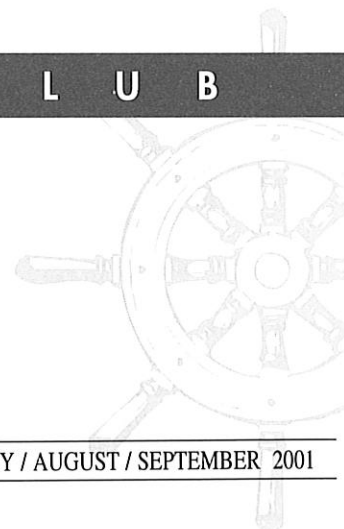
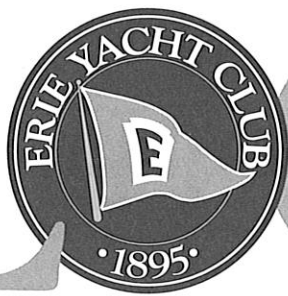


The LOG



VOLUME XI, ISSUE III

ERIE YACHT CLUB • P.O. BOX 648 • ERIE, PA 16512

JULY / AUGUST / SEPTEMBER 2001

Offshore St. Thomas to Newport...oops! Bermuda!



Our Rear Commodore signs on as AB for a delivery of member Bill Conner's lovely yacht Cabaret.

As I stepped off the plane in St. Thomas, feeling the warmth of the sun on my face, I contrasted it to a scene seven short hours ago in Erie. I had scraped the ice off the windshield, raced to the airport, and observed the plane being deiced before we could take off! Come on, we're talking April 25th when we are supposed to have rain showers not snow flurries!

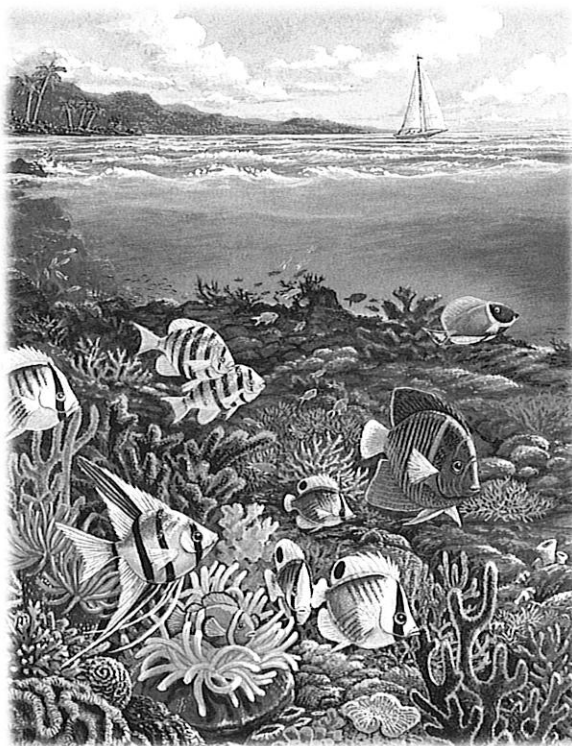
I also was wondering what kind of weather we would encounter as we sailed a Hylas 54 to Newport. Considering the wide change of latitude and unpredictable weather, my seabag contained everything from shorts to survival suit.

A normally short ride from the Cyril E. King Airport to the Safe Haven Yacht Marina took over an hour due to Carnival celebrations. However, enjoying the comfortable 85-degree temperature under the sunny skies in the Caribbean made the delay seem pleasant.

Upon boarding *Cabaret*, I met Barry Haig, a very experienced young captain. I was also introduced to the cook/steward, and the two other crew members, both captains. Chuck is the owner of an art gallery in Charlevoix, and Wayne is a dedicated teacher trying to make a difference in the young lives of the underprivileged in the Boston public school system. Each conversation was stimulating. I felt fortunate to be among these shipmates.

The four of us would stand watches of four hours on and four hours off during the day. Then at night, we would have three hours on duty and three hours off. This was a watch system I didn't look forward to, but by passage end, came to like very much.

We stowed gear, took on water, fuel, supplies, and took a long hard last look at the Weather Channel. Nothing exciting, just a few weak lows and a huge high. We planned on 10 to 12 days on the water and a com-



puter program aboard would make it easy to keep a routine daily check on the weather.

The next morning, after a safety briefing, we pushed off. It was a bright sunny day with east to northeast winds at 10-15 knots with no sea to speak of. We were making a comfortable 8 knots. The water temperature was a very warm 79 degrees.

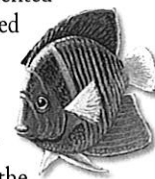
St. Thomas is near 18° latitude. We were headed directly to Newport which is about 41° latitude and some 1400 nautical miles distant.

