

COMMODORE'S REPORT

By Board action the controversial "monthly minimum" has been put to bed. I sincerely hope that it stays there for eternity. As far as I am concerned it is a dead subject.

It seems as though it were only yesterday that we wrote our last articles for the Log. There has not been much transpiring in the interval period of time. The usual activities of maintenance and planning have continued to occur.



Mother nature has been very kind to us. Dock repairs will be at a minimum this spring. Slip assignments have been made and I hear from the grape-vine that launching has begun. It looks like an early spring and with continued favorable weather maybe this year all boats will be in by opening day.

Several studies are underway at this time. John Domcalt and his committee are hard at work, looking at data processing. Roy Strasbough and his committee are looking at new storage facilities for Club vehicles, masts and lockers. Any comments on these subjects should be forwarded to the committee chairmen.

You may think I'm kidding, but I'm not. E.Y.C. is going to have its own lighthouse. Jim Owens has come up with a fantastic little project that should be under construction soon. This baby is going to be located on the northeast corner of the land-fill and if it looks anything like the plans it should be great.

Gus Neuss is updating all the changes in the constitution and by-laws. During the rest of the year the board will be looking at the need to rewrite and clarify certain sections so that by the fall annual meeting we may want to consider updating these documents so that we can become more consistent in their application.

R.L. Lasher
Commodore

Reflections on the Death of a Friend

It's so easy for a man to wrap himself in the priorities, conventions and myths of his times.

It's so hard for a man to open his heart and say "I love you" to a woman, harder to a friend, - almost impossible to another man.

Women are more sensible and sensitive.

For you, Chester, - and for me, at least for the present, it's too late. I respected you as a man.

I admired and drew upon your competence in our mutual profession and avocation.

Above all, I loved you for the sensitive, selfless, kind man you were.

The old Erie School System was a good one. You too must have been exposed to the greatest poetic tribute paid a Moslem by a sensitive Christian.

The lines, as I set them down, acquire a new personal significance.

Abou Ben Adhem (may his Tribe increase!)
Awoke one night, from a deep dream of peace,
And saw, within the moonlight of his room,
Making it rich, like a lily in bloom,
An angel writing in a book of gold. -
Exceeding peace and made Ben Adhem bold,
And to the presence in the room he said,
"What writest thou?" The vision raised its head,
And with a look made all of sweet accord,
Answer'd. "The names of those who love the Lord".
"And is mine one?" said Abou. "Nay not so,"
Replied the angel. Abou spoke more low,
But cheerily still, and said, "I pray thee, then,
Write me as one who loves his fellow men."
The angel wrote and vanished. The next night
It came again with a great awakening light,
And show'd the names whom love of God had bless'd
And lo! Ben Adhem's name led all the rest.

Leigh Hunt



Vice Commodore Report



The mild weather (thus far) this winter has been most beneficial to the Club. The usual winter damage to the Club facilities is minimal. Let's hope it continues to launching time. Sorry about this for the ice boaters. The slip and keel assignments are almost completed. We have in service 360 slips and 35 moorings. There has been considerable movement of boats but, at the moment, we will be able to move only 3 vessels from the

mooring into slips. The number of boats not being launched this year, for whatever reason, is almost balanced by new boats obtained by members with senior point standing.

We have a few members who have been assigned slips and moorings who are as yet undecided if they will launch their boats this year; or who have boats on order for being built with indefinite delivery dates. It would be appreciated if we would be advised as soon as possible if a slip or keel will not be used this year or if launching will be late in the season. We have a number of junior point applicants who would be happy to have even temporary accommodations.

Club personnel will paint the rest of the catwalks this Spring before the boats are launched. The catwalks that are carpeted will not be disturbed.

A developing problem is the condition of some of the cradles. The dockmaster advises some cradles are deteriorated to the point they are not safe for handling or too small for weight distribution of the vessel. Damage to a vessel being transported could be expensive and there is the possibility of personal injuries. If you have any doubt as to the condition of your cradle, corrective action should be taken.

