather conditions -- ranging from heavy air and exciting spinnaker reaches to light air and careful judgments-kept the thirty-five entries on their toes. The majority of the boats were from Pennsylvania, Ohio, New York, Michigan and Missouri.

Winners in the International Series were:

1. Larry Thal -- Toledo, Ohio
(Crew -- Toby Turin)
2. John Bert -- Erie, Pennsylvania
(Crew -- Clarke Kuebler)
3. Jim Burlitch -- Ithica, New York
(Crew -- Bob Webber)
4. Kevin McEnery -- Erie, Penna.
(Crew -- Lee McEnery)
5. Seabald Korn -- Auburn, NY
(Crew -- Scott Williams)

In the Commodore Series, first place went to Dave Burton of Battle Creek, Michigan -- with his sister, Patti, as crew, Jim Stolley and daughter Karen of Erie, Pennsylvania, took second.

Vicki Underhill of Erie, Pennsylvania was given the Miss Rhodes Bantam award as top female skipper.

Phil Miller of Albany, New York, took the Old Joe Trohpy.

M. STOLLEY

U.S.S. MICHIGAN -- THE FIRST IRON SHIP OF THE NAVY -- WAS BUILT IN ERIE

Erie is famous for many "firsts" and the U.S.S. MICHIGAN or WOLVERINE as she was later named is one most fre-

quently forgotten. Perhaps this is because few of us know her story. A new book by Dwight Boyer of Cleveland will reach the bookstands in November which contains the complete story of the MICHIGAN from beginning to end. STRANGE ADVENTURES OF THE GREAT LAKES devotes an entire chapter to the rolling of plates in Pittsburgh and transporting them by oxcart to Erie...her fitting out...the training of the crew...her years of service ... and finally, how she was ignored by the Navy and left to rot on the bank of Misery Bay.

This book will be of particular interst to Erieites for Mr. Boyer researches his subject well and reports in an interesting manner. We are familiar with this author's work and can guarantee that you will find STRANGE ADVENTURES OF THE GREAT LAKES well worth reading. Watch for it.

FRANK MOORE

BULLETIN BOARD

My thanks and appreciation to Frank Russel, Byron Cooley, Frank Moore and the regular writers and those who sent unsigned articles for the July Edition, which we did not print.

The Best things in life are free, isn't it a pity that the next best things are so expensive!

r. u. complaining



Everyone seem to like these Polish jokes these days, but E.Y.C. has Marty Pomorski and thank God for him. Dependable, hard working, loyal - mixed with a lot of Polish genius that most of us don't seem to understand. Still, think of shuffling over 300 boats in and out of the water with our equipment, and left to our own devices, I think we would be surely lost. Marty... For myself and all of us at EYC we appreciate you!

Notice!! Dave Sample is in England doing a job for his employer for about six months. He has rented a castle that requires two gardeners to care for the grounds. That's Class.

To my wife, Charlotte, for her work on the drawing around the Club Charter and her patience with the Editor, I want to say, Thanks Honey.

Editors note: *Kahili II* has raced to many impressive victories since her launching in early summer, 1972: first overall in both Chicago/Mackinac and Port Huron/Mackinac; second in division and fourth overall in the 1973 Annapolis to Newport, second in division and sixth overall in the 1974 Newport to Bermuda.



Fat Cat, winner, receiving Triton Cup from Dick Steadman of Conneaut. Lee McEnery, Ron Sigmond, Mark Rickloff and Rose Sigmond.

MORC

MORC, Station 31, is in the final stages of a busy racing season. Eighteen races have been run to date including five long distance races and ranging down to four mile triangles sailed in Presque Isle Bay. Additionally, the station has run several novelty races designed to test particular aspects of the skipper's ability including starting a race from anchor and a series of races of a few hundred yards duration where the emphasis is all on starting tactics and mark rounding.

At this late stage in the season, four boats are in neck and neck competition for Boat of the Year. Ron Rainey's and Dick Waller's near sister ships, *Flexible Flyer* and *Cayenne*, along with Ron Sigmond's *Fat Cat* and John McTaggart's *Red Vixen II* have six races remaining through October 9 to settle the Club championship. Based on performances to date it looks like it will go right down to the wire.

