

The ILG



**Building
Our
Future**



FIRST MATE ROOM FOR EIGHT

Request Brochure



BIANCHI HONDA

Come test-drive the 2013 Honda Pilot Today at 8430 Peach St. Erie 814-868-9678



Large interior, fold flat seats and multiple storage bins.



New upscale look with towing capacity up to 4500 lbs.

CONTENTS

Building Our Future	4
Junior Bay Week	8
The Erie Extension Canal.....	10
Get Your Lederhosen On!	14
Road to Rio	16
Eriegatta 2013	20
3rd Annual Mariner's Ball	24
If These Docks Could Talk	28
What's the Good Word	30

From the Bridge

by Vice Commodore Ed Schuler

Another summer is almost gone. Where did the time go? The weather certainly did not cooperate this year. However, the club was bustling with activity all summer long. Our Thursday Night Happy Hours continue to draw big crowds. The live music and great camaraderie make this the event that it is. The Fourth of July Party at the Lighthouse was a tremendous success. Chef Angelo and crew made the dinner entrees right there fresh for everyone. There is nothing better than fresh perch right out of the fryer basket. This was so well received that we did it again for the Celebrate Erie fireworks. The club is now serving made to order breakfast on Saturday and Sunday starting at 10 AM. You will be able to order breakfast from 10 until 2:30, our new closing time for lunch. I feel this is an excellent addition to our menu and service hours. Speaking of hours of operation, we are open for dinner service at 5 PM now. We feel that lengthen-

ing the hours of food service one hour will allow our members to enjoy a late lunch or early dinner. Chef Angelo and crew continue to create excellent items for us. Without them we would not enjoy the quality of food we have become accustomed to, hats off to them. Thank you to all of you that participated in our first online survey. The information we received will be used to improve our yacht club experience. The next survey will cover the docks and grounds. Please take the time to fill it out. It doesn't take long and your input is very important to us. Lastly, if you have an issue or problem please let Mike or me know. We cannot fix something that we know nothing about.



Directory

Club House	453-4931	Club House Fax	453-6182
Fuel Dock/Guard House.....	456-9914	Canoe House	453-6368
EYC Web: www.erieyachtclub.org		E-mail: eyc1895@erieyachtclub.org	

EYC Catering: Elizabeth Dougan 453-4931 or catering@erieyachtclub.org
Mailing address: P.O. Box 648 • Erie, PA 16512

LOG Photographer Volunteers: John Orlando / Tom Madura

Created, Designed and Published by J.G.Ashby Advertising, Inc.
1722 West Eighth Street Erie, PA. 16505 (814)455-2757

On the Cover...

A Reyburn Sailing School student waits patiently for instruction in front of his fully rigged Opti class sailboat at the EYC. Photo by Dave Heitzenrater



Officers

Com. Matt Niemic	835-8967
mattniemic@verizon.net	
V/C Edward Schuler	434-4724
edschulereyc@aol.com	
R/C Brad Enterline	833-0110
bkclaw@gmail.com	
F/C John Orlando	454-7755
jmorlando@neo.rr.com	

Directors

P/C Dave Heitzenrater	454-0437
dddd@neo.rr.com	
Dan Dundon	969-8631
dandundon@gmail.com	
Richard McMahon	453-5234
bealsmcmahon@choiceonemail.com	
James Taylor, Jr.	392-3130
jamiest@teamdispatch.com	
Bill Gloekler	455-4511
bgloekler@sepco-pa.com	
Dave Haller	833-0406
dhaller@adelphia.net	
Bob Cunningham	474-9673
richiesea@aol.com	

Contributors to this Issue

J.G. Ashby Advertising, Publisher ...	455-2757
info@ashby-adv.com	
Aimee Nicolola	455-0833
anicolia@neo.rr.com	
Jim McBrier	
Bill Miller	
P/C Bob & Marry Morrison PDYC	
John Bloomstine	
Karen Imig	
Dan Dundon	
P/C Gib Loesel	



Scan to learn about the Erie Yacht Club

Building Our Future...

What We Are Working Towards



By Jim McBrier and John Bloomstine
Co-Chairs Erie Yacht Club Foundation Capital Campaign

The excitement has been building around the capital campaign for the Rickloff Community Boathouse and Endowment. Only three months into the campaign, the Erie Yacht Club Foundation (EYCF) has successfully raised \$1.2 million, or more than 72%, of our \$1.65 million goal. The campaign's early success has allowed the EYCF to significantly shorten the construction schedule. Originally, the project was scheduled to begin in early spring of 2014 and be completed in the fall of 2014. Now we are going to be able to start construction early fall of this year and have the new Boathouse ready for Opening Day 2014. Although we are making great strides, it's important for every member to become involved to ensure the long-term success of this project.



EYC member and Erie Adaptive Sailing Experience (EASE) volunteer Russ Thompson with a friend. EASE is one of several recipients the Foundation supports.

THE NEED FOR MARITIME EDUCATION AND ACTIVITIES

The Erie Yacht Club Foundation and Club members understand how today's actions can impact tomorrow's reality. Boating education, particularly through the Reyburn Sailing School, gives youth and adult students the foundations of boat handling, safety, and sportsmanship, while at the same time boosting confidence and providing practical applications to increase knowledge in science, technology and math. Above all else, boating is a pastime that helps connect participants to the beauty of Lake Erie and the heritage of the region. The Rickloff Community Boathouse will facilitate intercollegiate and interscholastic racing, which will showcase the talents of Erie's youth and promote

good sportsmanship and camaraderie between schools.

The Rickloff Community Boathouse, the Reyburn Sailing School and the Yacht Club address critical quality of life issues that Erie's employers are dependent upon to keep and attract talented employees. The Boathouse will be a crucial piece in the critical mass of recreational activities in Erie. Having engaged individuals means having an engaged community. Unique opportunities, like maritime education and activities and the Erie Yacht Club, show that Erie is a thriving community and keeps talented employees interested in working in Erie. The Foundation, through an educational Endowment, will help ensure that at-risk youth can access maritime education and activities, no matter their socioeconomic restraints. The Rickloff Community Boathouse and Endowment are the best ways to do that.

MEETING THE NEED

In order to provide the full scope of maritime activities that Erie requires, our primary goal is to build a new community education building, with the supporting docks and equipment that the facility will require. Our secondary goal is to raise additional funds to create a new Scholarship and Program Training Fund in conjunction with the new facility to promote ongoing boating education. The facility will be open to community educational groups to host their maritime education programs, but its primary tenant will be the prestigious Reyburn Sailing School. The building will also act as a venue to support intercollegiate racing teams. Some highlights of the 3,686 square foot building include:

- A welcoming nautical-themed façade, with white accents, a blue roof, and shake shingles.
- Large windows, an open-beam trussed ceiling, and bay skylights that bathe the interior in natural light.

- Half of the space is dedicated to a 50-seat fully-equipped instruction room complete with a kitchenette. The other half is dedicated to ample storage space for the instructional boats and gear, a locker room for instructors, and an office for the Director of the Reyburn Sailing School.

- A 220' wave attenuator protects the educational boats and floating docks against rough winds and waters, which allows students to practice their boating skills in the safest environment possible.

SUPPORT FROM THE ERIE YACHT CLUB MEMBERSHIP

The leadership gifts already contributed to the campaign show the passion and commitment of many Club members. The people who made the leadership gifts understand the importance of maritime education in their own lives and in those around them. Their trailblazing gifts, taken together, show what this membership can achieve in a short amount of time.



continued on next page

“This is an exciting time in the Foundation’s history, and we invite you to be a part of the winning effort to make these ambitious goals a reality”.



Building Our Future...

continued from previous page

This is an exciting time in the Foundation’s history, and we invite you to be a part of the winning effort to make these ambitious goals a reality. Short term, out-of-pocket gifts will not be enough to guarantee the success of the campaign. Committed supporters will need to make substantial, generous gifts to support the future of maritime education to the best of their abilities. Payments of your pledge can be spread out over five years and divided into annual, quarterly, or monthly installments. We can work with you to find a donation schedule that accommodates your needs.