Gasoline will be sold to members at a markup of 2¢ per gallon over the cost of the gas in the supply tank for cash sale or club charge. The Mobil credit card will be accepted with 5¢ a gallon additional plus the 2¢ markup. The various credit card organizations have increased their charges for handling by imposing a service charge and increasing the rental costs of the card imprinter.

Donald Sheeran
Vice Commodore

Rear Commodore's Report

As you are aware, from the questionnaire that the house committee mailed to you, the monthly minimum has been tabled for further study. My thanks to all of you that took the time to complete and return it. We are in the process of tabulating your answers in order that we may better serve you.

The installation of the ceiling tile in the bar and dining areas has been completed along with two new heating and air conditioning units. Insulation was completed at the same time in these areas. We are, at present insulating the remainder of the building. When completed, the entire overhead will have an R factor of 30. That is about as high as is practical.

A water softener is on order and should be installed shortly. This will eliminate one of the greater complaints, that is spotted glasses and silverware.

The canopy over the bar was definitely sagging. In the process of repairing this condition it was discovered that the thing was ready to drop. Needless to say, it was properly reinforced.

The salad bar is now being used when practical. It seems to be as



popular as ever and the salads are just the way you personally prefer. Fresher too.

Negotiations with the Cable TV company have been fruitless. Each time we discuss the matter the price goes higher. At present the cost to us would be in excess of \$4,000.

Every effort is being made to bring service and food quality up to your expectations. If you do have a problem make it known at the time and it will be corrected. A complaint later or to leave dissatisfied vowing not to return does not help us. We appreciate your patronage and strongly desire to keep it.

Some of you may never have been aware that a children's menu is available. Please just request one if needed.

A "carry out" menu is being considered for the summer months. If you bring your family or guests to your boat and do not wish to dine in the clubhouse you would be able to call ahead and have your food ready when you arrive. Your cook will love you.

A storage area is anticipated in the basement for files, records, and other miscellaneous items. Also relocating of the coat room and making the present one into another office. Let's face it, we are just running out of space.

Additional equipment that has been needed for the kitchen is under consideration. A plate warmer and a larger capacity toaster that will also heat rolls, bagels and other such items are a few pieces of equipment under consideration to serve you better.

Rear Commodore
Bill Behr

Fleet Captain's Report

Well, I hit the big "40" in February. The Mariners' Almanac says that's middle age, and that is when the narrow waist and the broad mind begin to change places.

Due to the mild weather, the grounds activities are ahead of schedule. Doug Pomorski and his crew are hard at work with all of the routine grounds maintenance.

Two new gates have been fabricated and installed using EYC labor. The ease of operation due to their light weight and simplicity of repair will result in recouping our investment in a short period of time.

A new truck has been purchased to replace the red one. It will be used primarily for towing the 15 ton travel trailer. This arrangement takes the pressure off the travel lift and speeds up the launching and haul out time considerably. In addition to the convenience, it will also save labor and wear and tear on the travel lift and, most importantly, increase our safety factor.

There are two other major projects remaining for the grounds crew and committee. The first is the erection of a lighthouse at the northeast corner of the Club. The final set of engineering plans has been drafted and the EPA and Coast Guard red tape has been waded through. The materials are ordered and construction will commence on or about April 1st.

The second is a major renovation of the canoe house. To date it has been insulated and an overhead garage door and man door have been installed. Remaining is tear off and replacement of the roofing and a complete paint job. The Board and the Grounds Committee, as do I, feel this building is well worth the expense to save it.

These projects are all being done using EYC labor. Also the time, talents, and efforts of a most dedicated Grounds Committee. Due to a membership as large as ours, there will always be some criticism in general. Let me say in no uncertain terms, however, that the Board of Directors made us do our homework before these projects were approved. I'm not complaining, though, because it saved us from what could have been some serious errors. They really are doing their best to look out for all of us.

