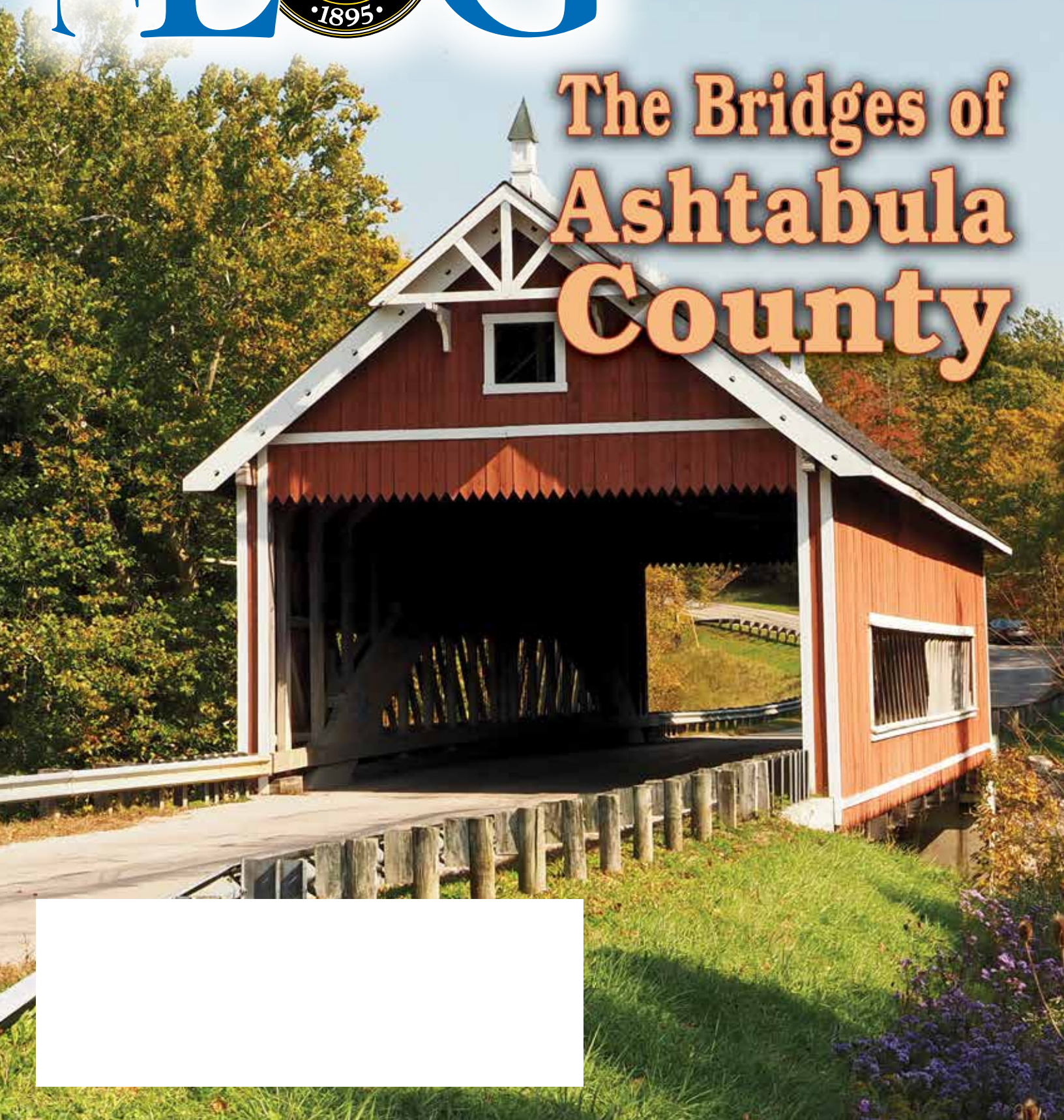


The LOG



The Bridges of Ashtabula County



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During these uncertain times the Erie Yacht Club and the publishers of their LOG magazine would like to send out a heartfelt thank you to all the advertisers in the LOG magazine both past and present. It is through your advertising that we are able to put together this informative magazine and bring it to the members and guests of the EYC.

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From the Bridge

by Vice Commodore David Sanner

Who would have imagined a year ago the world would be facing a pandemic? Fast forward to this March and, while still fighting the pandemic, there appears to be light at the end of the tunnel in the form of vaccines. So it goes for the Erie Yacht Club.

Your Club has survived very well through this troubling time by finding creative ways to carry on the Erie Yacht Club experience. This winter didn't allow us to enjoy the many fun activities we are accustomed to, but Spring is on the horizon bringing with it the start of the boating season, kicked off by opening day ceremonies.

The winter cold and COVID didn't keep many of our members from enjoying great food at the Club. Chef Michelle and her team have been busy revising the menu to include some new additions which I think you will really enjoy.

Your club managers and staff are at the ready to ramp up the activities as soon as possible. You can count on Thursday Night Happy Hours to be in full swing come this summer. In the meantime, stop down and enjoy a meal and Think Spring!

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On the Cover...

The Netcher Road Bridge in Jefferson Township is just one of nineteen picturesque covered bridges found in Ohio's Ashtabula County.

Photo by Tom Madura

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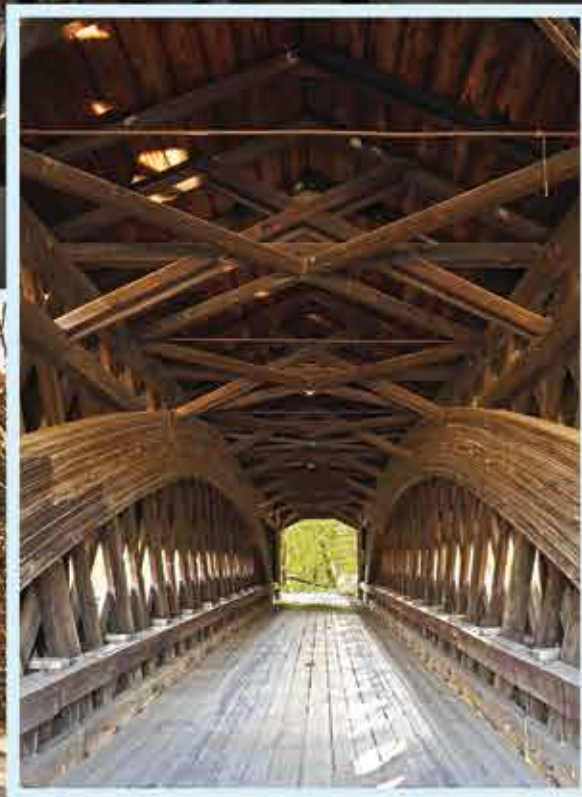
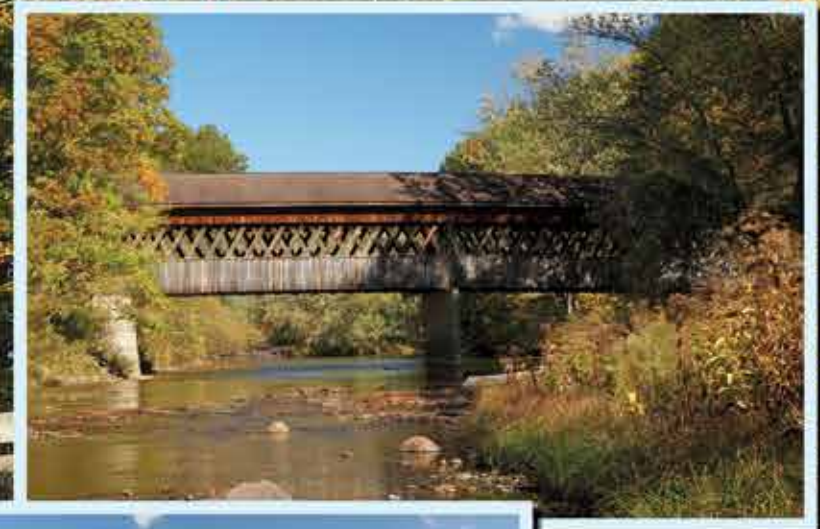
Danielle Adamowicz