To be successful, the campaign will need the support of all Erie Yacht Club Members. To become part of this unique opportunity please complete the pledge form/return envelop inserted into the Log. Still need more information? Please contact Marvin Gold, Campaign Director, mgoldcfre@aol.com or 412-683-6000.

QUESTIONS AND ANSWERS

HOW WILL THE FUNDS RAISED IN THE CAPITAL CAMPAIGN BE USED?

Funds will be used to construct the Rickloff Community Boathouse, which is estimated to cost \$750,000, and to establish a new maritime educational Endowment, which will have a capital value of more than \$400,000.

AREN'T RESOURCES FROM THE YACHT CLUB OR THE ANNUAL APPEAL ENOUGH TO COMPLETE THE PROJECT?

The Yacht Club spent over \$6 million improving the basin and will not have sufficient construction funds available for more than five years. However, knowing that the Foundation had made the commitment to obtain the required funding, the EYC had the foresight and made the investment to prepare the pier structurally and provide the utility infrastructure necessary for the Rickloff Community Boathouse, which is valued as a \$400,000 contribution.

The EYCF annual appeal is meant to support the annual operations of the Foundation and is separate and distinct from the Capital Campaign.

WHY DO WE NEED TO ESTABLISH THE ENDOWMENT?

The Endowment helps the Rickloff Community Boathouse be used to its fullest potential. Through the Endowment the EYCF can help strengthen and diversify the offerings of the Reyburn Sailing School, while at the same time providing scholarships to help at-risk children to broaden their horizons through maritime education and activities. The Endowment will also help provide other important maritime programming like intercollegiate and interscholastic sailing and safety courses, such as CPR, water safety, and first-aid.

WHO WILL OWN THE BUILDING?

The Erie Yacht Club will execute a 50-year land lease with the Erie Yacht Club Foundation for the new concrete pier constructed on the

west wall of the Club basin. The Education Building will be a leasehold improvement built and owned by the Foundation located on EYC property.

WHEN THE RICKLOFF COMMUNITY BOATHOUSE IS IN USE, HOW WILL THIS AFFECT PARKING AND RESTROOM AVAILABILITY?

A major portion of the scheduled use of this building will be for the Reyburn Sailing School classes during daytime, as always. Should intercollegiate sailing become a reality, the usage will continue during the day time in the Spring and Fall. Teams will be brought by vans to and from the site. EYC management sets parking policies, which will remain the main parking lot for outside groups. The restrooms within the new building will be available to the EYC members at all times.

WILL THE CLUBHOUSE BE AVAILABLE TO NONMEMBERS WHO WANT TO USE THE EDUCATION BUILDING?

Use of the Education Building will be only by reservation to qualifying

organizations. The EYC will schedule all activities that meet the criteria of the Foundation and will control the usage of the new facility. Approved use of the Education building does not extend to the main Club house.

HOW DOES THE ERIE YACHT CLUB PLAN TO HANDLE SECURITY, LIGHTING, AND LIABILITY? WHO WILL PAY TO MAINTAIN THESE CONSIDERATIONS?

Once the building is completed, its management will be assumed by the EYC, including operational and maintenance costs in exchange for use of the building at certain times. Although the building may be used for certain waterfront activities, the liquor license is not allowed to be extended to this facility.

WHO WILL BE ABLE TO PARTICIPATE IN THE NEW EDUCATION BUILDING AND EDUCATION PROGRAMS?

Any organization that qualifies within the mission of the Foundation, e.g., marine safety, boating education, competitive boating, maritime charity events etc.

MAY I GIVE SECURITIES OR OTHER PROPERTY?

The EYCF will accept gifts of stock or other personal property if it can be easily converted to cash. Please consult your financial adviser and the EYCF before committing to this type of gift. Also, please notify the EYCF of any transference of a gift of stock.

COULD I MAKE A PLANNED GIFT TO BENEFIT THE CAPITAL CAMPAIGN?

A planned gift may maximize some members’ ability to contribute to the EYCF, and we encourage members to consider this possibility and discuss it with their financial adviser and Campaign leadership.

WILL THERE BE ANY RECOGNITION OF MY GIFT?

Plaques will be placed in the Rickloff Community Boathouse and the Yacht Club lobby. Naturally, those wishing to remain anonymous will



Junior Bay Week

Team Erie Brings Home Trophies

by Almee Nicolia

It was an intense game of poker, with a Gill life jacket on the line when Sean Bloomstine got an urgent phone call from the Commodore instructing him to get his team ready for Junior Bay Week... Or so was the start to the hilarious YouTube Video that won the Reyburn Sailing Team its first of many trophies at this year's event.

As part of the ILYA Junior Bay Week at Put-In-Bay, Ohio, each race team is required to put on a skit as a means of introducing their team at a banquet on the first night. Approximately 20 teams from sailing clubs along Lake Erie, Ohio and Western Pennsylvania participate in the event each year. Traditionally the Erie Yacht Club kids put on one of the best skits, though last year they were just barely edged out for the trophy by Grosse Ile Yacht Club. So the EYC team came back stronger than ever this year with a video directed and edited by their race coach Sean Bloomstine. The video did in fact win the team a first place trophy this year and can be seen on YouTube with the title "Erie Yacht Club Race Team Jr. Bay Week Skit 2013."

This summer the Reyburn Racing Team sent 13 sailors to Junior Bay Week. The following 2-person teams competed on the 420 course: Geoff Wells and J.T. Timon; Anna Bloomstine and Emily Grychowski; Noah Nicolia and Michal Szelwach; Emma Francoeur and Bryan Lay; Peter Bloomstine and John Schultz; and Noah

Hoover and Nick Margay. Representing the EYC on the laser course was Claire Christensen. The team was coached by Sean Bloomstine and Malgorzata Szelwach, although no coaching is allowed while on the water.

The week started off with an early morning meeting at the EYC to begin the 5-hour caravan to Put-In-Bay, with 2 cars towing sailboats on triple stack trailers, and another towing a coach chase boat. The final part of the caravan involves taking a ferry from Catawba to South Bass Island, then bringing the boats to the Put-In-Bay Yacht Club to unpack and rig for a week of racing.

While on the island, the race team members from every participating yacht club all stay at the same hotel – the Grand Islander. Just imagine a hotel filled with more than 150 teenagers for a whole week (parents are required to find accommodations elsewhere). Fortunately, the organizers of Junior Bay Week really know what they're doing, since the event has taken place every summer for 58 years now!

This year, EYC's Mark and Monica Bloomstine, who are now 13-year veteran parents of Junior Bay Week, were co-chairs for the event. One of their many duties in making the event run smoothly was in organizing parents of the sailors to chaperone the halls of the hotel at all times in which sailors are off the water.



Additionally, "Parents of the Day" check in their teams' kids each morning, when they get on and off the water, and again at curfew time.

Besides four full days of racing on the water, the sailors get a chance to meet kids from other clubs through off the water activities such as a dodge ball tournament and ultimate Frisbee. The sailors also eat nearly all of their meals together, with breakfast and dinner at PIBYC and a bagged lunch on the water between races.

As the motto of Junior Bay Week goes, "Sail Fast, Have Fun, Make Friends." By the end of the week, the EYC sailors did all three. And at the awards banquet, held the last night, there were more trophies to prove it. Anna Bloomstine and crew Emily Grychowski won a fourth place trophy and Geoff Wells and crew J.T. Timon won a fifth place trophy on the 420 course. Claire Christensen won a fifth place trophy on the Laser course. Team Erie as a whole won the Sportsmanship Trophy, which is voted on by all of the sailors. Individually, Anna Bloomstine won the Women's Sportsmanship Trophy. It was a big night for Team Erie, and the Commodore, no doubt, was very proud!