By nightfall, I was fairly familiar with the boat and instrumentation. The Hylas 54 is a well-built, German Frers designed, Taiwan 54' cutter rigged sailboat, powered by a 92 horse turbo-charged Yanmar diesel and fitted with a bow thruster system. The mast stands some 71 feet above the water. The lay-out down below is almost identical to my boat, *Sojourner*, but that is where the similarity ends. You can imagine the added room, appointments and gear represented

by the additional 12,000 pounds of gross weight! We lacked nothing in sail handling and instrumentation.

Cabaret is equipped with a roller furling main, roller furling Genny and stay sail. All of the running gear led to the cockpit with a power working winch and power primary winches. Standing at the helm, under a bimini attached to the dodger, you would see the deck-mounted radar repeater with charting capability, four large LED displays programmable for everything from true wind speed to water temperature.

Down below, the nav station had it all-radar, Nobeltec navigation system on a laptop computer, GPS, backup GPS. There was an SSB marine radio coupled to the computer's Corfax program for automatically scheduling, receiving, filing and reviewing weather faxes. And to mar the tranquility, you could be contacted from anywhere in the world on the Imarsat telephone system.



(continued on page 2)

...oops! Bermuda!

(continued from page 1)

The first night out we found ourselves in the vicinity of US Navy warship games. While we stayed clear of them, the VHF crackled with the Navy trying to keep other vessels out of harm's way. The night was pleasant. Our course all the way was to be 001° magnetic, (*until the "event"*), which put the Southern Cross above our transom and the North Star on our bow. I stood 8pm to 11pm and 2am to 5am that night and early morning. The next night, it would be 11pm to 2am and 5am to 8am. Under main and Genny, with the auto pilot doing the heavy work, there wasn't much for us to do at night in unchanging conditions, except to keep an eye out and watch the radar. This watch system meant that you spent one hour less trying to stay awake on the dog watch, and due to the general sleep disruption pattern, made it pretty easy to drop off and sleep soundly coming off watch.

Other features of the boat include an 18-gallon-per-hour water maker, two full walk-in showers, washer/dryer, ample stowage, large tankage, huge refrigeration and freezer capacity, and to run all this, an 800-amp-hour battery system charged by an 8 KW Onan diesel generator.

The second day out, the wind went aft a bit and two of us easily set the asymmetrical spinnaker with a slick sock system, which gave us 5-9 knots all day. We had a hand line out most days, but to no avail. I was, however, anxious about what the fishermen among our crew would do with a tuna at nine knots under spinnaker! By this time, the salt buildup was quite noticeable on our bodies, clothes and on the deck.

That night, I was called out on deck. There, dead ahead of us on the horizon, loomed a very bright white light fused with a prominent red blinking light, with an interval of about one second. We tried to make contact by radio, but to no avail. As a result, we altered course and gave the *eerie* object a wide berth. The Rules of the Road make no mention of a blinking red light, and the fact that we did not get close enough to see what it was, led us to speculate that it may have been either a fire boat standing by a potential problem, or a refueling operation.

For the next two days, the wind went soft and the weather turned squally. The rain squalls were isolated and the panoramic view was majestic, especially when the cells moved across a setting or rising sun. We managed to avoid them by motoring some. We operated on the three-knot rule; less than three knots for 15 minutes, power up. At 1500 rpm, we would do four to four and a half knots. Not being able to move very fast and wallowing in the swells was frustrating. However, the sight of those rather large ocean swells with no wave pattern is one I'll never forget. They looked like a huge expanse of gently undulating blue sand dunes. Gradually, the feeling of being alone in the vastness of the ocean set in. Knowing that the bottom is two and a half miles below your 54' cocoon, makes one feel very puny indeed! During the entire passage, outside of the Navy vessels, we saw only two container ships and one tanker. As for wildlife, we saw a few tropical birds and the usual flying fish. On two occasions, we were accompanied by several playful dolphins. The water temperature was now a warm 72 to 75 degrees.

As we came into the high, the wind moved forward and stiffened. Under reduced main and Genny, we sailed comfortably at seven knots in an organized sea with four- to six-foot waves and 25 knots across the deck.

The wind increased during that night and I found the cabin sole to be the only place I could stay put and sleep. Coming up on deck for the morning watch, I found 35 knots across the deck with 15-footers in a disorganized sea tossing us around a bit. We were moving nicely under auto pilot with the staysail, a bit of Genny, and a little main out for steadying. That's when our plans changed. Suddenly, the boat fell off. Thinking that the auto pilot had become overwhelmed, I jumped to the helm to release the auto pilot and come up on course. But, the helm refused to answer. After gaining some way downwind and trying to jibe around, I still couldn't get the boat to come up. We powered up, took in the staysail, and I was finally able to hold what passed for a course. It was obvious that something was damaged in the steering system. Barry rigged the emergency tiller smartly, but it gave us no more control. The wheel could go from stop to stop and would tend to direct the boat when hard over either way so it appeared that the rudder had broken with some rudder left, but not much.