James L. Owen
Fleet Captain

Monthly Bulletin Of Lake Levels For The Great Lakes



**US Army Corps
of Engineers**
Detroit District

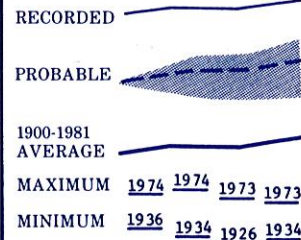
MONTHLY BULLETIN OF GREAT LAKES LEVELS FOR DECEMBER 1982

Recorded levels for the previous year and the current year to date and the probable levels for the next six months are shown in red. The shaded red area shows the probable range of levels (one standard deviation of the long-term average predictive error) over the next six months dependent upon weather variations.

These are compared with the 1900-1981 average and extreme levels which are shown in black.

LEGEND

LAKE LEVELS



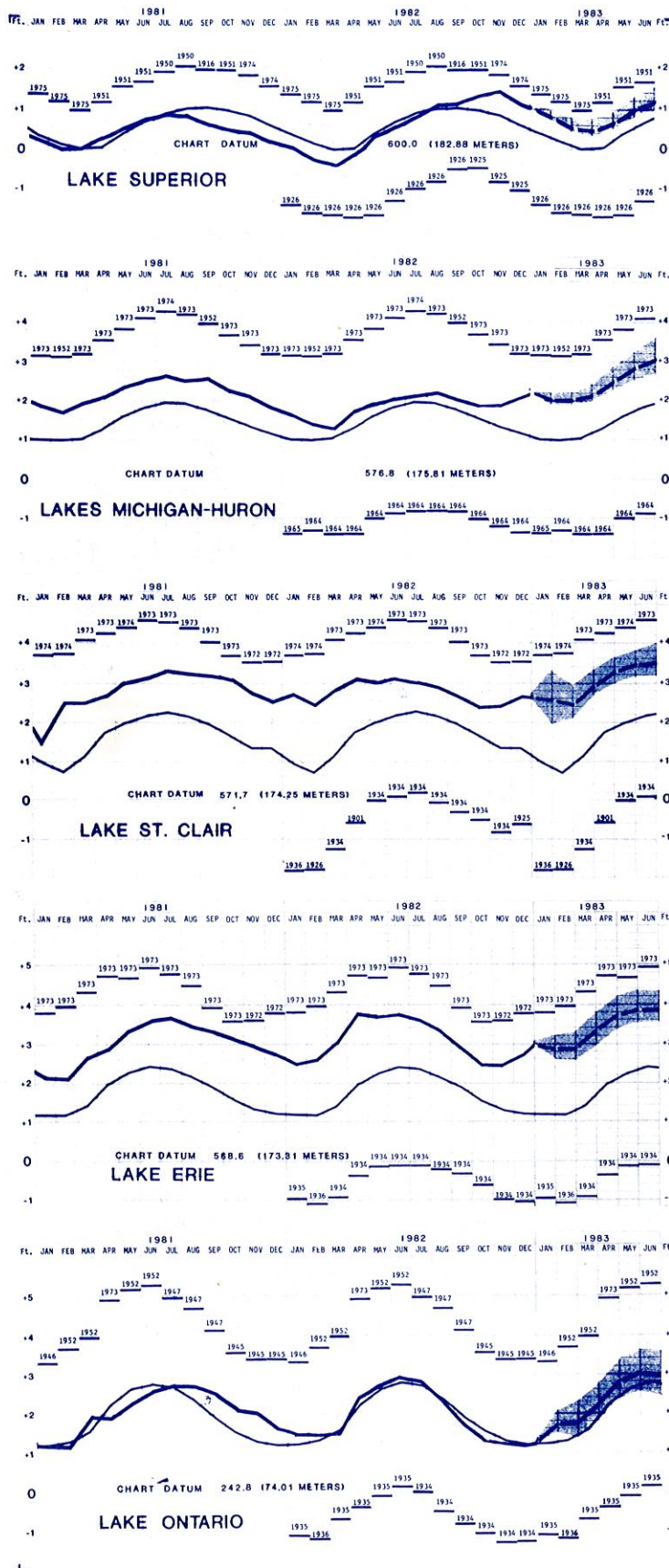
Hydrographs are in feet above (+) or below (-) Chart Datum, the plane on each lake to which navigation chart depths and Federal navigation improvement depths are referred.