Tying Erie to the World

The Erie Extension Canal

by Bill Miller

In connection with the Elizabeth Malc-Dwyer Collection of Canal Memorabilia, Linda Bolla and The Erie Maritime Museum & the Hazel Kibler Memorial Museum

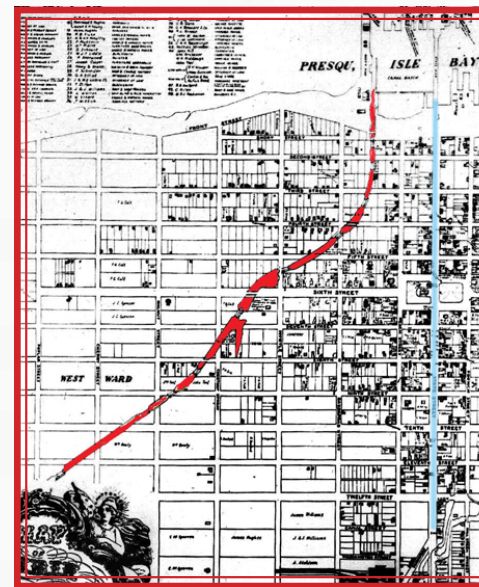
In a time before planes, trains and cargo ships there was still a need to move large quantities of products, raw materials and people from place to place... and canals were the answer. So in August of 1825, a convention of delegates from forty-six counties met in Harrisburg and passed resolutions in favor of a canal from the Susquehanna River to the Allegheny, and from the Allegheny River to Lake Erie. By October of 1834, the first canal boat from the east reached Pittsburgh.

By this time, a variety of controversial issues were brewing about the canal routes in Western Pennsylvania, stalling further construction and leaving a question as to whether the Pennsylvania Canal system would actually see completion.

The State of Pennsylvania, having gone heavily into debt for construction to date, was not seeing the anticipated revenues it had hoped canal tolls would generate.

The final link to Lake Erie was further jeopardized by furious disagreements over its final route. A proposed Eastern route would extend the canal via the Allegheny River and French Creek. A Western route went down the Ohio River, then up the Beaver and Shenango Rivers, tying Pittsburgh more directly to the canal commerce.

Once the Western route was adopted on the advice of the engineers in charge, further controversy developed over the site of the Lake Erie terminus. Some wanted the canal to meet the lake at Erie, others at the mouth of Elk



Map of Canal Route as it passed through Erie. (Note: State Street in Blue)

Creek. In 1832, Erie was finally selected.

On the 4th of July, 1838, Captain Daniel Dobbins broke ground at Erie and construction began for the Erie canal basin. That year contracts were also awarded to make the final 45 mile connection between Conneaut Lake and Erie.

The canal was part of the Pennsylvania Canal system and consisted of three sections: the Beaver Division, the Shenango Division, and the Conneaut Division. The canal ran 136 miles (219 km) north-south near the western edge of the state from the Ohio River to Lake Erie through Bea-



Third day's work South of Main street in Girard, Dec. 3rd, 1890 (Photo courtesy Hazel Kibler Memorial Museum)

ver County, Lawrence County, Mercer County, Crawford County, and Erie County, Pennsylvania.

The southern terminus of the canal was the confluence of the Beaver River with the Ohio River in Beaver County about 20 miles downstream from Pittsburgh, and the northern terminus was the City of Erie, in Erie County. The canal needed a total of 137 locks to overcome a change of elevation of 977 feet.

All this was done with, by today's standards, primitive equipment (picks, shovels, wheelbarrows, horses and oxen) through quicksand and over mountains and valleys at a time when the country was very young and still struggling.

History

Construction of the canal was meant to complete a transport network through western Pennsylvania that would include connecting Lake Erie and the Ohio River with this Canal and Philadelphia with Pittsburgh by the Main Line Canal.

The Beaver Division, begun in 1831, extended 31 miles from Beaver along the Beaver River and the Shenango River to Pulaski. To put this date in historical perspective, at this time the War of 1812 had only been over for 17 years and many of the early workers on the canal were actually unemployed veterans of the Revolutionary War.

In 1836, work began on the Shenango Division extension of 61 miles from Pulaski to Conneaut Lake, and in 1938 initial contracts were awarded for the

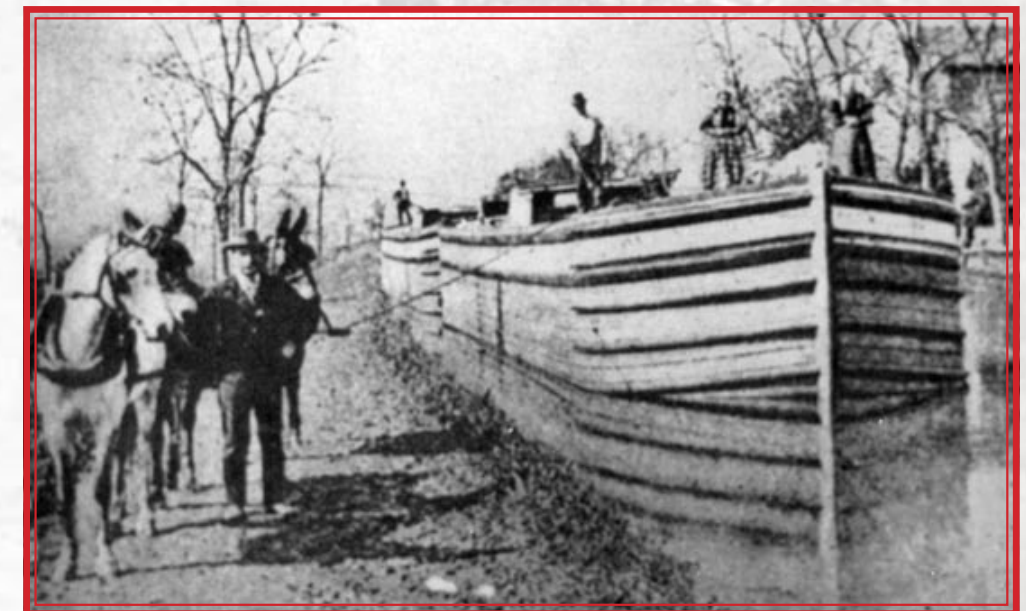
French Creek to Franklin. At its southern terminus near Beaver, the Beaver-Erie was linked by the Ohio River to Pittsburgh and the principal east-west Pennsylvania transportation system of the time, the Main Line of Public Works.

Bringing new business to communities such as Conneautville, which shipped timber and Hay to Pittsburgh, the Beaver-Erie Canal was heavily used in its early years but was hard to maintain. Competition from railroads and the collapse of an aqueduct over Elk Creek in Erie County led to the canal's abandonment in 1872.

French Creek Feeder

Because Conneaut Lake, fed mainly by springs and small streams, did not have enough water to keep the Beaver and Erie Canal filled at its highest elevation, the state built a feeder canal. The French Creek Feeder, as it was called, ran from a dam built for this purpose on the Bemus farm, 2 miles north of Meadville. Water from the dam pool, at the higher elevation than the lake, flowed south through Meadville. It crossed French Creek by aqueduct at Shaw's Landing, where locks enabled boats to transfer between the canal and creek. Beyond the landing, the canal turned northwest and flowed into the lake. Engineering on these projects included raising the Conneaut Lake dam by 11

continued on next page



Switching Horses in route (Photo courtesy Hazel Kibler Memorial Museum)

The Erie Extension Canal

continued from previous page

feet and adding another short canal to carry water to a pumping station for the Beaver and Erie. The French Creek Feeder was completed to Meadville in 1828 and reached Conneaut Lake in 1834.

After the Beaver and Erie Canal was abandoned, the dam at Conneaut Lake was lowered. Also abandoned was the French Creek Feeder, though for a while it still flowed through Meadville. The Crawford County Historical society has preserved a small part of the feeder canal.

Pymatuning Swamp

The canal passed along a causeway of 3 miles through what later became Pymatuning State Park at Hartstown, Pennsylvania. The causeway was built through Pymatuning Swamp by the Erie Canal Company, effectively forming the 600 acres of Pymatuning Reservoir to the west of the canal.

Major Engineering Challenges

Quicksand proved to be a major problem. At a number of locations the route had to be changes but even in spite of this, the laborers had to line the canal walls with timber along certain sandy stretches. Occasionally, even this did not always resolve the problem and it was necessary then to line the bottom of the canal with timbers cut to fit the timbered banks.

Northwest Pennsylvania has large areas of gravel deposits. When the canal passed through these regions, the water would sink through the gravel and disappear as fast as it was brought in. In these regions it was necessary to line the bottom and sides of the canal with several inches of clay for miles.