Scan to learn about the Erie Yacht Club

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The Bridges of ASHTABULA COUNTY

by Tom Madura



In the 1995 film "The Bridges of Madison County", Clint Eastwood plays a photographer for National Geographic magazine, on assignment to photograph covered bridges in Madison, County, Iowa. The main plot involves an affair with Meryl Streep, the consequences on both their lives, and lots of soul-searching. But really, it was all about the bridges. (Not really - I just needed a good introduction.)

Much like lighthouses, covered bridges were originally very practical structures, but today harken back to an earlier time and have a sort of romantic, nostalgic appeal to them. Also, like lighthouses, they act as magnets for tourists and photographers, who can't resist their physical charm.

About 14,000 covered bridges have been built in the United States, mostly in the years 1825 to 1875. Today, surviving bridges are numbered at fewer than 1,000 by the United States Department of Transportation.

(continued on next page)

BRIDGES OF ASHTABULA COUNTY

(continued from previous page)

If you are a fan of covered bridges, or just want to know what all the fuss is about, you don't have to travel far. Although New England states, and Vermont in particular, are famous for their covered bridges, there are plenty in Pennsylvania, and nearby Ashtabula County, Ohio is a treasure-trove of them.

There are 19 covered bridges in Ashtabula County, including one recently built which is the longest one in the United States - the new Smolen-Gulf bridge, dedicated on August 26, 2008. The bridge is 613 ft. long and stands 93 ft. above the Ashtabula River.

If you are interested, one of the best sources of information is the website for the annual Ashtabula Covered Bridge Festival:

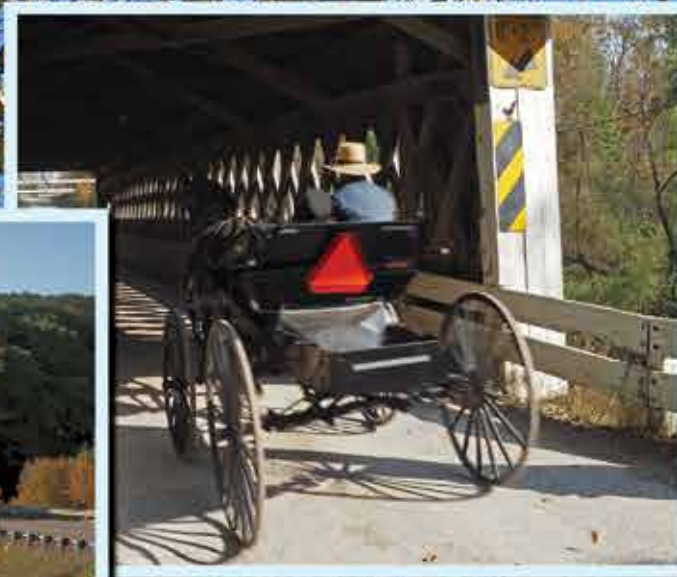
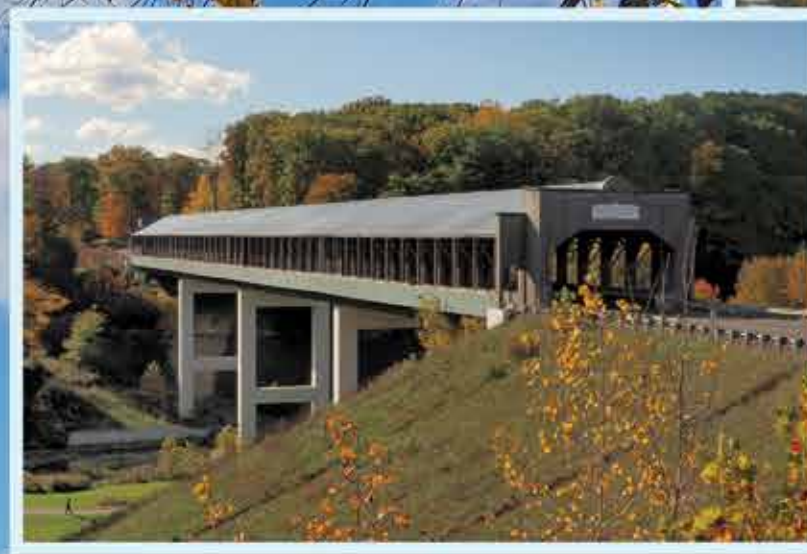
www.coveredbridgefestival.org.

There you will find detailed information on each bridge, as well as maps to direct you on a driving tour to visit each one.

Another advantage of touring these bridges is that most of them are located in the heart of Ohio wine country, giving you a choice of wineries to visit during the day.

Cindy and I spent several days last Fall photographing these bridges, and we thought you might enjoy the photos.

Note: That neither Clint Eastwood nor Meryl Streep were sighted.



Rules of the Road



by Jack McKibben

When you were of age to drive a car, you first had to take a written driving test. After you passed the written test you had to pass an actual driving test. Do you realize in Pennsylvania there is no age restriction to operate a power boat 25hp or less? If you were born before January 1, 1982 you can buy any size boat you like without ever taking any boater safety course. I think we have all encountered a few of these people. Last summer my wife was thrown off her seat when a large power boat passed so close that we didn't have time to turn.

The following is a brief review of the inland rules of the road.

On a beautiful weekend afternoon, the bay may be covered with all types of vessels not complying with the rules. Even if you don't know them, they can get you in trouble on the water. Even if you think you are following the rules, when there is something that you can do to avoid a collision - you must do it... even if you have to deviate from a different navigational rule.

For most situations, boats that encounter one another are designated as one of the following:

Give-Way Vessel

If you are the Give-Way vessel, you must act as if the "stand-on" vessel has the right to keep going the way it is going. It is your responsibility to signal your intentions to the stand-on vessel, and it is your responsibility to maneuver your boat around the other in a safe manner.