John McTaggart took his boat to Put-In-Bay in August to compete in the MORC Regional Championships and garnered a second in class sailing against some of the best skippers in the country.

Membership in the station is now over fifty, including many new members with smaller boats in the 20-22 ft. range. In mid-summer the fleet was broken into A and B classes to encourage competition among the smaller boats and trophies will be awarded for A, B and overall.

The awards banquet on October 19th at the Yacht Club will mark the close of the sailing season but a winter program of lectures, seminars, or panels is planned. Newcomers are welcome.

NELSON WHITE

THE THISTLE NATIONALS

The Thistle Nationals were held at Coronado Yacht Club, San Diego, California, August 12th through the 16th. Qualifying from Erie in Thistle No. 2988 was Jack Bierley and crew Doug Loesel and Bill Lasher.

The episode started on Monday, August 5th when Bill and Doug charted their course west from Erie with the Thistle in tow. Three and a half days and 3000 miles later they wheeled into San Diego ready to do battle. The Bierley family (to preserve Jack's aching hiking muscles) took the 747 route, and met the group at Coronado Island.

San Diego Bay was a marvelous race site with 18 to 20 knot winds every day from noon. Local Sailors claim San Diego is the only place you need not die to get to heaven! All of the races were sailed therefore in the afternoon affording everyone plenty of rest except Jack who insisted on jogging on the beach every morning at six, much to everyone else's consternation.

Copping first place was 25 year old Westport, Conn., sailmaker Tom Dykstra, with Martini-Rossi Winner Sally Lindsay and the National Junior Snipe Champion as crew. Ron Rostorfer of Detroit, Mich., finished second to prevent a 1-2 sweep for Westport skippers. Chris Pollak, Westport Conn., who was also the national runnerup last year, took a 15th on the last race and dropped to third overall. Ohio's Fuller Moore won the final heat on the South San Diego Bay course, his fourth win in the regatta. But other finishes of 11th, 14th, and 16th held him to fourth overall. Former Sears Cup Winner Steve Klotz, sailing Thistle No. 1, was fifth with Coronado's Yacht Club Skip Kempff saving sixth overall. A fouled spinnaker doused in the last race cost the Erie boat 5th place overall as they finished 11th to give them 7th overall.

Everyone reported back to Erie, satisfied, hale, hearty and vowing to take it all next year in Toledo.

Level racing, boat for boat competition between yachts of the same rating, has caught the interest and imagination of offshore racers. Long popular in Europe and fast catching on in the United States this form of racing may be the ultimate contest for auxiliary offshore Yachts.

Level racing first came to the Great Lakes via the "Canadas Cup" competition for which many outstanding yachts were specially designed and built, Manitou, True North, Niagra, Flying Cloud, Dynamite, Spirit of Michigan, Aggressive, Mirage - all were built for recent Canada's Cup action and have been subsequently campaigned in top notch Great Lakes and SORC IOR competition.

Level racing is coming to Lake Erie, with the inauguration of the Great Lakes Level Racing Championships at Cleveland Yacht Club, September 14th and 15th,

1974. Three top notch crews from Erie Yacht Club will take part in the action.

Red Vixen, John McTaggart's Santana 24 entered in the Quarter Ton Class, will take on favorite "*Ticked Pink*" and several other hot new boats. Erie Ambro and Dennis Hutchinson will crew *Red Vixen* in this effort.

Jim McBrier's, Morgan 33, "*Brier Rabbit*" should be one of the boats to beat in the Three Quarter Ton Class. "*Rabbit*" consistently in the money all year will be crewed by George Currie, Robert Becker, Dave Haller and John Schall.

In One Ton Competition, Erie Yacht Club will be represented by Mike English's Morgan 36. "*Cheap Thrills*", "*Cheap Thrills*", improving each outing will be skippered by Dr. Donald Lasher. Several of Don's "*Crackerjack*" crew will be on hand - Gary Nichols, Gary Hanlin, Kelly Bresslin, Mark Lasher, and Mike Preston as well as navigator Mike English.

Should be an interesting weekend for offshore racing in general and Erie Yacht Club in particular.