We were 700 miles off the mainland and 300 miles from Bermuda. The decision was made to head for Bermuda. This meant hand steering almost directly into the wind for the better part of three days. That is what we had to do. I have to tell you that the steering was not easy.

There was no such thing as setting the wheel and holding the course. The rudder did nothing amid ship and had to be about half over to effect a heading change. and when the change started to take place, you had to rapidly put the helm over to the other side to prevent over-correcting. In heavy to moderate seas, it was constant movement. We thought by adjusting the auto pilot sea state controls and gains, we could come up with a setting that would work, but no way could we fool the auto pilot. There was no setting for "reduced rudder!"

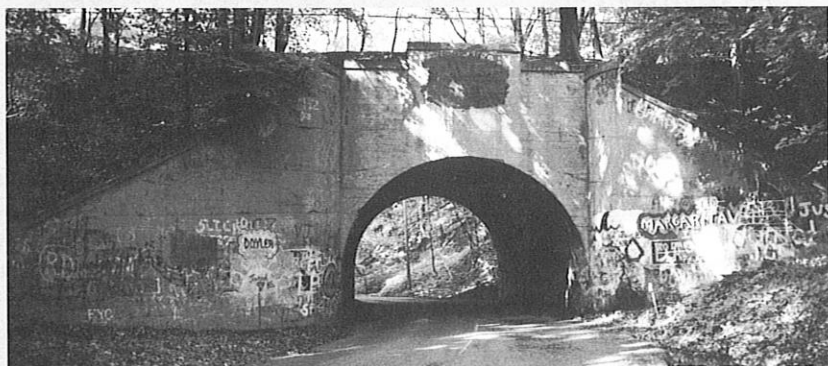
On the seventh day, we made our way into St. George's, Bermuda to the customs dock, where we processed in and proceeded awkwardly to Med-moor at a nearby marina. Water temperature now read a moderate 66 degrees. After two thorough wash downs, we enjoyed a cold beer and a shore meal at the White Horse.

The next day, I was able to tour the island and get a sense for the geography. Bermuda is actually a group of adjacent volcanic islands with no great height and a huge area of reefs to the northwest. We were at the east end. At 2pm, we started a two and a half hour tow to the Dockyard at the west end. This is the site of the huge and very impressive British Naval Yard built in the mid-1800s.

The following morning we were hauled out and viewed the damage. The rudder, as built, measured about six feet in length. It was broken off at the skeg. All we had left was 20"! *Cabaret* sat on the hard in Bermuda until the surveyors, insurance types and owner could sort it out. At the end of May, with a new rudder and absent this crew member, she set out to finish the passage, which would ultimately bring it to Bay Harbor in Little Traverse Bay, Michigan, with a stop at the EYC.

While I regret not being able to complete the passage to Newport, seven days at sea beats anything ashore!

— Peter Traphagen



Before & After

A great big THANKS to member Richard "Mickey" McMahon, owner of Beals-McMahon Painting, for donating all the labor and material to paint the bridge over Ravine Drive. All this work took three days and was completed a week before Opening Day. The bridge was completely cleaned with a high-pressure hose, painted, and then sealed with an anti-graffiti coating. Thank you Mickey!



Catering

Members

Please don't forget your Club the next time you need to arrange a business meeting lunch.

Our catering manager, Laurie Richardson, can help you arrange the perfect meeting with all the audio visual equipment and special lunch menus.

Remember to call Laurie for all special party needs...

Weddings, Showers, Christmas Parties,
Company Awards Banquets

Call Today
453-4931

Classified

CLASSIFIED SECTION

1997 SEADOO CHALLENGER 1800. Very low hours, includes trailer and lots of extras. \$11,000. Call Amber at 455-0370, ext. 224.

28' CARVER RIVIERA, 1985, excellent condition, fully loaded. \$24,000 or best offer. Contact Bob McGee at 838-2657 or 838-6551.

JY-15 #940, original sails, plus a five-regatta old set of race sails, all new line in 2000. Includes new rub rail kit. Reason for selling: I upgraded to a newer boat. Don't forget 2001 North Americans in Erie \$2,500. Contact Mike Hertner at 814-456-1938 or m.hertner@att.net.

SPECIAL TO EYC MEMBERS! Martha's Vineyard house, fully equipped Victorian, near shops and ocean. For lease by the week, June-September. About \$1,200. There are two nearby yacht clubs. One of them has reciprocal privilege with EYC. Contact Annette Sandrock or Brian Kinal at 814/480-8676

"STATIONBREAK" is for sale. 37' sailboat is looking for new owner. Too many extras to mention. For full specs and pictures, e-mail Doug at US203252velocity.net or call 814/453-2436. Asking \$29,900.

CANVAS FOR SALE. Will fit 32' sedan Cabin Cruiser with fly bridge. Canvas is in 2 sections for easy installation. Excellent condition. Phone 833-5481.