Stand-On Vessel

If you are the Stand-On vessel, it is your responsibility to acknowledge the intended actions of the give-way vessel. You must also maintain your current course and speed until the give-way vessel passes, or you enter a dangerous situation.

There is a "Pecking Order" that can be used as a simplified memory aid to determine right of way for vessels of different types. The lower most vessel on the list is the give-way vessel, and must stay out of the way of the vessels that are higher on the list:

- Vessels not under command
- Vessels restricted in their ability to maneuver
- Vessels constrained by draft
- Fishing vessels engaged in fishing, with gear deployed
- Sailing vessels
- Power driven vessels

The main situations of collision risk are overtaking, meeting head-on and crossing.



• The Crossing Rule:

All boats have a danger zone from 12 o'clock (dead ahead) to 4 o'clock (112.5 degrees starboard - the right). In a crossing situation, the boat in the danger zone (ahead and to the right) is the stand-on vessel. The give-way vessel must stop or slow down and let the stand-on vessel pass.

If the give-way vessel does not take the required action in this or any of the other situations, then the stand-on vessel operator must be prepared to take action to avoid collision.

At night, if you see a red light crossing right-to-left in front of you, you need to change your course. If you see a green light crossing from left-to-right, you are the stand-on vessel, and should maintain course and speed.



• The Meeting Rule:

When two boats meet head-on, both boats are required to turn starboard (to the right) to avoid the other.

At night, a head-on situation exists when both the red and the green running lights are seen at the same time. Pass port to port, red to red.



• The Overtaking Rule:

Any vessel overtaking any other vessel must keep out of the way of the vessel being overtaken.

The former is the give-way vessel and the latter are the stand-on vessel. This rule applies even if the overtaking vessel is propelled by wind.

This is only a brief coverage of the Rules of the Road. For more information contact the following organizations:

- The Erie Power Squadron <https://www.usps.org/localusps/erie/>
- U.S. Coast Guard Auxiliary <http://www.cgaux.org/boatinged/>
- Boat U.S. <https://www.boatus.org/courses/>

Loose Ends:

1. When boating near the west side of the Club, keep an eye out for the sailing school boats. They are just learning the rules of the road.
2. As you pass the outer buoys and in the Club basin there is a 5MPH and no wake zone. Please respect this rule. There may be members on their boats, in their slip that may not appreciate your wake.
3. On the days and evenings that the sailors are having their races all non-racers please give them wide berth. It's challenging enough to deal with the natural wind and waves without additional challenges of boater's wakes, obstructing their path or interfering with their planned strategies.



References:

- PA Boating Handbook
- Chapman Piloting
- Boat US Study-guide-navigation rules
- Electronic Code of Federal Regulations Part 83-Navigational Rules

America's Cup

Everything You Wanted to Know
(and some things you didn't)



Photo courtesy of P/C Dave Heitzenrater (2016)

Although almost all sporting events in the past year have been deeply affected by the Covid Pandemic it brings us all a little more hope of a return to "normalcy" when an event like the America's Cup continues on, that being said at the time of this writing the Prada Cup (The series of races used to determine the challenger for the America's Cup) is being delayed due to Covid - 19 concerns in Auckland.

The most watched race in the world of yachting was planned to go on off the coast of New Zealand on March 6th - 15th, 2021 with the 36th running of the America's Cup however with the delays in place visit: www.americascup.com. for the most up to date schedule.

When you discuss the America's Cup and its history, you are not just talking about the races themselves but the history of all boat design mirrored through the rule changes of this great race through the years.

History

The story of the America's Cup begins and ends with the "Deed of Gift". Much like America's own Constitution it has been amended and modified many times through the years, as well as being the subject of many court cases throughout the world.

The first race took place in Cowes, England around the Isle of Wight in 1851. In the race the schooner America with its radical new design (for the day) "horizoned" the rest of the fleet. It left the other contenders so far behind in fact that it left Queen Victoria who was observing the contest to ask who finished second? to which another observer replied "There is no second Ma'lady"

The prize a beautiful silver cup originally known as the "R.Y.S. 100 Cup" (Royal Yacht Squadron with 100 referring to its price in English Pounds) was renamed after the first race to 'America's Cup'. Afterward the cup was donated to the (NYYC) New York Yacht Club under the terms of the Deed of Gift. Making the "Auld Mug" available for perpetual international competition. It is inscribed with the names of the yachts that competed for it, with the matching base being added twice to accommodate additional names.



"America" winning the first cup in 1851 thus changing the name to the America's Cup.



The Deed of Gift of the America's Cup is the chief apparatus that administers the rules to make a lawful challenge for the America's Cup and the rules to conduct the races. The current version is the third revision of the original 1852 deed.

After the 1881 Cup match, the New York Yacht Club officially returned the Cup to George L. Schuyler, the sole surviving member of the syndicate that owned America to rewrite the deed to discourage inland-based yacht clubs from challenging the Cup.

This revised Deed also incorporated these changes: that the challenger's yacht club's annual regatta must take place on the sea or on an arm of the sea, and the challenging yacht must sail to the site of the contest on her own bottom, as the yacht America crossed the Atlantic to first win the Cup in England. Oddly enough in the entire history of the America's Cup only four countries have managed to secure the Cup and England is not one of them.

It is interesting to note that George L Schuyler's signature appears on the deed of gift used today, an EYC connection in that EYC member Tom Schuyler is a decedent of George.



Cutter Valkyrie II, was a British racing yacht that was the unsuccessful challenger of the 1893 America's Cup race against American defender Vigilant. No British Yacht Club has held the cup since the race was founded.

The Competition

The race itself has had many rule changes and amendments to the original Deed of Gift through the years. To fully understand these changes you will first need a brief explanation of the race itself.

The America's Cup is not an annual event and from what I could tell is pretty much held when there is enough formidable competition to warrant a race, and a challenge is made. It also does not run during wartime as an international event it most assuredly could promote further conflict amongst nations. As evidenced by the fact that this year will only be the 36th running of the race since its inception 170 years ago.

The original format of the race was to have a race (or a series of races) between two sailing yachts. The definition of what constitutes a sailing yacht being debated and changed through the years. One yacht known as the defender, represents the yacht club that currently holds the America's Cup and the second yacht known as the challenger, represents the club that is challenging for the cup.

(continued on next page)



President Kennedy & First Lady Observing the Race (1962)

America's Cup
Everything You Wanted to Know
(continued from previous page)

What defined a yacht to be eligible to compete for the cup has changed through the years. At first, the matches were raced between schooners that were 65-90 ft. at the waterline and were usually owned by wealthy sportsman. This culminated with the J-class regattas of the 1930's. World War II had caused a twenty year break from any challenge for the cup so in order to stimulate interest in the race once again the NYYC made changes to the deed of gift to now allow smaller less expensive 12 meter class yachts to compete. This class was used from 1958 until 1987. Subsequently being replaced in 1990 by the International America's Cup Class until 2007. At this point the race was such a milestone that it had created its own class of racing yachts (AC - Americas Cup Class)

In 1970, for the first time in America's Cup history, multiple "international" challengers raced for the right to challenge for the cup held by the New York Yacht Club, the defender. (Keyword being "international" because in 1964, for example, two British challengers competed for the right to challenge the NYYC.)