Chart Datum and all other elevations are in feet above mean water level at Father Point, Quebec (International Great Lakes Datum 1955). To convert feet to meters, multiply feet by 0.30480.

DECEMBER MEAN LAKE LEVELS

	Superior	Mich.-Huron	St. Clair	Erie	Ontario
*1982	601.14	578.89	574.36	571.38	243.99
1981	600.21	578.65	574.23	571.33	244.43
Max. Year	601.53 1974	579.97 1973	575.21 1972	572.35 1972	246.19 1945
Min. Year	598.94 1925	575.40 1964	571.05 1925	567.53 1934	241.48 1934
1900-1981 Avg.	600.59	577.94	573.02	569.87	244.00

*provisional



The Erie Yacht Club Auxiliary
cordially invites you and your guests to a
Spring Luncheon
Tuesday, May 3, 1983 at 12:30 p.m.
Champagne Punch served at 11:30 a.m.
Fashions by My Friend's Place
\$7.50 per person

Table Reservations - Limited
Please Send To:
Mrs. Richard Waller
534 Shenley Drive
Erie, PA 16505

Deadline Date - April 22
Your check is your reservation

I hope you have all been enjoying the mild winter as much as I have. After winter comes another of my favorite seasons - SPRING - and with it our only Fund Raiser that we have as the EYC Auxiliary. The money that we make from this luncheon, and our gift case, is used to beautify the Club. We have re-upholstered chairs, bought our silver (such as the candelabra and punch bowls) and decorated the ladies room among other things. Won't you please support it and get a table together for a fun afternoon of camaraderie, and help your club at the same time? We are asking for donations of cookies to be delivered to the Yacht Club on Monday, May 2. If you would like to do this, contact Helen Fuhrman (864-3140) who has graciously accepted this responsibility.

Dee Lasher

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- NOTICE -

No one has claimed the cradles at the northeast corner of the Club. A notice was posted in the January issue of The Log concerning this matter. As of March 1st, 1983, they became the property of The Erie Yacht Club. Anyone interested in bidding on them, should submit same in writing to Fleet Captain, Jim Owen. The proceeds will be used to help defray the cost of upgrading the northeast corner of the Club.

Jim Owen
Fleet Captain



★ ★ ★ ★ ★

I would like to thank those who contributed material for this edition of The Log. We have received material from our out of town members as well as local people. It's nice to see the interest you folks have in making our Log a success.

Our flag has been at half mast since we've last talked. Condolances to the families of Byron Cooley, Forman Craton, and Chet Curriden. They will be missed by all who knew them. I think this little prayer received from Anne Gregory of Pittsburgh, PA, might be a proper salute to our fellow members who have crossed over.

Dear Mr. Weislogel:

I found the following "scriptures" in my mother's Bible. She was Swedish and a viking from way back. Thought you might be interested in this for your Log.

"The Lord is my Pilot, I shall not drift,
He lighteth me across the dark waters,
He steereth me in the dark channels,
He keepeth my log,
He guideth me by the star of holiness for his name's sake,
Yea, though I sail mid the thunder and the tempests of life,
I shall fear no danger, for thou art with me,
thy love and thy care they shelter me,
Thou preparest a harbor for me in the homeland of eternity,
Thou anointest the waters with oil,
my ship rideth calmly,
Surely, sunlight and starlight shall favor me on the
voyage I am now on,
And when I have come to the end of this voyage,
then I will anchor and rest in the port of my heavenly
father forever."