FOR SALE. Five (5) jackstands suitable for dry storage of keel sailboat with 4'-6' draft. Like new. \$250. Phone 833-7200.

TRADITIONAL CAPE DORY 25'. Sleeps 4. Main, Genoa, Jib, teak trim, great shape. New England-style boat. Loaded. Call 870-1725.

24' BAY LINER CIERA 2450, 1987, 230 OMC 10. Full galley, head, sleeps 5. Loaded. Low hours. \$13,000. Call Dick at 454-8995.

32' MARINETTE. Twin 225 Chrysler engines Fly bridge dual controls. \$18,995 or best offer. Rob or Rick 814/456-4261 or 814/474-0986.

22' REINELL SLOOP, 7.5 electric-start Mercury, porta-potti, all equipment and cradle. \$2,950. Harold Bender: days 833-6715; evening 456-6662.

1987 20' CENTURY - 260 Mercury I/O, Cuddy trailer - \$7,850. Call 814/474-3269.

To place an ad in the Classified Section, please send all ads to Mike Lynch. There is no charge and the ads will run for three "Logs." If you would like it to run longer, just notify Mike.



A-B-C-D-E & F

DOCK PARTY

Friday, July 20, 2001 • 7:00 pm
AT THE LIGHTHOUSE

If poor weather, move to the Clubhouse Deck.

You need to bring:

Salads: A-B Docks

Main Dishes: D-E & F Docks

Desserts: C Docks

Bring enough for 8-10 people.

*The Club will provide
soda pop, coffee, plates,
silverware & beer*

Come on down and meet your neighbors!

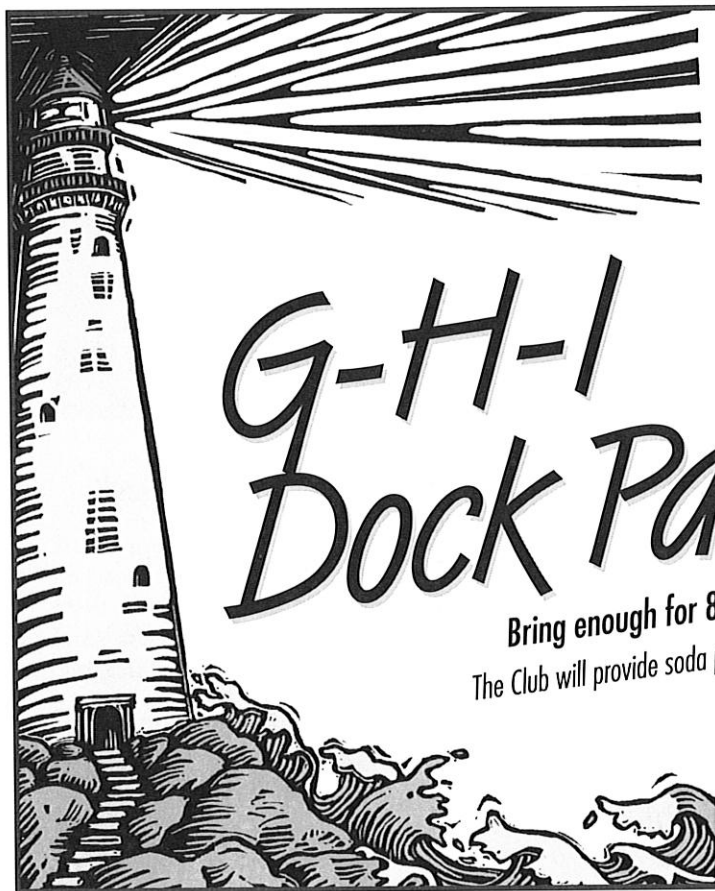


for the latest and
up-to-date information,
visit the **Activities** page
at the Club's Web site:

www.erieyachtclub.org



**Enjoy The
Summer!**



G-H-I Dock Party

Bring enough for 8-10 people
The Club will provide soda pop, coffee, plates.

Friday,
July 27, 2001
7:00 pm
at the Lighthouse

If poor weather,
move to the Clubhouse Deck.

You need to bring:
Salads: H Dock
Main Dishes: G Dock
Desserts: I Dock

Come on down and meet
your neighbors!

Clam & Crab Bake

Friday, August 17, 2001



\$18.75

Tax and tip not included.

Cocktails - 6:00 pm
Dinner - 7:00 pm
Entertainment - 8:00 pm

Enjoy the great sounds of the
50s, 60s, and 70s with
The Graduates



All You Can Eat!