A few of the group of EYC members who traveled to Chicago in 2016 to take in the Louis Vuitton America's Cup World Series.

For the 1983 America's Cup match, the Royal Sydney Yacht Squadron, the "Challenger of Record", contracted with New York Yacht Club member, Paul Madden, to create "The Challenger's Cup". Paul Madden then contracted with Louis Vuitton to be the first sponsor of this Cup series that led up to the main event. Louis Vuitton offered a trophy to the winner of the challenger selection series. The winner was to be named the "Challenger" and allowed to race for the cup. This year's Challengers Cup series is sponsored by Prada and subsequently named The Prada Cup.

Another major change in what was eligible to race was the 2010 America's Cup which raced 90 ft. waterline multihull yachts (catamarans) after a long legal battle. The best of three "deed of gift" match was held in Valencia, Spain. The victorious Golden Gate Yacht Club then elected to run the 2013 edition of the cup race in AC72 foiling, wing-sail catamarans in which the cup was successfully defended.

The 35th edition of the race in 2017 featured a smaller version of the 2013 racers. These AC50's featured a winged sail, carbon fiber construction and "L" shaped daggerboards. The class allowed hydraulic control of the wingsails and appendages. Motors and computer automation was banned in the class. With each challenging team only allowed to build one AC50 for competition and ultimately only six boats were built.

It was held on the Great Sound in Bermuda and the challenger, Emirates Team New Zealand, won by a score of 7 to 1 over the defender, Oracle Team USA.

One of the most dramatic advancements in the past decade or so has been the introduction of foils into yacht design. Which essentially blurred the lines between boat and airplane. There are a number of different types of foils with each design having its pros and cons in regard to speed, maneuverability and ability to achieve full flight in the shortest time. These foils (technically hydrofoils) operate much the same as an airplane wing but instead of lifting it into the air like an airplane wing hydrofoils lift the boats out of the water thus decreasing resistance to the water and increasing speed.

Americas Cup class boats also use an aerofoil, The main wingsail works exactly the same way as an airplane wing, only rotated to stand up straight, rather than lie flat.

For this years cup challenge the 75 ft. monohulls will race mostly in "flight" at roughly 4 times true wind speed, up to 50 knots. These yachts are a true hybrid between plane and boat. With rapid advancements in design, technology and construction materials in recent years it seams what constitutes an eligible "Yacht" changes with every new challenge for the cup. It often seems that the winner of the race is determined as much in the courtroom and drawing board as it is on the water.

The trophy has been held by New York Yacht Club (NYYC) from 1857 until 1983 in which time the cup was defended successfully 24 times after finally being defeated by the Royal Perth Yacht Club's Australia II. This is in fact the longest recorded winning streak (by time) of any organized sport.

This years 36th running of the race promises to be another exciting outing. You have to look very closely at this year's contenders to notice the subtle differences between yachts, with hull shape being the most obvious difference. Each boat striding toward designs with maximum lift and minimal drag. Equally critical are the skills of the helmsman and trimmers making constant adjustments to keep the boat in "flight" at high speeds. Unlike the catamarans



The modern racing yachts log thousands of hours in design and millions of dollars to develop which results in as much a spacecraft as a boat.

in the past these AC75s have computer adjustable flaps on the foils, run by complex electronics and hydraulics custom designed by each team. These systems are set up by software and tuned to deliver maximum performance under the current wind and wave conditions.

(continued on next page)