Sincerely,

Anne Gregory

Capt. J. Rogers

Next issue of The Log will go to press in May. Persons having Log info and photos, please have them in my box by May 15, 1983. Smooth sailing until next time. Editor Greg Weislogel



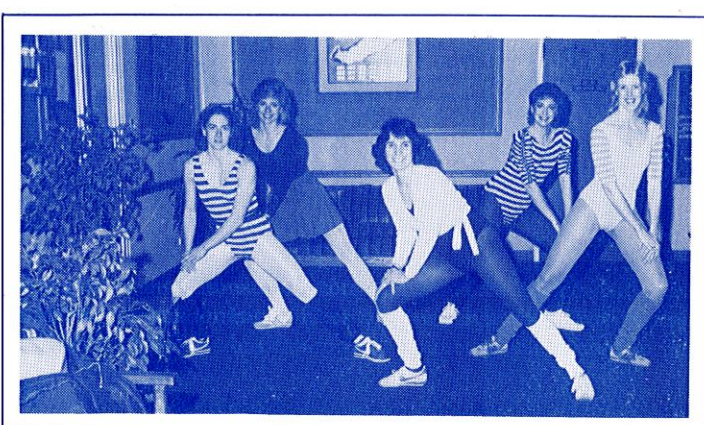
Models who had a complete Beauty Make-Over at March affair. From left to right: Jane McBrier, Dee Lasher, Nancy Baldwin, Sally Lund, Nedra Lillis, and Helen Tucker.



Some of the women enjoying the demonstration.



Edna Siegel (center) and her designers from "Savoir Cheveux" who performed the artistry.



Mary Ann McCarthy and some of her students giving an aerobic dance demonstration at the February meeting.



Super-Bowl Sunday

Garry Elmgren, his step-son Ed, and friends won the 1st Annual Loudmouth trophy on Super-Bowl Sunday. Congratulations Happy !



Getting in shape can be great fun !

As you can see, we have been having a great time. Why not come to our April luncheon? It will be Wednesday, April 6. Social Hour 12:00 P.M. Luncheon 1:00 P.M. The program will be a unique presentation by the Decorating Den. For reservations call Marilyn Amthor 866-2392 or Ellie Matts 833-5809.

ERIE YACHT CLUB SAILING SCHEDULE 1983

Classes: A Fleet (over 30 feet), B,C Fleet (under 30 feet), D Small Boats

MAY

Wed	5-18-83	Spring #1	Bay	A,B,C	1855
Wed	5-25-83	Spring #2	Bay	A,B,C	1855
Sat	5-28-83	Spring #1, #2, #3	Bay	D	1300
Sun	5-29-83	Mork Race	Bay	A	0855
		Lighthouse Race	Bay	B,C	0900

JUNE

Wed	6-1-83	Spring #3	Bay	A,B,C	1855
Thur	6-2-83	Spring #4	Bay	D	1900
Sat	6-4-83	Erie Open	Bay	D	
Sun	6-5-83	Erie Open	Bay	D	
Wed	6-8-83	Brierpatch #1	Bay	A	1855
		Summer #1	Bay	B,C	1900
Thur	6-9-83	Spring #5	Bay	D	1900
Sun	6-12-83	Gilmore Race	Lake	A	0955
		Lake Timed Start	Lake	B,C	1000
Wed	6-15-83	Brierpatch #2	Bay	A	1855
		Summer #2	Bay	B,C	1900
Thur	6-16-83	Spring #6	Bay	D	1900
Fri	6-17-83	Dover Series	Lake	B,C	0530
Sat	6-18-83	Fathers Day Ladies			
		Skipper Race	Bay	A	1400
Thur	6-23-83	Spring #7	Bay	D	1900
Sat	6-25-83	Interclub Cruise Erie-Dover	Lake	A	0530
Sun	6-26-83	Dover Triangle	Lake	A	
Mon	6-27-83	Dover-Dunkirk	Lake	A	
Tue	6-28-83	Dunkirk-Abino	Lake	A	
Wed	6-29-83	Abino-Buffalo	Lake	A	
Thur	6-30-83	Summer #1	Bay	D	1900