Mime and Jane Lasher will probably be skippering "*Crackerjack*" with an all girl crew for the opening race of the fall series starting on Sunday the 15th. We understand Larry Longo has offered to go along as consultant. Perhaps they should rename the boat "*Liberation*."

JOAN BIERLY

I.L.Y.A. REGATTA

On August 6, 7, 8, the I.L.Y.A. Regatta at Put In Bay saw the biggest year yet, over 300 boats attended - and 76 of them were MORC Class. The only representative there from EYC was John McTaggart's *Red Vixen II*. Three races were held and all courses were around the Bass Islands. MORC had three separate classes with *Red Vixen* in class C (less than 19.5 ft) in winds between 0 - 12 MPH for the three days *Red Vixen* placed 2, 2, 3, and gained a Second for the Regatta. John McTaggart reported the 140 mile trip at 3½ MPH under power (a small outboard) due to no winds between Sandusky and Erie, would have been hard to even accept, but for the outcome. The disappointment was that no other boats from Erie made the trip, as in 1973. Lets go, Erie MORC Sailors!!

THE SAILBOAT

*The waves crashing against the bow,
The jib all filled with air,
The bowsprit bobbing up and down,
Sailing without a care.*

*The captain steering his boat with ease,
The cold winds a - blowing
He rings his bell once or twice.
Who knows where he's a-going?*

Original Poem by Debby Day

LASER CHAMPIONSHIP

The first major Laser Championship on Lake Erie will be held at Erie Yacht Club on Saturday, September 14, and Sunday, September 15th with the sailing of the District 18 Championships. There will be two races (back to back) on Saturday starting at 10:30 a.m., breaking for lunch followed by the third race at 3:00 p.m., A general District Meeting after the races on Saturday will be held. On Sunday the fourth and fifth races (back to back) will commence at 10:00 a.m. Trophy presentation will follow the last race. (Note: These are small high performance boats, please watch your wake.)

The first three place winners will go on to the Laser World Championships in Bermuda in October. This will bring 120 top contenders from Japan, Australia, England, West Germany, Scandinavian countries, and other places where the Laser explosion has been experienced.

1974 EYC Sailing Champion, Greg Gorny, will lead a strong Erie contingent, and has to be considered one of the favorites. Others preregistered include: Tom Gorgan - Cincinnati, Ohio; Joseph LaRosa - Canton, Ohio; Joe Mehl - Erie; Jerry Thopson - Akron, Ohio; Raymond Antweiler - Madison, Ohio; Mark Bloomstine - Erie; Matt Wallo - Astabula, Ohio; Bill Lillis - Erie; George Timmons - Indianapolis, Indiana; John Doller - Sandusky, Ohio; Chip Balough - Canton, Ohio; Charles A. Bennett - Erie; Alan Taylor - Erie; Tim Prince - Cincinnati, Ohio; Susan D. Crane Chagrin Falls, Ohio; Jack Bierley - Erie; R.O. Loesel - Erie; David Taylor - Columbus, Ohio; and James Brady - New Kensington, Pennsylvania.



Nat Reyburn receiving trophy from Ron Hamilton as Cynthia Taylor, Director for Jr. Sailing Classes, looks on.

JUNIOR SAILING

The twenty-third season of the Junior Sailing program was recently completed at the Erie Yacht Club with this years classes having 96 students and 56 adults participating.

Each year the program is ended with an annual banquet at which time trophies and

honors are presented to students. At this years presentation a new trophy was initiated in the honor of Nat Reyburn, called the Nathaniel Reyburn Sportsmanship Trophy. The trophy was sponsored by members of the Jr. Sailing Committee in appreciation to Nat for twenty-three years of service and dedication to the program. Miss Jayne Lasher and Joe Semple, Jr. were the recipients of the trophy being chosen as the outstanding good sportsmen of the year.

At the end of each sailing season a series of races are raced and trophies presented. Brian Lasher with crew men, Bill Penman and Dan Claxton took first place this year and were presented the Junior Championship Trophy. In second and third places for this series were Jayne Lasher, Skipper, Heidi Schultz, Barb Davison crew: and David Hamilton, Skipper, Kevin White, Fred Sickert crew.