| Defenders & Challengers | | | | | | | | | |
|-------------------------|------|---------------|----------------------------------|---|-------|--|----------------------------------|--|--|
| Rule | Year | Venue | Defending club | Defender | Score | Challenger | Challenging club | | |
| Fleet racing | 1851 | Isle of Wight | Royal Yacht Squadron | 8 cutters and 7 schooners, runner-up Aurora | 0-1 | John Cox Stevens syndicate, America | New York Yacht Club | | |
| | 1870 | New York City | New York Yacht Club | 17 schooners, winner Franklin Osgood's Magic | 1-0 | James Lloyd Ashbury, Cambria | Royal Thames Yacht Club | | |
| Schooner match | 1871 | New York City | New York Yacht Club | Franklin Osgood, Columbia (2-1) and William Proctor Douglas, Sappho (2-0) | 4-1 | James Lloyd Ashbury, Livonia | Royal Harwich Yacht Club | | |
| | 1876 | New York City | New York Yacht Club | John Stiles Dickerson, Madeline | 2-0 | Charles Gifford, Countess of Dufferin | Royal Canadian Yacht Club | | |
| 65 ft sloop | 1881 | New York City | New York Yacht Club | Joseph Richard Busk, Mischief | 2-0 | Alexander Cuthbert, Atalanta | Bay of Quinte Yacht Club | | |
| | 1885 | New York City | New York Yacht Club | John Malcolm Forbes syndicate, Puritan | 2-0 | Sir Richard Sutton, Genesta | Royal Yacht Squadron | | |
| NYYC 85ft | 1886 | New York City | New York Yacht Club | Charles Jackson Paine, Mayflower | 2-0 | Lt. & Mrs. William Henn, Galatea | Royal Northern Yacht Club | | |
| | 1887 | New York City | New York Yacht Club | Charles Jackson Paine, Volunteer | 2-0 | James Bell syndicate, Thistle | Royal Clyde Yacht Club | | |
| SCYC 85ft | 1893 | New York City | New York Yacht Club | Charles Oliver Iselin syndicate, Vigilant | 3-0 | Earl of Dunraven, Valkyrie II | Royal Yacht Squadron | | |
| | 1895 | New York City | New York Yacht Club | William K. Vanderbilt syndicate, Defender | 3-0 | Earl of Dunraven syndicate, Valkyrie III | Royal Yacht Squadron | | |
| SCYC 90ft | 1899 | New York City | New York Yacht Club | J. Pierpont Morgan syndicate, Columbia | 3-0 | Sir Thomas Lipton, Shamrock | Royal Ulster Yacht Club | | |
| | 1901 | New York City | New York Yacht Club | J. Pierpont Morgan syndicate, Columbia | 3-0 | Sir Thomas Lipton, Shamrock II | Royal Ulster Yacht Club | | |
| | 1903 | New York City | New York Yacht Club | Cornelius Vanderbilt III syndicate, Reference | 3-0 | Sir Thomas Lipton, Shamrock III | Royal Ulster Yacht Club | | |
| | 1920 | New York City | New York Yacht Club | Henry Walters syndicate, Resolute | 3-2 | Sir Thomas Lipton, Shamrock IV | Royal Ulster Yacht Club | | |
| Universal 75 ft | 1930 | Newport | New York Yacht Club | Harold S. Vanderbilt syndicate, Enterprise | 4-0 | Sir Thomas Lipton, Shamrock V | Royal Ulster Yacht Club | | |
| | 1934 | Newport | New York Yacht Club | Harold S. Vanderbilt syndicate, Rainbow | 4-2 | Sir Thomas Sopwith, Endeavour | Royal Yacht Squadron | | |
| Universal J-Class | 1937 | Newport | New York Yacht Club | Harold S. Vanderbilt, Ranger | 4-0 | Sir Thomas Sopwith, Endeavour II | Royal Yacht Squadron | | |
| | 1958 | Newport | New York Yacht Club | Henry Sears, Columbia | 4-0 | Hugh Goodson syndicate, Sceptre | Royal Sydney Yacht Squadron | | |
| | 1962 | Newport | New York Yacht Club | Mercer, Walsh, Freese syndicate, Weatherly | 4-1 | Sir Frank Packer, Gretel | Royal Sydney Yacht Squadron | | |
| | 1964 | Newport | New York Yacht Club | Eric Ridder syndicate, Constellation | 4-0 | Anthony Boyden, Sovereign | Royal Thames Yacht Club | | |
| | 1967 | Newport | New York Yacht Club | William Justice Strawbridge syndicate, Intrepid | 4-0 | Emil Christensen, Dame Patie | Royal Sydney Yacht Squadron | | |
| | 1970 | Newport | New York Yacht Club | William Justice Strawbridge syndicate, Intrepid | 4-1 | Sir Frank Packer, Gretel II | Royal Sydney Yacht Squadron | | |
| IYRU 12mR | 1974 | Newport | New York Yacht Club | Robert Willis McCullough syndicate, Courageous | 4-0 | Alan Bond, Southern Cross | Royal Perth Yacht Club | | |
| | 1977 | Newport | New York Yacht Club | Ted Turner, Courageous | 4-0 | Alan Bond, Australia | Sun City Yacht Club | | |
| | 1980 | Newport | New York Yacht Club | Freedom syndicate, Freedom | 4-1 | Alan Bond, Australia | Royal Perth Yacht Club | | |
| | 1983 | Newport | New York Yacht Club | Freedom syndicate, Liberty | 3-4 | Alan Bond, Australia II | Royal Perth Yacht Club | | |
| DOG match | 1987 | Fremantle | Royal Perth Yacht Club | Kevin Parry, Kookaburra III | 0-4 | Sail America, Stars & Stripes 87 | San Diego Yacht Club | | |
| | 1988 | San Diego | San Diego Yacht Club | Sail America, Stars & Stripes 88 | 2-0 | Fay Richwhite, KZ-1 | Mercury Bay Boating Club | | |
| | 1992 | San Diego | San Diego Yacht Club | Bill Koch, America ³ | 4-1 | Rauli Gardini, Il Moro di Venezia | Compagnia della Vela di Venezia | | |
| | 1995 | San Diego | San Diego Yacht Club | Sail America, Young America | 0-5 | Team New Zealand, NZL-32/Black Magic | Royal New Zealand Yacht Squadron | | |
| IACC | 2000 | Auckland | Royal New Zealand Yacht Squadron | Team New Zealand, NZL-60 | 5-0 | Prada Challenge, Luna Rossa | Yacht Club Punta Ala | | |
| | 2003 | Auckland | Royal New Zealand Yacht Squadron | Team New Zealand, NZL 82 | 0-5 | Aleghi, SUF-64 | Société Nautique de Genève | | |
| | 2007 | Valencia | Société Nautique de Genève | Aleghi, SUF-100 | 5-2 | Team New Zealand, NZL-92 | Royal New Zealand Yacht Squadron | | |
| | 2010 | Valencia | Société Nautique de Genève | Aleghi, Aleghi 5 | 0-2 | BMW Oracle Racing, USA-17 | Golden Gate Yacht Club | | |
| AC72 | 2013 | San Francisco | Golden Gate Yacht Club | Oracle Team USA, Oracle Team USA 17 | 9-8 | Team New Zealand, Aotearoa | Royal New Zealand Yacht Squadron | | |
| AC50 | 2017 | Bermuda | Golden Gate Yacht Club | Oracle Team USA, 17 | 1-7 | Team New Zealand, Aotearoa | Royal New Zealand Yacht Squadron | | |
| AC75 | 2021 | Auckland | Royal New Zealand Yacht Squadron | Emirates Team New Zealand | | Luna Rossa Challenge ^[6] , Luna Rossa | Circolo della Vela Sicilia | | |

The 36th America's Cup Contenders Are:

NYYC – American Magic / United States

Patriot

Terry Hutchinson – Exec. Director / Skipper

The Americans partnered with Airbus designers and have committed to aerodynamics over hydrodynamics. The extreme, fighter plane-style nosecone bow protrudes clear of the water: which makes it defiant by its original name and by nature.



INEOS – Team UK/United Kingdom

Britannia

Ben Ainslie – Team Principal / Skipper



Whereas Luna Rossa's bow is plumb and ETNZ has a dreadnought bow the UK has a sensible shoe - a blunt dreadnought bow. Britannia is also the widest boat, which will aid stability on the water and bow-on, resembles a wave form as the gunwale swoops up to slablike topsides

Luna Rossa Prada Pirelli Team/Italy

Luna Rossa

Max Sirena – Team Director/ Skipper

Luna Rossa's design has aggressive, albeit elegant, aesthetics with a matt black finish and a bold red Prada stripe. The boat's low profile will minimize aerodrag in flight. The sheerline flows from the bow to the waterline transom in a dramatic, torpedo-like taper - a clean exit



Emirates Team New Zealand/New Zealand

Te Aihe

Peter Burling – Helmsman



Beam-on, Te Aihe is slender, low-profile and dedicated to minimal aerodynamic drag and turbulence, however, it's also the most conventional of the boats. Like Luna Rossa, the reverse sheerline flows down to the waterline transom. The narrow stern will incur minimal drag to get airborne quickly.

The America's Cup is "The Race" in the world of yachting but it is not just about the world's best sailors. In order to create a viable challenge for the Cup of course you need a seasoned crew but also a world class yacht designer and a team of wealthy entrepreneurs and spon-

sors to make it all happen. Which is where fundraising and management skills come in handy. As you might expect competing for the cup is very expensive with modern teams spending in excess of 100 million US dollars. This year American Magic reported more than 100,000 design

hours to produce its AC75, "Defiant". *Eight years ago* it was estimated that the bill for winning the 2013 cup was roughly 300 million dollars!

Lets Race...



A CALL TO GET INVOLVED!

BY DIANNE CUNNINGHAM

AHOY MATES!

After months of the hiatus due to COVID, the Cruising Fleet Board (with motivation and encouragement from our Commodore, Vinnie Cifelli) is planning for a great season. But we need you!