New England Clam Chowder, Caesar Salad,
Garlic New Potatoes, Corn on the Cob,
Peel & Eat Shrimp, Clams, Mussels, Snow
Crab and Dessert

Call EYC office for reservations at 453-4931
Can't make the Dinner? Come on down later to enjoy GREAT MUSIC!
outside event - weather permitting



First ANNUAL Cast-Away Classic Golf Tournament

FRIDAY

August 3, 2001
Culbertson Golf Club
Edinboro, PA

\$65/person

12:00 pm Check-in/Registration
1:00 pm Shotgun Start
6:30 pm Cash Bar – EYC
7:30 pm Dinner – EYC



PRICE INCLUDES:

18 Holes of Golf
Cart
Beer and Pop on the Course
Trophy
Gifts
Prime Rib Dinner at EYC
Cash Bar

FORMAT:

4-Person Best Ball Scramble
1st Place Team 50% of Pool
2nd Place Team 30% of Pool
3rd Place Team 20% of Pool
Closest to the Burgee Cash Prize
Longest Putt with an Oar Cash Prize
Closest Drive to the Anchor Chain
Longest Drive Cash Prize

This is a co-ed tournament
open to all members and their guests.

BROUGHT TO YOU BY
THE EYC SOCIAL COMMITTEE

Ron Santos
Cast-A-Way Classic Chairman
Mike Lynch
Co-Chairman

First 25 teams to sign up will be taken.

All registrations must be in by July 27th, to the EYC Office ONLY.

Payment for all team members must accompany the registration form.

You can charge on your member number or make checks payable to the
Erie Yacht Club.

First ANNUAL Cast-Away Classic Golf Tournament Registration Form

Team Name: _____

Player #1: _____ Player #3: _____

Player #2: _____ Player #4: _____

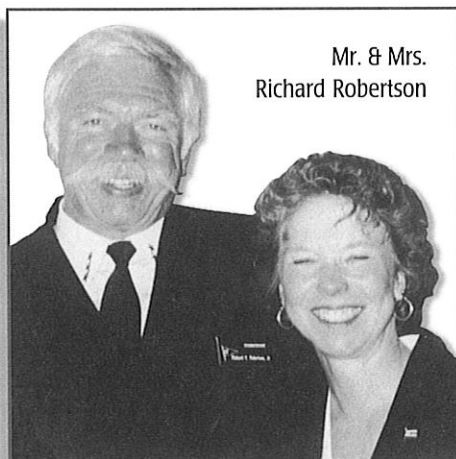
Charge my Member # _____ for _____ players' fees.

Signature: _____

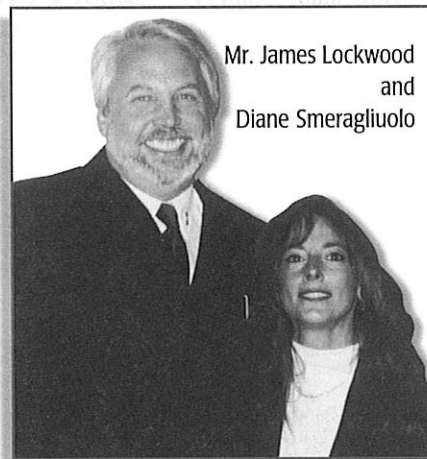
Photos from *Opening Day*



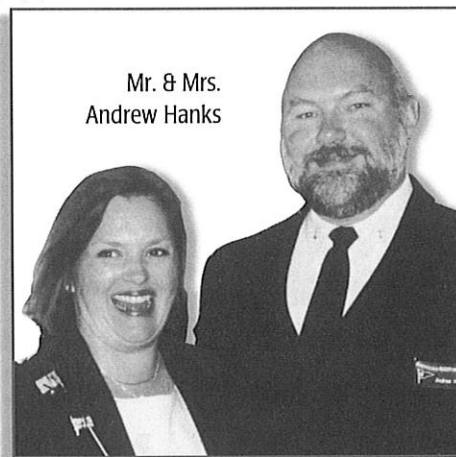
The Commodore, Mrs. Robertson, and the Bridge, wish to thank everyone involved in making the Opening Day Ceremonies a successful event. In spite of the weather, everyone who attended had a GREAT time.



Mr. & Mrs.
Richard Robertson



Mr. James Lockwood
and
Diane Smeragliuolo



Mr. & Mrs.
Andrew Hanks



Mr. & Mrs.
Peter Traphagen





17TH ANNUAL SAILING REGATTA FOR MS

SUNDAY, AUGUST 26TH



The sailboats will be **racing**.

The powerboats will be **cruising**.

The crews will be **partying**.

The music will be **playing**.

The beef will be **cooking**.

The corn will be **steaming**.