Scott Gebhardt along with crewmen Maureen Hunter and Kevin Hines took honors for the Instructor's Cup. In second and third places for this series were Doug Zurn, Skipper, John Brew, Karen Kibler, crew and Doug Bert, Skipper, Glenn Dyer and Steve Matts Crew.

In the Friday class, Mike Kohler with crew Jana Walker, Mary Lynch and Beth Lynch took first place. Second and third place winners were Matt Kohler, skipper Dan Phasy, Lana Lytle crew: and Mike Hanks, skipper, Lisa Lytle and Mike Phasy crew.

Special trophies this year went to Heather Brownlie for the Most Improved Girl, Chris Kuebler for the Most Improved Boy. Lynne Hendricks received an honorable trophy from the instructors as the Most Outstanding Racer of the Year.

Instructors for this years program included Judy Johnson, Senior Instructor, Vicki Underhill, Jim Rickloff, Henry Amthor and Mrs. Cynthia Taylor, Director.

CYNTHIA TAYLOR

HIGHLANDER CLASS

The Highlander Class International Championships were held August 19-23 at Mentor Harbor Yachting Club. The Erie Yacht Club racing team consisting of Greg Gorny, John Damcott, Don Steva and Jack Bierley managed a respectable 13th sailing Highlander No. 405.

Greg drew first blood making Erie's presence felt, with a strong 4th place in Sunday's practice race. Having pronounced "Debrey" ready, Greg returned to Erie and work. Meanwhile John Damcott paced the dock and amid circulating rumors that "the Bierley's are vacationing in Mexico"! (Highlanders sail with a 3 or 4 man crew, and John had visions of being the only 2 man crew on Lake Erie.) Four Malox tablets later, the Erie Team's manager/organizer breathed easier when the rest of the crew rolled from San Diego.

Poor showings in light shifty air mixed

with strong finishes in moderate winds barely placed the local trio in the finals, setting the stage for the final climactic race. As the wind picked up the locals pulled on their hiking pants, confidently anticipating what surely would be the "real contest"! Picking their way up the left side of the course, they found themselves a close second at the windward mark, and shortly thereafter rolled into first place never to be headed again. Alas, success at last! Upon crossing the finish line in first place, the race committee quite properly called for a safety check. Dr. Damcott quickly produced a CG Approved anchor, 3 CG Approved life preservers, CG Approved paddle, throwagle etc, and confidently reached for the CG Approved whistle whist! whist-, whis-, whi-, wh-, w-, w-! After which the local ex-hot shots were heard to respond -- "tweet"!

This lapse cost them the last race, 11th place, and the Sail "A-Gair" Trophy for the highest finish of a first time participant.

Two time International Champion Bob Busby sailing Highlander No. 500 from Edgewater Yacht Club in Cleveland made it 3 in a row, eliciting a strong challenge from the locals that next year at Lake Geneva, Wisconsin "things would be different!" Thereupon John Damcott set out to see about some whistles.

JOAN BIERLY

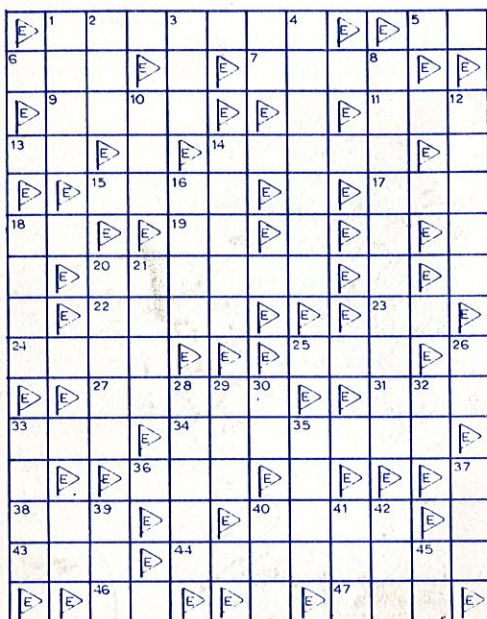


Her children, Wendy 17,; and Rich, 14 call her mom and her husband Robert these past 19 years still calls her Sweetheart. We call her Betty (Berchtold) and get a friendly smile every time, along with good and pleasant service. Another nice person dedicated to E.Y.C. service!