You may have received a call from one or two of us, asking for your input and interest in helping us plan the upcoming season. E-mails and calls have been done; we are looking for volunteers. Consider this another request and opportunity for you to get involved.

Although your Cruising Fleet has a tentative calendar set (go to the EYC website to access the calendar), we still need your ideas. We are putting a call out for new members; captains, sailors and social members included.

I'm writing to you in this LOG article to encourage you to think about doing more with your beloved Club's Cruising Fleet. During the last few years, we have enjoyed much fun and camaraderie. To advance our Cruising Fleet goals, we ask you to consider the following... It's so easy! Can you make a reservation? Can you envision a trip that only takes a few calls to arrange? Do you love an event and have a dream on how you can make it happen for your fellow Cruising Fleet members?

Do you have an idea for "Cruise Day Tuesdays" (happening the third Tuesday of every month)? Would you love to host a dock party? Do you have the ability to make a run to the Sheraton or the new Oliver's Restaurant happen? Do you think you could plan a great raft off or beach party? Do you cruise to a place that you've enjoyed that you'd like others to go? Do you often talk to your friends about destinations that you love and want to share with others? Do you want to make Venetian Night an even bigger success?

More, do you want to help one of our Erie Yacht Club charitable organizations, including the Reyburn Sailing School, the Charity Regatta, or the Frolic on the Bay, to advance their goals?

If you answered yes to any of these ideas, we need you. We have reached out to many of you via email or a personal phone call. Now it is up to you to respond. Volunteers are needed to carry on the fun and grow our Cruising Fleet. Consider this your personal invitation to participate in planning the future fun of the Fleet. It doesn't happen without you. Think about what you can bring to our Cruising Fleet and get involved!

We. Need. You!

Dianne and Bob Cunningham at: dcunningham@homeinstead.com; richiesea@aol.com or Karen and Brad Carns at: Karenlynnccarns@gmail.com; jackcarns@gmail.com

Or call/text Dianne at: 814-873-4756 or Karen at 814-881-5367





If These Docks Could Talk

EYC Legends

George Briggs • Chet Curriden • Bob Sternberg

by P/C Gib Loesel

A while back I had to replace my old worn out social security card which got me to thinking (again) about who and why I first registered. Well that in itself is a whole new story, but the short version is: when I was about 14 George Briggs (contractor and club member) was building what is now known as "B" dock, he hired me to dive for the tools that were constantly dropped in the water, thus in order to get paid I had to have a social security number. (End of short story)

Now I started thinking about George and the legend that his Star Boat was hit by lightning, not only did it blow the top off the spar it also welded the zipper on his trousers shut and burned the bottom of his deck shoes that were resting across the side of the cockpit that was trimmed with metal. (Probably not such a good idea) I can hear the wheels turning and you are now thinking what a tall sea tale this is! I know this how? I have "spun" this story before and always the same reaction, Loesel you are full of "sea-weed!!" Read on.

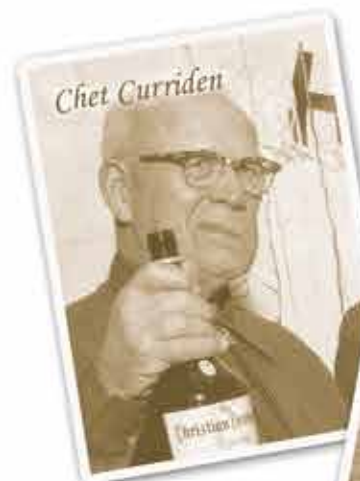
There are many legends from EYC history, but most will someday be forgotten some will not, at least for a while. Example: each New Year's day we drink our Tom and Jerry's out of the Chet Curriden Glass and we remember the legend of "Chester" the Master Mixer and his guardianship of Rip Sawdey's secret formula. Now the story lives on because his name is close to our lips and some curious new member always asks the question, who was this guy? Thus, once a year the story is told, and the legend is kept alive.

Bob Sternberg is another legend that could easily fade, he was the club's first Punk Poet Laureate. As you read on (please keep going) his legend will be kept alive through his masterful work and is going to authenticate the legend of George Briggs.

From 1945 through 1958, Bob contributed well over 150 Punk Poems which appeared in the LOG. Bob's use of words (some made up others he took a lot of liberties with) made fun out of the happenings around the club and/or an occasional poke at the Board of Directors.

Most if not all his Punk Poems are in safe keeping with the ECHS. My brother Richard made copies of them many years ago and gifted me these copies. Now 350 words later comes "proof" of George Briggs vs. Thor.

If These Docks Could Talk, They Would Say, "Thank You legends for leaving us with so many fun things to remember!"



George Briggs went sailing on the bay
On August thirty-first
He saw a storm a' coming up
But thot he'd seen the worst.

The day the Gilmore Race was run
When clouds hung black and low;
That day he said, "Hell, I'm not proud,
I'll gladly take a tow."

But this was something else again,
Another kind of horse;
The thunder flashed and lightning roared
To Make the matter worse.
One sudden streak! A blinding flash!
These things sure happen fast.
Poor George was O.U.T. A frame was split
The top blew off his mast.

INTERLUDE - GEORGE TRIPS THRU ELYSIAN FIELDS

Then George was "star boat" racing
With a "blonde" jib tender beaming
As he and blondie led the fleet!
There's proof that Geo. was dreaming.

BACK TO SORDID REALITY

But not his crew, for wide awake
He howled for help galore
And "BETSY ROSS" who heard the call
Soon had them both ashore.

A deck chair and glass soon proved
Their therapeutic worth;
A slug that size would bring most any
Guy right back to earth.

Yes, Sailor George is with us still,
E'en better than before,
But wants no further dealing with
A certain chap named Thor.

(ARE you Thor? Tho am I. Thith horth
Back riding ithn't what it'th cracked up
to be, ith it?)

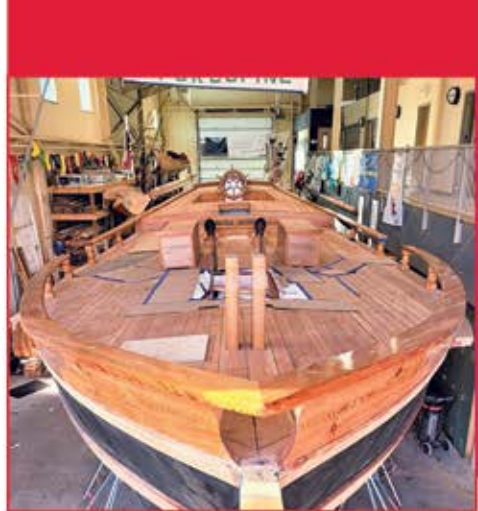
He'd rather that this bozo Thor'
When felling extra chipper
Would think of other things to do
Than welding up his zipper
(George's, that is.)

He'd rather sail 'neath sunny skies
Like all us older eggs
And keep his shirts and sail unscorched
And hair upon his legs.