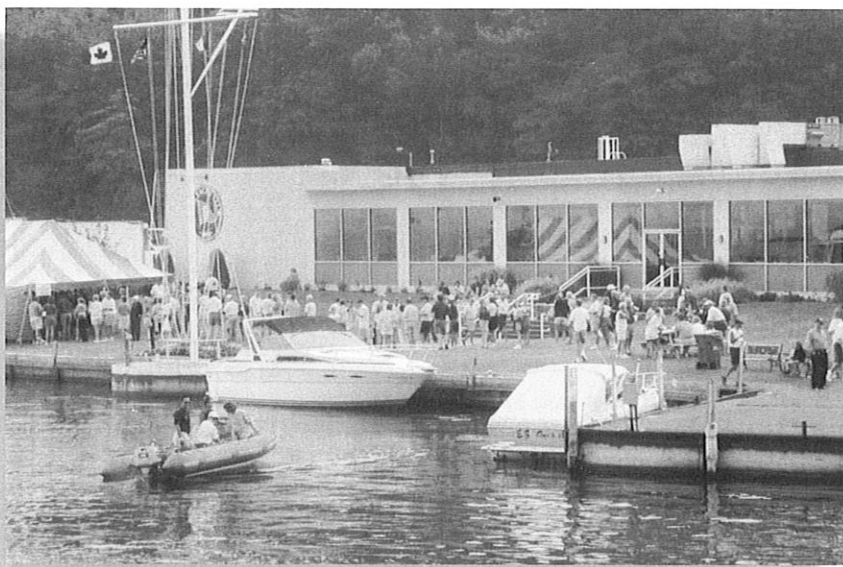
The beer will be **flowing**.

The duckies will be **floating**.

The cards will be **shuffling**.

The big wheel will be **spinning**.

And the good times will be **rolling**.

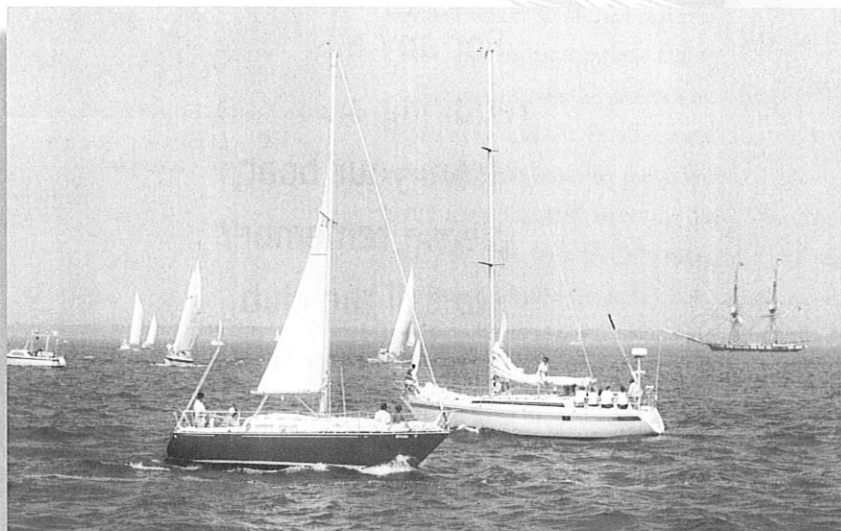


Best of all, we'll be raising money to benefit Multiple Sclerosis clients in Northwest Pennsylvania. It's the biggest, best, event of the summer, so line up your sponsor, fill out the entry form and have fun doing something good.



Hopefully the breeze will be **blowing**.
and the sun will be **shining**.

Will you be
participating?



Christmas in July



EYC MEMBERS,
Decorate
Your
Boats for...

The EYC Bridge Officers will award first, second, and third place gift certificates to the EYC Galley for the "Best Dressed" Yachts after sundown on July 13 during the EYC Fish Fry.

Erie Yacht Club Teen Dance with DJ Kevin

Thursday, August 16, 2001

7:00 pm - 10:00 pm

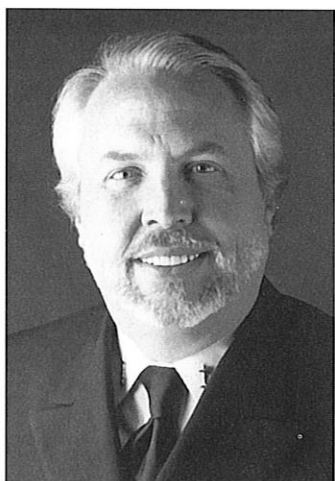
\$5.00

Pizza, Wings (Beverages are Extra)

For members' teens and their
friends ages 12 - 17

Safety Notice

For any accident requiring a 911 call from your boat, please remember to call the club after calling 911 so we can help direct them to your dock.



JIM LOCKWOOD
VICE COMMODORE

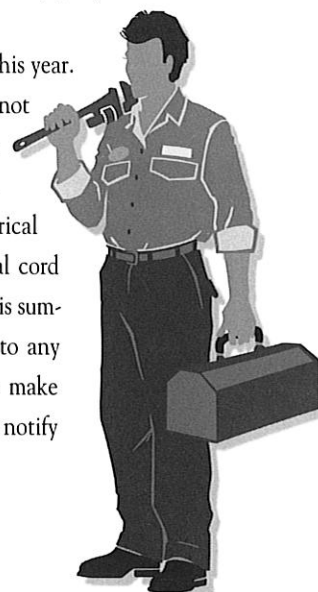
The Safety Committee has put in a tremendous amount of time and effort to help make us a safe operation.