FALL CALENDAR

OCTOBER

- | | |
|----|--------------------------|
| 5 | Octoberfest |
| 12 | Small Boat Fleet Banquet |
| 17 | MORC Awards |
| 26 | Commodore's Ball |



ACROSS

1. OF OARS
(one word)
5. WITHIN THE 100 FATHOM LINE
(two words - use the first word)
6. TERM OF ADDRESS TO SKIPPER
(one word)
7. OF SEAS
(one word)
9. TYPE SEAMANSHIP
(one word - use the first four letters)
11. OF CUSTOM AND ETIQUETTE COURTESIES
(one word - use the first two letters)
13. A POINT ON A BOAT THAT IS AFT OF ANOTHER POINT
(one word - use the first two letters)
14. SWEEP OF THE DECK
(one word)
15. PRINCIPAL VERTICAL SPAR
(one word)
17. LOOSLEY KNOTTED
(one word)
18. TYPE RIG CONSISTING OF SINGLE MAST AND TRIANGULAR SAIL
(one word - use the first two letters)
19. NAME GIVEN TO FOUL WEATHER HOOD COVERING
(one word - use the last two letters)
20. ANGLE OF BOAT BOTTOM AND TOP SIDES
(one word)
22. OF LINES
(one word)
23. TITLE USED IN SPEAKING TO OR OF A NAVAL OFFICER
BELOW COMMANDER RANK
(one word - abbr.)
24. BOAT MAJOR STRUCTURAL MEMBER
(one word)
25. SINGLE HEADED SAIL
(one word)
27. CRAFT TYPE WARNING
(one word)
31. 112 DEGREE 30 MINUTE COMPASS HEADING
(three words - abbr.)
33. TOWARDS THE STERN
(one word)
34. OPPOSITE WINDWARD
(one word)
36. TYPE RAIL
(one word)
38. OF BEACONS
(one word)
40. CREATES THRUST FOR BOAT MOVEMENT
(one word - abbr.)
43. OF WAVES AND SWELLS
(one word)
44. MAIN TYPE MULTI-HULL
(one word)
46. USED TO PREVENT SQUAT AND IMPROVE RUNNING TRIM
(one word - use the first two letters)
49. OF MAST AND SAIL
(one word)

DOWN

1. USED TO CLEAN OUT PASSAGES IN THE LOWER EDGES OF FLOORS
AND FRAMES
(two words - use the first four letters of the first word)
2. EPOCH - EYC 1895
(one word)
3. ARM EXTENDING FORWARD FROM TOP OF RUDDER
(one word - use the first three letters)
4. ENDS OF FRAMES
(two words)
8. BACKBONE STRUCTURE MEMBER
(two words)
10. STEERED FURTHER AWAY FROM THE WIND
(one word - use the first three letters)
12. REACHING A MARK WITHOUT TACKING
(one word - singular)
14. OF TIDAL LEVEL
(one word)
16. BOAT'S SKELETON COVER
(one word)
18. - - - - AND LISTEN, OF FOG
(one word)
20. OF WAVES
(one word)
21. CONTROL STATION OF SAIL BOATS
(one word)
26. 45 DEGREE COMPASS READING
(two words - abbr.)
28. OVERHEAD
(one word)
29. USED IN LIEU OF CENTER BOARDS
(one word - use the first three letters)
30. WEIGHT ATTACHED TO END OF LINE TO MEASURE DEPTH INTERVALS
(one word - use the first two letters)
32. TYPE OF HULL THAT GETS A PORTION OF ITS WEIGHT
CAPABILITIES FROM DYNAMIC ACTION
(two words - use the first letter of each word)
33. OF NAVIGATION
(one word)
35. FALSE KEEL
(two words - use the first word)
37. TYPE BUOY
(one word)
39. TO RUN OFF COURSE
(one word)
40. RACK AT A BOAT'S SIDES
(two words - use the first word)
41. ROW BOAT PROPELLER
(one word)
42. 0 DEGREES AT GREENWICH, ENGLAND
(two words - use the first three letters of the first word)
45. A LINE ON A CHART JOINING ALL POINTS HAVING A ZERO
VARIATION
(two words - use the first two letters of the first word)

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