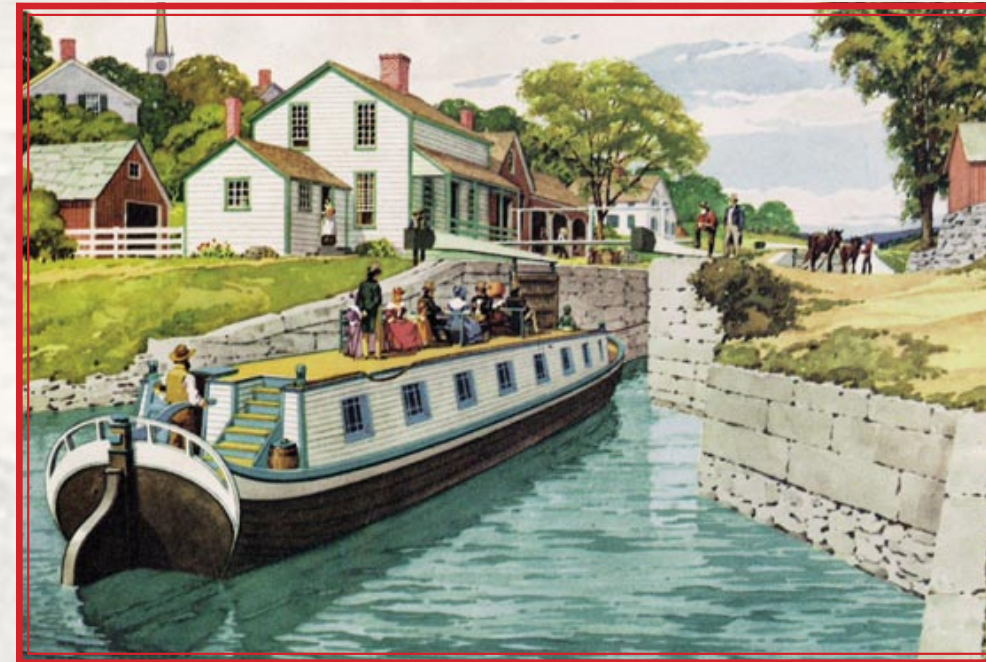
The canal had to be taken across many valleys and ravines. The massive Girard Aqueduct, which brought the canal over the valley formed by Elk Creek was a major civil engineering feat. When it burned in 1871, the cost to replace it was by then so high that the Conneaut section of the canal had to be abandoned.

The Erie Extension Canal and the Reed Family

In 1795 Colonel Seth Reed came to the area as one of the first nine permanent settlers in Erie. During the Revolutionary war he had served under General Washington. It is an interesting coincidence that in 1754, George Washington himself had been sent to what is now western Pennsylvania by Governor Dinwiddle of the Virginia Colony (western Pennsylvania was claimed by that colony at that point in history) to survey the area. In his report to the Governor, Washington suggested the possibility of building a canal connecting the Ohio River to Lake Erie.

Colonel Reed brought with him his family including his son, Rufus, who had been born in 1775. In 1798, Mrs. Reed gave birth to Matilda Reed, the first female child to be born in the settlement. The third school in the area opened in 1809 and was housed in the Reed residence in Kearsarge.

Young Rufus Reed was a real entrepreneur. At age 21 he started a gener-



A "Packet Boat" designed for passenger travel on the canal heading into the locks. By most accounts packet boat travel was not the scenic relaxing adventure as depicted in this painting,

al store and subsequently was able to secure contracts to supply provisions to the forts located west of the Erie area. He began to have ships built to carry the provisions and by the time of his death in 1846 he owned a fleet of Lake Erie Schooners.

Rufus' only son, Charles, was born in 1803. He studied law and was admitted to the bar but ultimately gravitated to the family businesses. When the State Legislature incorporated the Erie Canal Company in 1842, to complete and operate the Erie Extension Canal, Rufus became President and Charles became treasurer.

Charles also operated a fleet of canal boats. (As noted elsewhere, the first boat to reach Erie after the canal was completed was the R.S. Reed, named after his father). He converted the family fleet of lake boats over to steamships. For many years, the Reed line had the largest fleet of steamers on the Great Lakes. The Charles Reed mansion is now the Erie Club.

Charles' son William Reed worked in the business for a while but then left to become Superintendent of the Erie Extension Canal in 1860, a position he held until most of the canal was shut down in 1871.

The Erie Extension Canal and Commerce

Several factors contributed to the early success of the canal. (Transportation by barge has unique advantages when handling "bulk cargo" (coal gravel, grain, salt, etc.) These cargos are low dollar per pound value so cost per ton mile in shipment is very important. These are also cargos where delivery time is not as critical.

The first of these success factors was the discovery of deposits of bog iron on the Laird Farm, which lay along the shore of Presque Isle Bay, in the 1820's. This led to the opening of Erie's first (of many) iron furnaces in 1833 at 11th and State. These crude early furnaces were heated by charcoal from the abundant forests but the coal which the canal brought from 1841 onward allowed this industry to grow dramatically.

Secondly, it was convenient for pig iron from these furnaces to be shipped via canal to Pittsburgh, to feed its burgeoning steel industry.

A third factor was the invention of the steam engine which permitted the building of steam powered vessels. The steam engines in these early

steamships were comparatively inefficient by today's standard and required prodigious amounts of coal. With the opening of the Erie Extension Canal, Erie became the easternmost point on all the upper lakes where vessels could refuel.

Still another factor was that much of the salt in colonial America came from the salt mines at Syracuse, NY

continued on page 22

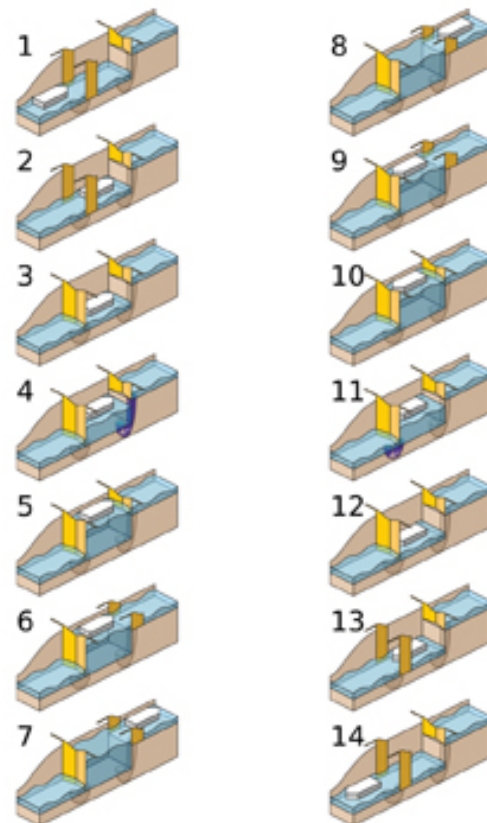


Toll Rates for freight and passengers on the canal. Note: on passenger designed boats to be pulled by 2 horses the rate is 4¢ per mile, by 3 or more horses 5¢ per mile, thus creating the framework for 1st class travel.

How Do Locks Work?

For a boat going upstream:

- 1, 2 The boat enters the lock. On the canal, horses tow the boat to the lock, then release it, allowing the boat to drift into the lock.
- 3 The lower gates are closed. Horses continue further up the tow path alongside the lock.
- 4, 5 The lock fills with water from upstream, flowing naturally through the sluice (highlighted in purple), raising the canal boat to the water level upstream.
- 6 The upper gates are opened, and the towline is reattached to the waiting horses.
- 7 The canal boat exits the lock when the horses are nudged back into action, walking along the tow path again.



For a boat going downstream:

- 8, 9 The boat enters the lock. On the canal, horses tow the boat to the lock, then release it, allowing the boat to drift into the lock.
- 10 The upper gates are closed. Horses continue further down the tow path alongside the lock.
- 11, 12 The lock empties as water drains through the sluice (highlighted in purple), lowering the canal boat safely to the water level downstream.
- 13 The lower gates are opened, and the tow line is reattached to the waiting horses.
- 14 The canal boat exits the locks when the horses are nudged back into action, walking along the tow path again.

Get Your Lederhosen On!

At EYC's Oktoberfest

by Dan Dundon

Looking back over the years of Oktoberfest celebrations, it is hard to believe 2013 will be our nineteenth annual party!