♦♦♦♦

No folks, I 've thot this matter o'er'
And here is what I think -
A guy could find a better way
To bum himself a drink!!

♦♦♦♦



Grant to the Bayfront Maritime Center for the schooner Porcupine.



Grant to the Erie County Library to fund maritime related books and programs.



Grant to the YMCA for summer boating skills classes at the Bayfront Maritime Center.



Grant to Regional Science Consortium to partially fund the nearshore weather buoy.

“Advancing maritime education, promoting youth and intercollegiate sailing competition, and expanding opportunities in boating.” The EYC Foundation now has a new mission statement and we look forward to fulfilling that mission in the year ahead and beyond. Work continues on creating goals and action steps to ensure our success.

Committed Board members are essential to the success of any nonprofit. With the end of our fiscal year in October, there were several changes to the Foundation Board.

- Our thanks to Bill Lasher who has completed his term as Board Chair. Bill was a fearless leader as we waded through a difficult year as a result of Covid-19 and was responsible for the success of the online auction. Bill Lillis and I have been elected as Vice Chair and Chair of the Foundation respectively.

- J R Farrar and Treasurer Sue Banka have stepped down from the Board with the expiration of their terms. They both have been on the Board since its inception and their service has been invaluable and greatly appreciated.

- We’d like to welcome two new Trustees, Michelle Griffith-Aresco and Rick Seibel. Rick has taken on the task of being the Treasurer and is proving to be quite diligent! They join fellow Board members Alex Cox, Andy Kalivoda, Jim McBrier, Laurie Root and Jack Schultz.

- The immediate past commodore of the Erie Yacht Club also serves on the Board. We’d like to thank P/C Bill Gloekler for his wisdom and advice this past year and welcome P/C Peter Lund.

We’d also like to extend our thanks to those who contributed to the Foundation through our year-end appeal and from gifts memorializing deceased EYC members. Over \$19,000 was raised to support our grant programs. The next grant cycle will open in April 2021. Should you know of a nonprofit with programs that meet our mission, please direct them to our website.

And speaking of websites, Bill Lasher is now creating a new website for the Foundation with guidance from Russ Thompson. We expect the new site to be up and running in March. It will allow us to be more effective in keeping the website up to date as well as managing online donations. Our new email address:

info@erieyachtclubfoundation.org is already up and running.

Moving forward, 2021 may still be a challenging year for the Foundation. We hope to be able to host the Boathouse Party in July but that is not a certainty. We plan on conducting another online auction in July and would appreciate sponsorships as well as auction items. We’re also excited that Commodore Vinnie Cifelli has named the Foundation to be the beneficiary of the Charity Regatta this year. We’re looking forward to working with Charity Regatta Chair Mike Bova and his committee to make this year’s event a fun day for all.

Should you have any questions regarding the Foundation or wish to learn more about how you can support it, please feel free to reach out to me or any of our Board members.

Char Mashyna, Chair
Erie Yacht Club Foundation



EYC Foundation UPDATE:

by Char Mashyna
EYC Foundation Chair

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What's the Good Word?

By Dan & Kathy Dundon

As we enjoy the spring weather and fitting out our boats for the season we will take another opportunity to share some Good Words about life on the water. As every year at this time, we have taken these from the book of nautical quotations our friends Brooksie (Dave Brooks) and P/C Gib Loesel presented to us many years ago. We hope you enjoy these Good Words and join us in thanking Gib and Brooksie for their interest and encouragement.

He that will not sail 'til all dangers are over must never put to sea.

- Thomas Fuller

The pleasures of being becalmed had been worn threadbare; there is a limit to untutored star gazing...

- Charles Landry

Always sail defensively in fog. Keep in mind that you may run across people who don't know what they are doing.

- Perry Lewis

I want a boat that drinks six, eats four and sleeps two.

- Ernest K. Gann

Nobody has found a substitute for the sweet chuckling of water like the laughter of young girls that you hear outside the hull while lying in a small yacht's bunk.

- Samuel Elliot Morison

The wonder is always new that any sane man can be a sailor.

- Ralph Waldo Emerson

Of course I am lonely at sea, but one suffers less on the ocean in that respect than in the heart of London.

- Sir Walter Raleigh

The sea lures the unwary with the promise of freedom, but it harbors great risk.

- Hayden Stone

The sea belongs to us all, and every aspect of it, from halcyon calm to howling hurricane, is fraught with beauty.

- Samuel Elliot Morison

Land was created to provide a place for boats to visit.

- Brooks Atkinson

Will anyone dare tell me that business is more entertaining than fooling around among boats? He must never have seen a boat, or never seen an office who says so...

- Robert Louis Stevenson

I advise all sound cruisers to anchor properly in a harbor, not tie up at a "marina", the yachtmen's slum.

- Samuel Eliot Morison

We hope these include a few you never heard before? Be sure to send a favorite of yours to us at:

dandundon@gmail.com
to maybe include in future EYC log articles?

When we take quotes from Gib and Brooksie's book, the selections are more-or-less random. Since by happenstance three were from Samuel Elliot Morison, we thought maybe we would learn a little more about him?

Samuel Eliot Morison (1887-1976) was an American historian noted for his works of maritime history and American history that were both authoritative and popular. He received his Ph.D. from Harvard University in 1912, and taught history at the university for 40 years. He won Pulitzer Prizes for Admiral of the Ocean Sea (1942), a biography of Christopher Columbus, and John Paul Jones: A Sailor's Biography (1959).

In 1942, he was commissioned to write a history of United States naval operations in World War II, which was published in 15 volumes between 1947 and 1962.

Over the course of his career, Morison received eleven honorary doctoral degrees, and garnered numerous literary prizes, military honors, and national awards from both foreign countries and the United States, including the Legion of Merit, and the Presidential Medal of Freedom.

Again, we find ourselves with one closing quote:

The chance for mistakes is about equal to the number of crew squared.

- Ted Turner





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Erie Yacht Club's Seasonal Reminders

2021 will be another year of uncertainty with government guidelines for safe social gatherings changing on a weekly basis, so be aware of the most recent guidelines. Most importantly use your own common sense and be considerate of your fellow members in regards to wearing a mask around the Club. Social distance whenever possible. With everyone doing their part we can all get past this pandemic safely.

- Schedule your Spring Launch date by calling the Club office, 453-4931

- Dock Rule 2. To summarize, this stipulates that any vessel Winter Stored on Club property not in its slip by Opening Day will be fined \$250.00. While this fine may not necessarily clear the property of the winter stored boats, it certainly will catch the attention of the owner to get moving in the spring. The majority of the members make a concerted effort to make our boats ready during launch season but there are too many others making no effort at all.

• TRAILERS

A) Trailers will no longer be stored on the Club grounds during the summer for members who do not pay Winter Storage for their boats.

B) Slip holders with trailered boats who winter store off Club property can bring their boats to the Club after April 15th. The empty trailers must be off the property within 48 hours of launch.