JULY

Sat	7-2-83	Firecracker	Lake	A,B,C	0855
Sun	7-3-83	Firecracker	Bay	A,B,C	0855
Wed	7-6-83	Brierpatch #3	Bay	A	1855
		Summer #3	Bay	B,C	1900
Thur	7-7-83	Summer #2	Bay	D	1900
Sun	7-10-83	Chet Curriden	Lake	B,C	1000
Thur	7-14-83	Summer #3	Bay	D	1900
Fri	7-15-83	Night Lighthouse	Bay	A,B,C	1955
Thur	7-21-83	Summer #4	Bay	D	1900
Sat	7-23-83	Erie-Ashtabula	Lake	B,C	0700
Sun	7-24-83	Ashtabula-Erie	Lake	B,C	0800
Sun	7-24-83	Summer Lake Race	Lake	A	1000
Thur	7-28-83	Summer #5	Bay	D	1900
Sat	7-30-83	Dover Weekend	Bay	A,B,C	1355

AUGUST

Sun	8-1-83	Dover Weekend	Bay	A,B,C	0955
Thur	8-4-83	Summer #6	Bay	D	1900
Thur	8-11-83	Summer #7	Bay	D	1900
Thur	8-18-83	Fall #1	Bay	D	1830
Sat	8-20-83	Governor's Cup	Bay	A,B,C	1000
Sun	8-21-83	Mayor's Cup	Bay	A,B,C	1000
Wed	8-24-83	Fall Evening #1	Bay	A,B,C	1855
Thur	8-25-83	Fall #2	Bay	D	1830
Sat	8-27-83	Bluff Bar Race	Lake	A,B,C	0800
Wed	8-31-83	Fall Evening #2	Bay	A,B,C	1855

SEPTEMBER

Sat	9-3-83	Fall #3, #4, #5	Bay	D	1300
Sun	9-4-83	Fall #1	Lake	A	0955
		Autumn Lake Race	Lake	B,C	1000
Wed	9-7-83	Fall Evening #3	Bay	A,B,C	1855
Thur	9-8-83	Fall #6	Bay	D	1830
Thur	9-15-83	Fall #7	Bay	D	1830

Sun	9-18-83	Fall #2	Bay	A	0955
		Bay Timed Start	Bay	B,C	1000
Sat	9-24-83	Frostbite #1	Bay	B,C	1000
Sun	9-25-83	Fall #3	Bay	A	0955
		Frostbite #2, #3	Bay	B,C	1000
OCTOBER					
Sun	10-2-83	Reverse Handicap	Bay	A,B,C	1300

PRESQUE ISLE PHRF CHAMPIONSHIP

Entry Fee \$10.00

Eligibility: PHRF Lake Erie Rated Yachts Stationed in Erie

Date	Race	Distance	Location
5-29-83	Mork/Lighthouse Race	12.60	Bay-Lake
6-8-83	Brierpatch #1	4.61	Bay
6-15-83	Brierpatch #2	4.61	Bay
7-3-83	Firecracker #1	15.00	Lake
7-4-83	Firecracker #2	4.61	Bay
7-4-83	Firecracker #3	4.61	Bay
7-6-83	Brierpatch #3	4.61	Bay
7-15-83	Night Lighthouse	12.60	Bay-Lake
8-20-83	Governor's Cup	9.22	Bay
8-27-83	Bluff Bar Race	65.00	Lake
9-4-83	Fall #1	15.00	Lake

(Must race in 6 races to qualify. Scoring will be based on the best 3 races sailed under 10 miles, and the best 3 races sailed over 10 miles.)
Scoring will be 1/4, 1,2,3 per finish.

PRESQUE ISLE PHRF 110% JIB AND MAIN CHAMPIONSHIP

Eligibility: PHRF Lake Erie Rated Yachts Stationed in Erie

Entry Fee: \$10.00

(Must sail 3 races to qualify for trophy. Best 3 count.)