Co-chairman (now) P/C Gerry Urbaniak and our Centennial Oktoberfest Committee started planning the 1995 Centennial Oktoberfest in 1993. We met monthly and attended several other organization's Oktoberfest parties as we identified elements we wanted to include in our Oktoberfest as well as things we figured we could improve.

With a few Oktoberfest parties behind us, maybe in 1998 or so, our lead entertainer, The Mad Bavarian, Bob Hamilton told me most Oktoberfest parties have a life of a few years, then they drop-off. Unlike most such parties, our Erie Yacht Club Oktoberfest continues to be successful and well attended year-after-year.

Around our tenth annual Oktoberfest, a professional musician and veteran of hundreds of Oktoberfest-style events told me:

"People love a genuine Oktoberfest Party. Erie Yacht Club has something special here, a real, established Oktoberfest. You have all the pieces:

you serve special Oktoberfest beer and lots of it, your buffet offers real German food (Chef Angelo sure has that dialed in!) and you have top quality German entertainment with minimum downtime between acts. People love Oktoberfest and they will come out if it's the real thing. Regular brews, hot dogs and run-of-the-mill omm-pah bands don't do it. We suspect you're pretty happy with what you've got. We would be."

In addition to beer, food and entertainment the success of Oktoberfest also results from the many enthusiastic EYC member and guests who attend year-after-year, as well as the excellent professional support of the EYC management and staff.

In case you've yet to attend an EYC Oktoberfest, you have been missing the best authentic German buffet around. Dinner includes Wiener schnitzel, Sauerbraten, Roasted chicken, Bratwurst, Knockwurst, pumpernickel bread, potato pancakes, German potato salad, sauerkraut, and red cabbage. Dessert is always a delightful surprise, like black forest cake and apple strudel. Later in the evening, we bring out big soft pretzels with cheddar dip!



The non-stop entertainment begins during dinner with traditional German ballads sung by Erie's own Siebenbuerger Singers. Then, the Augsburg German Band takes over with traditional German music and a variety of German beer-hall favorites. Alternating hourly throughout the evening with the Augsburg German Band is The Mad Bavarian. The Augsburg German Band kicks-off the evening with shoogling and German songs. The Mad Bavarian takes us straight to the Munich beer-gardens with his one-man show of German music and mirth. During the evening, roving magician, Jim Bush visits the tables and mystifies all with his magical tricks and gags.

Often the EYC Oktoberfest is a sell-out. Begin planning now to attend one of the greatest parties of the year! We hope to see you all there, among the many veterans of all 18 Oktoberfests, and the continual stream of new faces (who we know will become regulars). Don't miss one of the most successful and long-lived Oktoberfest parties around!



Road to Rio

by P/C Bob & Mary Morrison PDYC

It snowed in February, was very cold, and never ending - what better escape than flying to Rio de Janeiro, and cruising up the coast of Brazil?

From Toronto, we made a connection in Dallas (doesn't that seem out of the way), arrived in Rio de Janeiro - transferred to our cruise ship the Azamara Quest. Not being real "crowd" people, we were re-

lieved that Carnival had happened the week before, but we were still able to see some gorgeous floats being dismantled, and locals slowly recovering.

Our first side trip was up Sugarloaf mountain, In a two-stage cable car, with captivating views of the famous Cocacabana Beach with simply breathtaking vistas!

At last, a relaxing day at sea, perfectly



Cable car ride to the top of Sugarloaf Mountain in Rio de Janeiro.



Giant lily pads at the Emilio Goeidi Botanical Gardens.

served delicious meals, sunshine, and a much needed nap! Then we arrived at Salvador de Bahia, Brazil, with its two tiered town, and Carnival decorations.

Expecting to be bored, with 2 days at sea, we were amazed to slip so easily into cruise life: eat, drink, and nap some more! This ship, the Quest and its sister twin, the Journey, are perfect for us senior sailors that don't need rock climbing, ice skating, and lining up as 3,000 people disembark (we only had 700 passengers). The rest was probably a good thing, as upcoming Recife/Orlinda, Brazil were jam packed. We saw historic churches, carnival decorations, and were taken to a former prison that had taken on a new life as a shopping mall! They had retained one of original cells for show, but converted the remain-



Decorated public building in Recife.



The famous Devils Island where Papillon was filmed in 1973.

ing two stories into individual market stalls. Everything the tourist would want!

Another two days at sea flew by, as we tried our hand at e-mailing from their computer room, walked the outdoor track (12 times around for one mile), and luxuriated in their specialty seafood restaurant, Aqualina, with chilled seafood appetizer, and everything else Lobster!

And then we entered the mighty Amazon, and traversed for 60 miles, tendering ashore at Belem. Our tour took us past local fish and fresh fruit stalls to the biggest outdoor market in Brazil, the Ver-O-Peso. We were introduced to the amazing Brazil nut, its shell as hard as a cannon ball, but opens to reveal segments like an orange - the Brazil Nuts that we savor at Christmas.

continued on next page



P/C Bob exploring the one remaining untouched cell on Devils Island.



Ver-O-Peso Market, the largest of its kind in Brazil.

Road to Rio

continued from previous page

A visit to the Emilio Goeidi Botanical Gardens on our way back to the ship, amazed us with their giant lily pads and bamboo trees.

The next morning, King Neptune and Queen Amphitrite ordered us all to the pool deck for the obligatory "Crossing of the Equator" ceremony. "Volunteers" were forced to kiss a flounder, and were then covered with flotsam & Jetsam, and then thrown into the pool. Great fun for us "watchers"!



Gorda Peak National Park - at very top left is privately owned Necker Island, home of Sir Richard Branson.



Cruising past the formations of the famous Baths, Barbados.

The "popcorn movie" in the lounge the next day, was the classic "Papillon", filmed at Devils Island in 1973, starring Dustin Hoffman & Steve McQueen. And then we arrived. Disappointed not to see the actual parade grounds; we wandered the island, saw the solitary confinement cells, and sweltered in the overbearing heat - those sweaty scenes in the movie were very real.

Working our way slowly northward, we stopped at Bridgetown, Barbados, for a tram ride below the earth, into Harrison Caves' stalactites and stalagmites. Then on to the Highland Adventure Center; gorgeous vistas and that unforgettable

weather sign; if rock is wet, it's raining - if it's hot, it's sunny - if it's cool it's overcast - if the rock is gone, it's a hurricane, - RUN! Have a nice day!

Our captain, Stig Nilson, threw us a special surprise, by detouring to the island of Montserrat, and slowly sailing by, to show us, up close and personal, the destruction done by the Soufriere Volcano in 1995. Many homes remain, mostly still covered in mud and lava, although some residents have returned, to rebuild on the north side of the island. An awesome sight.

After another fantastic sea day, we arrived at the British Virgin Islands Virgin Gorda. Loved their Land & Sea Tour, which combined an exciting open sided safari bus ride through the countryside, with a boat tour past the unique rock formations and beaches of the famous baths. Our safari tour took us through quaint villages, to the Gorda Peak National Park, and from the peak lookout we saw the privately owned Necker Island, home of Sir Richard Branson. A small motor launch was awaiting



LADIES NIGHT

Do you like food, fun, and beer? Join the Erie Yacht Club Ladies Auxiliary for a Ladies Style Brew Fest, Friday, September 20th, 2013 from 6-8p.m.. Representatives from Erie Beer will provide fun facts and answer questions about each beer while the Erie Yacht Club's very own Chef Angelo prepares appetizers to compliment each beer.

Ladies, bring your girlfriends, mother, daughter, and sisters and put a twist on "Girls Night Out." This all inclusive Ladies Brew Fest is just \$20 and will also feature a Chinese Auction. Hope to see you there!