C) "Box" trailers are not permitted to be stored on Club property. "Box" trailers approved prior to September 2015 is grandfathered and will continue to be issued Summer Dry Sail and Winter Storage stickers. All "box" trailers will be located in an area designated by the Dockmaster.

D) Any Dry Sail craft, box trailer, or trailer that is not winter stored at the Club cannot be brought to the Club prior to April 1st and must be removed by October 31st.

- If you intend on Dry Sailing your vessel this year please remember to fill out a Boating Use Application with the Front Office to obtain the appropriate seasonal sticker. Vessels found on the property without the proper Dry Sail sticker will find their boat locked up.

- Kayak racks are reserved for those that requested a slot on a rack. If you need a slot for your kayak see the front office. DO NOT place your kayak on a rack if it has not been assigned to you.

- All disposable winter tarps are to be disposed of in the large roll off container located by the Locker House. Do not use the Galley dumpsters.

- Reminders that the trash dumpsters are here for all members use and that disposing of trash from home is not permitted.

- After launching your boat, please police the area in which your boat was winter stored. Place all blocking and shims in the pallets located in your area.

- If you have a medical reason for not being in the water by Opening Day, a letter or e-mail to the Dock Committee is due by May 15th. Send all correspondence to the General Manager.



- Remember: If your boat is still on the grounds on Opening Day and the yard crew had to move your boat to prepare for Opening Day. The owner will be charged \$40.00 for the move plus the \$250.00 fine. To avoid the charge please schedule your launch as soon as possible.

- Control your car speed to 15 mile per hour.

- No swimming in the Club Basin.

- Tie back all halyards. This is very annoying to members sleeping nearby.

- Please police your dog's deposits.

- Dispose of all oils, old paint cans and batteries etc. in the area located next to the maintenance garage.

• FISHING

Fishing off the Erie Yacht Club property is reserved for members and their guest only. Members MUST be present whenever a guest is on the property. Please help your Club police this by not sending friends and family to the Club to fish without you.

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The EYC Rental Program is Back

by Asst. Dockmaster Danielle Adamowicz

Photos by Emma Francoeur


The Erie Yacht Club is pleased to announce the return of the Rental Program for the summer of 2021. Last summer we opened the program by repurposing the second story of the Canoe House, which was the Junior Sail classroom until 2014, and converted it into the Rental Loft. The Rental Loft houses our rental staff, PFDs, paddles, sailing equipment, and further information on the program. We conducted evening sailing races and had groups organize and conduct their own races last year and we cannot wait to see you skippers on the water again this summer.

The Rental Fleet consists of one, two, and three person kayaks and five J22 sailboats. Renters must be EYC members and 18 years or older. Sail a J-22 sailboat directly into the bay from our rental dock located on the west wall or launch a kayak from within the EYC basin. Enjoy time by yourself or grab a friend and come take advantage of your Presque Isle Bay! Please visit our page at: <https://erieyachtclub.org/fleets/eyc-rentals> for more information and await further updates in our next Log article.



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Share Your Story...

You don't have to be a professional writer to contribute to the Erie Yacht Club's LOG magazine. You don't even have to be a sailor, just someone with a tale to tell.

A tidbit from the history of the Club, an unusual vacation destination, or an epic boat race are all good story topics for your LOG magazine. Interesting stories come in all shapes and sizes.

LOG stories can be informational, like how to patch a hull, inspirational, as in the Lake Erie Solo challenge, or perhaps you'd like to call some well deserved attention to another member's generosity to the Club or community. Stories can also be just plain entertaining like surviving that cruising vacation with your in-laws.

Although a picture is worth a thousand words they are not a necessity when submitting an article to the LOG. (Although if they help tell the story they are still worth at least a couple hundred words!). Pictures are greatly appreciated however, when at all possible, especially when dealing with specifics or a difficult explanation.

There are also no word count requirements, all article lengths are needed. Heck, you don't even need to use proper grammar! The Log staff reviews and will correct any grammatical mishaps. Writers also have the opportunity to review the finished article before it goes to press if they choose. You don't have to be a great author like Mark Twain or William Shakespeare to submit a LOG article, but you may feel like one after seeing your story in print.

So c'mon all the cool kids are doin' it!



March Calendar of Club Events

No Events Scheduled at this Time

Please be advised that with the ever changing Covid -19 precautionary guidelines in place, Club events may be added or canceled on short notice.

Please check the Club website often to determine the status of any Club event you are interested in attending

www.erieyachtclub.org

Slip Fee Reminder:

All charges associated with slip or mooring occupancy must be paid prior to launch & in any event by March 31st.

Any payment received after March 31st will be assessed a late penalty equal to 20% of the slip fee. So let's avoid those fines and remember to get your payment in on time.



April Calendar of Club Events

3rd Easter Egg Hunt • 11 AM
Weather Permitting
In the event of rain or snow you may "Visit the Easter Bunny" in the Ballroom
Complimentary Event
No reservations required
Lunch available in the Grill Room for a fee

4th Easter Sunday Brunch
Dine In 11am - 2pm
Reservations Required
Limited Seating of tables of 10 or fewer
Special Takeout Menu
Orders must be placed by April 1st

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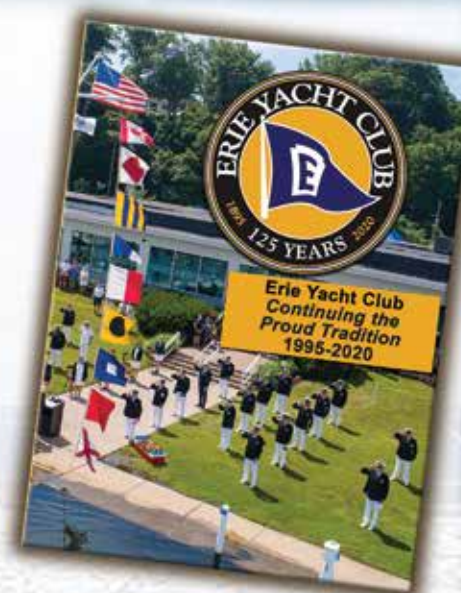
The EYC Past 25 Year History Book Committee Report:

As a committee we are happy to report that the book entitled Erie Yacht Club, Continuing the Proud Tradition 1995-2020 which has been in the making for 2 years has now been sent to the publisher. To complete the process the committee will receive two drafts for review and corrections.

We would like to applaud the 40+ authors who have made contributions in the form of stories and pictures. When the book is released it will have 120+ pages of stories and 100's of pictures from the past 25 years.

Late in the process it was decided to add a signature page like the one in the 100 Year History Book, so members could record their signatures in EYC history. The book will retail for \$25.00. We charged \$10.00 to add a signature and 119 signatures will appear in the book so far.

When the first draft comes back there may be an opportunity to add additional pages, if you missed your chance to add your signature this will be the last chance. Just stop by the office with a nice sharp copy of your signature to make arrangements.





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