6-18-83	Father's Day Ladies Race (Female Helmsman)
7-24-83	Summer Lake Race
7-30-83	Dover Weekend
8-1-83	Dover Weekend
8-20-83	Governor's Cup (Must file entry)
8-21-83	Mayor's Cup (Must file entry)



Here are some *Definitions* and *Daffynitions* from the "Spar and Prop" flyer of the Toronto Hydroplane and Sailing Club of Ashbridges Bay, I hope you will enjoy. Anyone having any new definitions or daffynitions, send them to the Log editor.

DEFINITIONS

Holystone – Small piece of soft white sandstone used for cleaning wooden decks by abrasion. To clean with holystones.

Fracto Nimbus – Small and irregular pieces of nimbus cloud, generally known as "Scud".

Reeve – To pass end of a rope through a block, thimble or other opening.

Zugites – The middle tier of oarsmen in an ancient Greek trireme.

DAFFYNITIONS

Bering Straits – What the navigator is supposed to get.

Ketch – To overtake another boat.

Launch – Mid-day meal on board.

Broadreach – A game played by the crew when there are girls aboard.

Polyester – A couple of swell girls at our last game.

Sextant – A temporary shelter useful to play the game.

Becalm – What to do if the wives come aboard while you are playing the game.

Thwart – What the wives will do to the game plan.

Keel – What the wives may do to the crew.

HAPPY HOURS:
4:30 to 6:00 P.M.



ERIE YACHT CLUB
P.O. Box 648
Erie, PA 16512

1983 ERIE YACHT CLUB DIRECTORY OFFICERS & DIRECTORS

TITLE/NAME	ADDRESS	HOME	BUSINESS
Commodore Robert L. Lasher	217 Indiana Drive, 16505	455-5114	455-9038
Vice Commodore Donald Sheeran	330 Connecticut Drive, 16505	452-2064	454-4221
Rear Commodore William J. Behr	1060 W. 39th Street, 16509	866-9747	same
Fleet Captain James L. Owen, Sr.	2618 E. 33rd Street, 16510	899-2479	452-4340

DIRECTORS

Clarke S. Bressler	800 Wedgewood Drive, 16505	833-1497	875-3486
Clement C. Chesko, Jr.	1936 W. 8th Street, 16505	899-2917	453-4410
William H. Corson	521 Rondeau Drive, 16505	833-1279	833-9881
Arthur Fuhrman	305 W. Grandview, 16508	864-3140	868-4691
Douglas A. Loesel	1032 W. 6th Street, 16507	454-2202	453-4335
Seth J. Marshall	526 Lincoln Avenue, 16505	N.A.	838-3511
Gustave Neuss, Jr.	810 Pasadena Drive, 16505	833-7500	833-7500

Secretary-Treasurer

G. William Ambro	439 Nevada Drive, 16505	455-8501	same
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Manager

Jane H. Haener	3126 Maple Street, 16508	866-6124	453-4931
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Dock Master

Douglas C. Pomorski	1108 Brewster Street, 16503	456-8169	453-4931
			454-9303

Boat House

Long Range Planning

Wilbur E. Johnson, Jr.	219 Monaca Drive, 16505	455-8880	454-5844
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Coast Guard

			836-2097
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Entertainment

Donald A. & Audrey Brotherson	1318 W. 9th Street, 16502	459-4148	453-3913
Bud & Mary Weckesser	5370 Wolf Road, 16505	833-5603	838-8865

COMMITTEE CHAIRPERSONS

Finance	P/C Richard Waller
Fleet Activities	Mr. Richard Robertson
LOG Editor	Mr. Greg Weislogel
Publications	Mr. Arthur Fuhrman
Rules	P/C Gustave Neuss
I.L.Y.A.	Mr. Jack Bierley
Director of Adult & Junior Sailing	Mr. John Schultz
Historian	P/C George Sipple
Publicity and Club Events	Sylvia Burdick
Junior Sailing	James Taylor

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