*Reservations are suggested
453-4931*



**You've Made Us the Biggest
& Best in Northwestern PA
...Thank You All.**

1216 West Sixth St.
Toll Free: 1.800.700.7809
Ph: 452.2347
fax: 459.0237



- Increased Parking
- Modernized Facility
- Large Customer Lounge
- Better Customer Service
- Improved Phone System
- Increased Computer Capability

24 Emergency Service: 814.459.5736 Cell 814.392.4465

GET ONLINE WITH LUXURY



www.ROTHCADILLAC.COM

ROTH Cadillac
"The World's Oldest Cadillac Dealer"

5711 Peach St. • Erie PA
mwells@rothcad.com

2013 Erieregatta

by Aimee Nicolia

On Saturday, July 13th, the Erie Yacht Club's Reyburn Sailing School hosted its annual Erieregatta, a sailing regatta open to junior sailors in our region. This year, the Erieregatta was part of the Inter-Lake Yachting Association (I-LYA) Travelers Series, which includes several different regattas throughout the summer each taking place at various sailing clubs in the region. Being on the Travelers Series schedule allowed the EYC to attract a large number of sailors to our Club for the regatta.

According to the Erieregatta chairperson, Michele Orlando, over 100 junior sailors participated in the regatta with sailors coming from different yacht clubs including Mentor, Sandusky, Edgewater, Berlin, North Cape, Port Clinton and Vermillion.

The regatta consisted of 2 separate racecourses. A course to the west end of the bay was set up for the Optimist prams, and a course to the east of the club was set up for the 420 and Laser Radial fleets. Both courses were able to hold five races per class, allowing for one "throw out" race per boat.

"Conditions for racing that day were at an optimal level with plenty of wind and beautiful sunshine," said Michele Orlando, who also received many compliments on our Club from members of the participating yacht clubs.

The day concluded with a pizza party for the kids, games on the lawn, and an awards presentation. Several sailors from the EYC did exceptionally well in the races. On the Opti Green course, Henry Polaski took first place.

On the Laser Radial course, Claire Christensen came in second. And in the 420 fleet, EYC's Geoffrey Wells with crew J.T. Timon took first, and skipper Anna Bloomstine with crew Emily Grychowski took third.

A huge thank-you goes out to the many EYC parents and volunteers who helped make this day so successful.



Masters' Vine & Dine

An Intimate Evening with Food & Wine

Join us for an exclusive culinary progression featuring only the finest cuisine and wine offerings on the following Thursday evenings 6:30-8:30pm

Oct 17:	Five Course Fondue
Feb 13:	Romantic Pairings
March 13:	Irish Classics
April 10:	Comfort Cuisine
May 15:	Asian Fusion

Reservations online at: CourtyardWineries.com

*Apologies in advance for limited seating - Reservations close 2 weeks prior to each event, for more information call 814.882.5086

10021 W. Main Rd. North East

Chardonnay now available at both Courtyard locations.

Favorites now available at select PLCB Wine & Spirits

Courtyard Wineries

9101 W. Ridge Rd. Girard

Anchor Marine Ltd

- Complete engine & drive service
- Fiberglass repair & restoration
- Interlux yacht paint center
- Raymarine certified installer
- Ship's store
- Brokerage boat sales
- Inside storage

merCruiser **Raymarine** **KOHLER** **VOLVO PENTA** **Interlux**

Five State St. • Erie, PA 16507 • 452-1717 • Fax: 452-1804
e-mail: anchormarine@anchormarineltd.com • www.anchormarineltd.com

We're by your side so you can stay at home.

Home Instead SENIOR CARE

To us, it's personal.

Helping Seniors Age In Place
Certified Alzheimer and Dementia Care

Each Home Instead Senior Care® franchise office is independently owned and operated. © 2013 Home Instead, Inc.

Call for a free, no-obligation assessment.
Locally Owned by members Bob and Darlene Cunningham
814-464-9200
homeinstead.com/eriepa

The Erie Extension Canal

continued from page 13

(which calls itself the “Salt City” to this day). Salt was brought down the Erie Barge Canal to Buffalo where it was transhipped onto lake schooners and steamboats and taken to Erie. In Erie the salt was put aboard the barges that just brought up coal so the barges could return to Pittsburgh with full return loads.

The Erie Canal Extension Canal and Immigration

From the time of its opening. The canal was a major channel for immigrants headed west. Immigrants landing in New York were usually looking for ways to head west with the promise of free land and new opportunities. The way west overland was arduous, dangerous and slow. With the advent of the Erie Canal in New York and the Erie Extension Canal a whole new opportunity opened up.

With today’s interstate highways, this probably seems roundabout but in its day the barge travel was comparatively comfortable, safe and fast. For instance, since the passenger packets ran all night long, the trip from Erie to Beaver took less than 48 hours. The “fast packets”, which were pulled by three horses traveling at a trot and changing horses every ten miles, could make it more quickly. The lowest fare (66 cents) was available by taking a freight barge but you had to supply your own food and bedding for this fare.

From the time that it opened in 1844 until operations ceased in 1871, the Erie Extension Canal carried thousands of immigrants heading west. Some were part of larger groups. For instance, in 1846, Eric Jansen, a religious dissenter from the State Church (Lutheran) of Sweden came through with about 800 of his followers on their way to found their own colony in Bishop Hill, IL. A number of immigrants over the years got as far as Erie and decided to stay, adding to the growing multicultural nature of the town which persists to today.

In the early days there were actually pirates operating along the long unpopulated stretches of the route.

The Erie Extension Canal and Famous Travelers

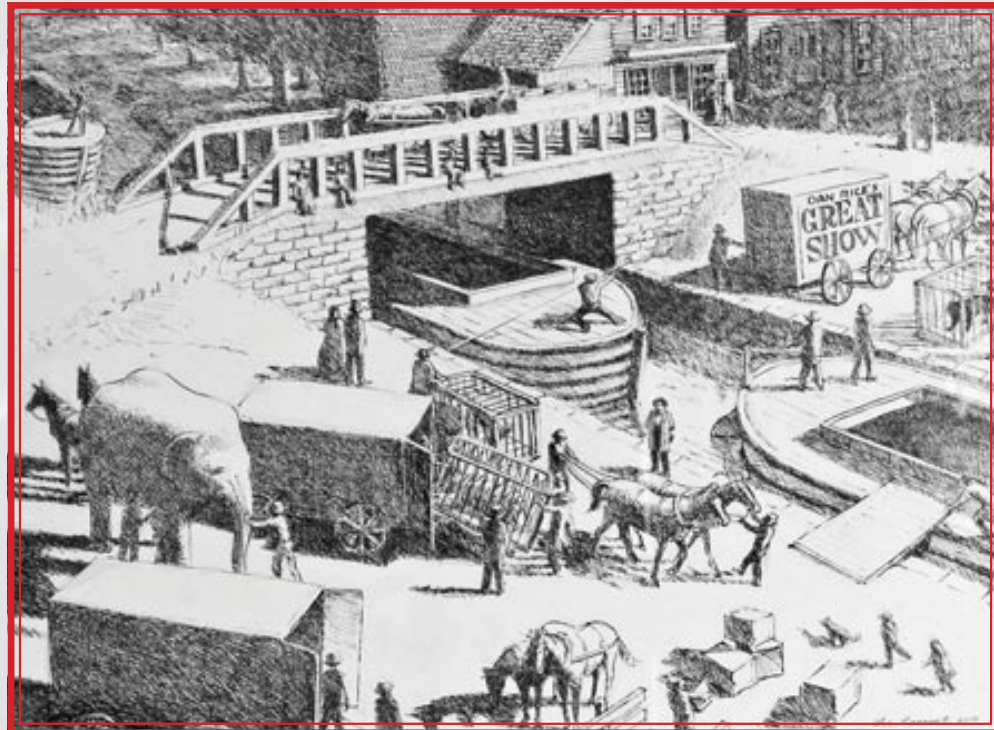
James Garfield worked as a mule driver on the canal in 1847. He went on to be elected as the 20th President in 1880.

President Zachary Taylor the 12th President elected in 1848, visited and rode the Canal in 1849.

In 1841 Father Edwarf Sorin C. S. C. and seven companions all of them members of the recently established Congregation of the Holy Cross, arrived from France and traveled the lower portion of the Canal. They were on Route to Indiana to take possession of a 524 acre site, where, in 1844 they established “L’Universite de Notre Dame du Lac”

Charles Dickens traveled the Harrisburg to Pittsburgh Canal (He wrote a wonderful description of canal packet travel) in 1842. He then visited the southern terminus of the Erie Extension Canal on the way down the Ohio to Cincinnati.