Vice Commodore's Report

Well, summer is here, and I hope you are enjoying yours. The F-dock renovation is completed and the Jet-ski docks are in place. At the time of writing this article, we had one empty slip on I-dock and one Jet-ski dock unsold.

I encourage everyone to read your Slip Manual that you were mailed earlier this year. There is a lot of information in there and some of the items you may or may not be aware of. I call your attention to electrical hookups. The Safety Committee has put in a tremendous amount of time and effort to help make us a safe operation. One of the deficiencies they noted was that some members have run electrical connections to their boats that are not up to standard. You must use electrical cord and connections that are designed to stand up to an outdoor environment. As this summer progresses, we will be walking the docks and sending notification letters to any electrical connections we find to be substandard. All of this is in an effort to make sure no one is hurt. Your cooperation, by taking care of these before we need to notify you, would be appreciated.

Jim Lockwood
Vice Commodore



PETE TRAPHAGEN
REAR COMMODORE

Our events over the previous months have continued to be sold out.

Rear Commodore's Report

Despite weather warnings, the Opening Day ceremonies were well attended. We made an improvement in timely launching. There were only 35 boats left on the beach (down 50 from last year), and the drysailers regained almost all of their real estate by Opening Day. I hope we can continue that trend.

Our events over the previous months have continued to be sold out. By all reports, members and guests are really enjoying them. We're continuing to hold Sunset Happy Hour on the deck, Thursdays, from 5 to 7 pm, with DJ Toby supplying the music. The annual Family Picnic & Cookout underscores the family tradition of our Club and is always well attended. It will be held July 8th this year with fun for everyone from the toddlers to the grandparents.

On the 13th of July, Dan Dundon's entertainment committee has combined Christmas in July with the

Outdoor Fish Fry. Music is by Younger Brothers Band, and there will be prizes for the boats best decorated in the Christmas spirit. Watch for further announcements.

The Committee has come up with the first annual EYC golf tournament to be held at Culbertson on August 3rd. The awards dinner will be held there after the tournament. There is a lot of enthusiasm for this event!

And, to round out our seafood trilogy for the year, attend the Clam & Crab Bake with entertainment by The Graduates on August 17th.

Don't forget the EYC Entertainment Committee meets the second Tuesday of each month at 7:00 pm. If you have a constructive entertainment idea, want to make some event happen, or otherwise contribute to the process, stop by and join Dan's group.

Peter Traphagen
Rear Commodore

Oktoberfest

THE GERMAN BEER HALL AT EYC OPENS AT 5:30
SATURDAY, OCTOBER 13, 2001

featuring

German Food

WIENERSCHNITZEL,
SAUERBRAUTEN,
BRATWURST, KNACKWURST,
PRETZELS, SAUERKRAUT,
ROASTED CHICKEN,
BROWN BREAD,
POTATO PANCAKES,
RED CABBAGE,
GERMAN POTATO SALAD,
APPLE PANCAKES,
BLACK FOREST CAKE



Attire:

CASUAL or you may
DON BAVARIAN CLOTHES
to join our festive mood!

The cost is a mere \$16

PLUS TAX AND GRATUITY

THIS INCLUDES

YOUR ENTRANCE TO THE BEER HALL,
BUFFET, AND MUSIC!!

IF YOU WOULD LIKE TO RESERVE
A SPECIAL BEER MUG (GLASS),
THE COST IS
AN ADDITIONAL \$9.00*

*THIS PRICE INCLUDES BEER &/OR POP
ALL NIGHT!

REMEMBER TO RESERVE YOUR MUG
WHEN YOU CALL IN YOUR RESERVATION.
INDIVIDUAL BEER SALES & CASH BAR
ALSO AVAILABLE.

German
Entertainment

The Mad Bavarian
RETURNS BY POPULAR DEMAND
AND
Heimat Klang Alpine Band



ADULTS ONLY UNDERSTANDABLY

For several years, we have had the good fortune to have a GREAT committee of fellow members working together all year long to make Erie Yacht Club's OKTOBERFEST as special as we can. We have found most folks feel many things about the party are "just right," for example, the agenda, the terrific food, and the beer.

So, for the 2001 OKTOBERFEST you can expect:

- Starting out with entertainment during dinner by the Siebenbuerger Singers;
- The Alpine band returns with an "animated oompa band," to partner with The Mad Bavarian for a bang-up evening of continuous GERMAN entertainment, and;
- To reduce "crowding," only 250 tickets will be sold.

SO, FAIR WARNING . . . the OKTOBERFEST has always been an "instant" sellout! With our committee's hard work . . . well, you just don't want to miss it!!