Dan Rice Circus disembarking from the Canal boats. Drawing courtesy of Lee Forrest and the Hazel Kibler Memorial Museum. Dan Rice made Girard the winter headquarters for his Circus and the canal allowed easy access to the waterways south and his Hippodrome in New Orleans.



The Erie Extension Canal and the Underground Railway

The towpaths of the Erie Extension Canal and the Erie and Ohio Canal were popular routes for runaway slaves heading north to Canada. The towpaths were easy to walk and easier to follow than the often primitive roads.

Following the roads north was difficult since both road signs and road maps were rare and many of the slaves could not read. Canals running north with barges laden with coal were far less confusing to follow. The freight boat captains and crews tended to be fiercely independent types with little sympathy for slavery and often hid runaways under the freight tarpaulins. It is probably no coincidence that the Commodore Perry House, a local terminal for the Underground Railway, is located only two blocks from the canal terminal basin at the foot of Sasfras St.

Another connection between canals and the Underground Railway is the account of travel by canal boat, from a woman’s point of view, written by Harriet Beecher Stowe. (Ms Stowe’s book, “Uncle Tom’s Cabin” played a

major role in the anti-slavery movement.)

Remnants

Canal sections exist near Shenango River Lake near Hermitage. Well-preserved remains of Lock Number 10 are found in Sharpsville, about a half mile south of the Shenango Dam. Maintained for hiking, the Shanango trail follows the old canal towpath. It runs about 8 miles along the east side of the Shanango River from Kidd’s Mill Covered Bridge to the confluence of Lackawannock Creek and the river. Canal artifacts and a replica of a canal boat, the Rufus S. Reed, are on display at the Greenville Canal museum in Greenville on the Shenango River 72 miles northwest of Pittsburgh.

Looking down from the bridge over the railroad on Rt.18 near Platea, you are looking at the dry bed of the Erie-Beaver Canal. The former Pittsburgh, Shenango & Lake Erie Railroad, (later more familiarly called “The Bessemer”), bought the right of way and laid its tracks in the drained canal.

There is one visible remnant of the canal in Erie. Construction on St. Peter’s Cathedral in Erie, PA started about 1873. After the canal in the Erie area ceased operation in 1871, the Catholic Diocese was able to buy all the stone that had been brought in and used to build the flight of canal locks (that took the canal down to its terminus on Presque Isle Bay). These stones were then used in the foundation and elsewhere in the Cathedral structure.

The Canals Demise

The Erie-Extension Canal (also known as the Erie & Beaver Canal) flourished in its early years, and contributed to the growth of towns all along its route.

Competition from railroads, however, was formidable, and a major factor in the abandonment of the canal system. The “fast packet boat” that reached Pittsburgh in 36 hours was soon out, left in the dust by the much faster railroad.

In 1870, the Erie Canal Company declared bankruptcy, and was purchased by its chief competitor, the



The Canal allowed Erie and other surrounding towns to tie into the commerce of the larger more industrial cities like Pittsburgh and Buffalo.

Erie and Pittsburgh Railroad. The canal system was operated in an unsatisfactory manner to its boatmen, and was allowed to fall into disrepair. The railroad never repaired the Elk Creek aqueduct after it collapsed in 1871, bringing an end to transit and commerce on the Erie-Extension Canal. Much of the right of way was subsequently sold to the railroads by Sarah Reed who inherited it from her father. (On Rte. 18, just south of I-90 the road crosses over what was the canal bed, in which the railroad now runs).

In addition to making it easy to build the new railroads by having available the cleared and graded right of way and pre-dug tunnels, there were a few other good things to come out of the demise of the canal. When the canal through Erie ceased operation, the pipe of a major branch of the city’s new (at the time) sewer system could be laid in the old canal bed.

Much is made, and for good reason, of the incredible feat of building Perry’s ships under very difficult conditions in 1813. Few recognize the Herculean task of digging a locked, 137 mile canal across hills and rivers with only manual labor and horses, only twenty some years later. It was a truly remarkable achievement.

Songs of the Canal

No doubt there were songs that the boatmen sang on their long lonely journeys, but none that relate to the Erie Extension Canal in particular can be found. Many of the men who actually built the canals were immigrants from Ireland. Fortunately, the Irish people are fond of singing ballads and one of their songs has survived. It is about Paddy’s visit to a canal letting. A “letting” was when a section of canal was completed and the water was first let in to fill it.

*och! who in this wide world has
been to a lettin’!*

*At Beaver, or French Creek,
or no matter where.*

*By the pow’res, you’d think that yourself
was just gettin’*

Right smack in a meskeagh at Kilkenny Fair.

*It is there you’ll find paddies and dutch
without number,*

And Yankees, devil take one and all the set,

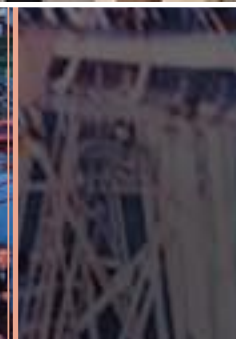
*And bed bugs like bulldogs to bother
your slumber,*

*Whilst not a bed for your body’s swate
sowl could you get.*

3rd Annual Mariner's Ball

COMMEMORATING THE 200TH ANNIVERSARY OF THE BATTLE OF LAKE ERIE

By Karen Imig



The Flagship Niagara League (FNL) held the 3rd Annual Mariner's Ball on Saturday, June 8, 2013. This year's event commemorated the 200th anniversary of the Battle of Lake Erie. Prior to the evening, the Club officers and a few friends gathered at the Club for a "pre-party" and as you can see by the attached photos, they made an impressive looking group!

Months of planning went into this and previous Balls with lots of support from the Erie Yacht Club and many of its members. This year's planning committee included Club members Commodore Matt Niemic, Secretary-Treasurer Karen Imig, Becky Veith, Lauren Blazek Openlander and Christine Hornak. The Bridge Officers attended the event in uniform which lent a very nautical touch to the evening. In addition there were many other Past Commodores there in uniform accompanied by their wives, including P/C Bob Allshouse, P/C Dave Heitzenrater, P/C Tom Trost and P/C Fritz Curtze to name a few. Honorary EYC member Captain Wesley Heerssen looked sharp and was proudly dressed in uniform as well.

In addition to paying tribute to the 200th anniversary of the Battle of Lake Erie, the event honored Denise Illig-Robison who has been an ardent supporter of the Niagara. The sold out event was emceed by Kim Thomas-Plyler and featured: live entertainment and dancing, heavy hors d'oeuvres, food stations, raw bar, open bar, cigar bar, live and silent auctions and a fireworks display by Jeff Gibson Fireworks with the Flagship Niagara in the foreground. The evening's activity took place both inside the Maritime Museum as well as dockside.

P/C Dave Amatangelo said, "I think this is turning into one of the premier events in Erie; the venue is great, the food is superb and you can't beat being around water, boats, and a bunch of fun people."

The now annual event is FNL's most prominent event, raising much needed funds for the Niagara. FNL raised approximately \$78,000, an increase of nearly 40% percent since its inception. In addition to ticket sales, sponsorship packages contributed to that total, with many EYC members and their companies supporting the event. The EYC has and continues to support the hard working FNL in its worthy mission to keep the Flagship Niagara sailing. This year the Club supported the event thru an Officer's Circle Sponsorship. Additional money was raised for the Niagara through a silent auction as well as a fast and furious live auction.

Some EYC members shared their comments about the wonderful evening. Dianne Cunningham stated that "Bob and I are happy to support the Niagara League's Mariner's Ball as a business sponsor and always look forward to attending the unique, classy event! It's an opportunity to get together with our EYC friends and share our love of the water, our community and Erie's nautical past. The Niagara League never fails to make the evening memorable! As one of my EYC friends said this year, 'The Mariner's Ball is one of my favorite events of the summer!'"

Rear Commodore Brad Enterline had the following thoughts, "It was a wonderful evening and the fireworks with the Niagara as a backdrop were awesome! A great opportunity to gather with friends and Niagara supporters. The food was delicious and with the beautiful weather that evening...it does not get much better!"

P/C Dave Heitzenrater summarized the importance of the event and the Niagara's contributions to our community and country by saying "The ship is a wonderful working marine model and classroom which is an important part of not only Erie History but U.S. History. She was constructed in a yard a very short distance from the original EYC location at the foot of Myrtle Street and we share her Erie marine heritage."