- Dan Dindon and Gerry Urbaniak - Co-chairmen

PLEASE NOTE THE
FOLLOWING INFORMATION

FOR MEMBERS

- Call for reservations at 453-4931.
(Remember, no-shows will be billed.)
- Reservations sold out quickly last year, so call in early!
- This is limited to 250 people, first-come, first-served basis - more room to party - German fashion!
- The first reservations will be in the beer hall, then in the Grill Room. Those celebrants in the Grill Room will be able to enjoy entertainment via a special big-screen television system.



Club Functions



July

- 1st Sunday Champagne Brunch 11 am - 2 pm
\$9.95
- 4th Mid-Week Buffet – \$9.95
- 5th Sunset Happy Hour w/ "DJ Toby" .. 5 pm - 7 pm
- 8th Sunday Champagne Brunch 11 am - 2 pm
\$9.95
- Family Picnic 3 pm - 6 pm
- 9th Frolic on the Bay – Club Charity Event
- 11th Mid-Week Buffet – \$9.95
- 12th Sunset Happy Hour w/ "DJ Toby" .. 5 pm - 7 pm
- 13th Fish Fry with the "Younger Brothers Band"
- 15th Sunday Champagne Brunch 11 am - 2 pm
\$9.95
- 18th Mid-Week Buffet – \$9.95
- 19th Sunset Happy Hour w/ "DJ Toby" .. 5 pm - 7 pm
- 20th Dock Party: A, B, C, D, E & F Dock 7 pm
at the Lighthouse
- 22nd Sunday Champagne Brunch 11 am - 2 pm
\$9.95
- 25th Mid-Week Buffet – \$8.95
- 26th Sunset Happy Hour w/ "DJ Toby" .. 5 pm - 7 pm
- 27th Dock Party: G, H, & I Dock 7 pm
at the Lighthouse
- 29th Sunday Champagne Brunch 11 am - 2 pm
\$9.95



A decision was made by the Board of Directors to only publish four editions of *The Log*. Here are the next editions and the deadlines for anything to be in *The Log*.

EDITION	DEADLINE
Oct./Nov./Dec. '01	Sept. 5, '01
Jan./Feb./March '02	Dec. 1, '01
April/May/June '02	March 1, '02
July/Aug./Sept. '02	June 1, '02



for the latest in
Club Activities

www.erieyachtclub.org

August

- 1st Mid-Week Buffet – \$9.95
- 2nd Sunset Happy Hour w/ "DJ Toby" ... 5 pm - 7 pm
- 4th Grill Room Entertainment 8 pm
"Dueling Pianos"
- 5th Sunday Champagne Brunch 11 am - 2 pm
\$9.95
- 8th Mid-Week Buffet – \$9.95
- 9th Sunset Happy Hour w/ "DJ Toby" ... 5 pm - 7 pm
- 14th Junior Sailing Banquet
- 15th Mid-Week Buffet – \$9.95
- 16th Teen Dance 7pm
Sunset Happy Hour w/ "DJ Toby" ... 5 pm - 7 pm
- 17th Clam & Crab Bake w/ "The Graduates"
- 19th Sunday Champagne Brunch 11 am - 2 pm
\$9.95
- 23rd Sunset Happy Hour w/ "DJ Toby" ... 5 pm - 7 pm
- 26th Sunday Champagne Brunch 11 am - 2 pm
\$9.95
- MS Regatta – \$9.95
- 29th Mid-Week Buffet – \$9.95
- 30th Sunset Happy Hour w/ "DJ Toby" ... 5 pm - 7 pm

IMPORTANT NOTE FROM THE EDITOR!

It is IMPERATIVE that all articles for the upcoming Logs are submitted to me by the deadline date. I do not feel comfortable publishing the Log that includes events that have already taken place. Therefore, I will not accept an article after the due date.

Thank you for your cooperation.
Irene Boyles/Log Editor

September

- 2nd Sunday Champagne Brunch 11 am - 2 pm
\$9.95
- 5th Mid-Week Buffet – \$9.95
- 6th Sunset Happy Hour w/ "DJ Toby" .. 5 pm - 7 pm
- 8th Grill Room Entertainment with "Encore"
- 9th Sunday Champagne Brunch 11 am - 2 pm
\$9.95
- 12th Mid-Week Buffet – \$9.95
- 13th Sunset Happy Hour w/ "DJ Toby" ... 5 pm - 7 pm
- 16th Sunday Champagne Brunch 11 am - 2 pm
\$9.95
- 19th Mid-Week Buffet – \$9.95
- 23rd Sunday Champagne Brunch 11 am - 2 pm
\$9.95
- 26th Mid-Week Buffet – \$9.95
- 30th Sunday Champagne Brunch 11 am - 2 pm
\$9.95

WELCOME New Members OF THE ERIE YACHT CLUB

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John M. Orlando
Richard H. Nichols
Harry R. Diz
Frank Jarecki, Jr.
Thomas W. Miller
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