More Extreme! PUMPKIN CARVING

by Artist Ray Villafane



J. THOMAS TREE SERVICE
"Out on a limb for you!"
Jacob Thomas, CTSP
(814) 882-5111
 PO Box 9367 | Erie, PA 16505

TCIA *Erie's Only*
TCIA ACCREDITED TREE CARE COMPANY
 Free Estimates | Fully Insured
 Residential & Commercial
 www.jthomastreeservice.com PA072401

24-HOUR EMERGENCY SERVICE
 ACCREDITED
 ETHICS CARE INDUSTRY ASSOCIATION QUALITY
 CONFIDENCE

Facebook

Our Services:

- Tree Removal
- Stump Removal
- Arborist Services
- Trimming
- Pruning
- Land Clearing
- Crane Service
- Tree Planting
- Snow Removal & Management
- Firewood



SMITH COLLISION, INC.

"Accidents Happen!"

For Complete Premium Collision Repairs on all Foreign & Domestic.

3844 West 20th Street • Erie, Pennsylvania 16505 • 814.835.1110

Do you have an unsightly tooth?
 Are you looking to repair or replace a tooth that is bothering you?

We can design and create a crown for you in just one short appointment! No need for multiple visits or long wait times for a crown!

We do it all in office with our CAD/CAM system that can mill your crown in a matter of 12 minutes!



Scan for a Free Consult.

text TOOTH to 22828 to subscribe to our newsletter.

3325 West 26th St. | Erie, PA 16506
 (814) 838-6354 | www.KneibDentistry.com

kneibdentistry

If These Docks Could Talk

by P/C Gib Loesel



After writing in the last LOG issue about the “stiff leg crane” I started thinking about handling smaller boats and the small boat lifts that our Club now enjoys.

I believe that those who have been around for a while would agree that we can thank one member in particular for his “genius” and foresight and that would be C. Dean Klahr, father of members Lew and Dean Klahr.

The Klahr’s were enthusiastic and wonderful Star Boat sailors. Star Boats are a keel boat weighing about 1,500 lbs needing to be launched and taken out with the old “stiff leg”. Mr. Klahr could see the need for a small boat hoist and decided to design and, with the permission of the board, build our first small boat hoist. I have not been able to locate a picture of it but it was very similar to the hoists that are in place today.

As many of you know I am a fan of the “punk poems” that use to be a regular feature in the old Logs and were a great way to make fun of and at the same time salute “things” that were happening around the Club. To the right please find the May 1955 Punk Poem known as Klahr’s Klassy Krane and remember the beauty of these poems was that not everything rhymed or was spelled correctly. They were truly “punk”. This particular P.P. was authored by Bob Sternberg:

*A salute to Dean Klahr with business like air
He’s the man who has fathered our crane.
From the time it was high to a gleam in the eye
Or a wrinkle in somebody’s brain.*

*He went up the BOARD with large golden hoard.
With his estimate plans and design.
Then he made ‘em such offers, they dived into the coffers
And came up with cash on the line.
(Nize Board)*

*So Dean started to dig with a well drilling rig
First he planted some rails in the shale
Then he builded a form, for the concrete so warm
And he ladled it in by the bale.*

*Then along came the post, It was really the Most
It was George – Cool and Bone bosom cousin
It stood firm as an alter, or the Rock of Gibraltar
There were foundation bolts by the dozen.*

*Next the frame was designed with all small boats in mind
You can haul ‘em with sticks out or in
Star, Lightnings or Seagull in a manner quite regal
It’s so easy it’s really a sin*

*So throw in or haul out – you are never in doubt
Of its strength you need never be wary
Never fear for the strain upon Klahr’s Klassy Krane
For that baby could pull the Queen Mary.*

*Thanks for all you have done you old sonofagun
For this prob’ly will be your sole pay
You have captured a part of each small sailor’s heart
And we’re grateful for ever and aye!*

If these docks could talk I am sure they would say
“Mr. Klahr all of the small boat sailors thank you for
your contribution”.



**CIFELLI
AUTO**
SALES + SERVICE
ERIE, PA

Support the Club...
Support “The LOG”


Coleman & Co., P.C.
Certified Public Accountants

2415 West Grandview Blvd. • Erie, PA 16506 • 814.866.3000
Fax 814.866.0171 • E Mail edc@colemancpa.com

HPP

Harbaugh Power Products
Heavy Duty Industrial and Marine Diesel Engines
Rebuilding, Parts and Service
Caterpillar, Cummins, Detroit, Isuzu, Volvo and More
Free Pick-up and Delivery on All Rebuilds
Serving Western PA and OH Since 1986

Tel: 724-925-8820
Fax: 724-925-8242
Email: info@harbaughpower.com
Web: www.harbaughpower.com

"Excellence from Design through Validation"



North America's Premiere Supplier
of Tooling for the Injection Mold
and Die Cast Industry

Reddog
INDUSTRIES INC.
A Hilbert Company

2012 East 33rd St. • Erie, PA 16510
814.898.4321 • www.reddog-erie.com

Keep Your Options Open!
New Home/Office Pickup & Delivery
We'll spend 14 hours a day, 7 days a week
making you look good!
parisclean.com



Since 1926
Paris Cleaners
6 locations including 4 Giant Eagle locations
Open 7am to 10pm 7 days a week.
4114 Peach Street and 4025 Pine Avenue
Plus 4 Giant Eagle locations: Yorktown, Girard, Harborcreek & Edinboro



The
TEMPUR-Cloud™

America's most highly
recommended bed.



**Experience
It Today!**

**John V.
Schultz**
FURNITURE & MATTRESS
PEACH & I-90

7200 Peach Street
Erie, PA 16509
(814) 868-7125
www.johnvschultz.com

WHAT'S THE GOOD WORD

BY DAN DUNDON



A suggestion was made that it might be interesting to hear a few quotations from sages perhaps less well-known to us?

A little research on my part brings the following words-of-wisdom from Mystics of the East to this EYC Log:

We are what we think. All that we are arises from our thoughts. With our thoughts we make the world.

Fall seven times, stand up eight times.

A mind all logic is like a knife all blade. It makes the hand bleed that uses it.

The angry man will defeat himself in battle as well as in life.

A person who says "I'm enlightened" probably isn't.

Holding on to anger is like grasping a hot coal with the intent of throwing it at someone else; you are the one that gets burned

The mind is everything. What you think, you become.

- *Buddha*

You cannot do right in one department of life while occupied doing wrong in any other department. Life is one indivisible whole.

- *Gandhi*

In thinking, keep it simple.
In conflict, be fair and generous.
In governing, do not try to control.
In work, do what you enjoy.
In family life, be completely present.

- *Lao-tzu*

Remember, the Log is your publication! I would sure enjoy publishing your favorite quotes or such words-of-wisdom. Why not send them to me (dandundon@gmail.com) for us to maybe include in future EYC Log articles? The recent member survey showed lots of us have good thoughts!


In closing, let's wrap up with something that seems to reflect where I often find myself:

Not only can I not recall my experiences in my previous lives, sometimes I can't even remember what I did yesterday.

- *Dalai Lama*



The Perfect Choice.



"My daughter has Autism. Doctor Mahoney and Sleep Dentistry is the perfect choice for any parent of a child with special needs.
Thank you Doctor Mahoney."
- Carol -

**Dr. Kevin
Mahoney, DMD**

3915 Caughey Rd. (near McDowell High) 833.3505 • sleepdentistryerie.com

Serving the Erie Area Since 1945.

CM
Church & Murdock
Electric Inc.
COMMERCIAL • INDUSTRIAL • INSTITUTIONAL
CONSTRUCTION AND DESIGN



814/825-3456 • Fax: 814/825-4043

**Back to
The Original...**



**Jensens
Target Collision**
QUALITY COLLISION REPAIR GUARANTEED

2978 W 12th St.
833-6510



It goes by many different names: life jacket, life vest, life preserver, personal flotation device, or PFD. No matter what you call it, its purpose is to keep you alive until help arrives when you find yourself unintentionally in the water. But the key to the effectiveness of a life jacket is to wear it.

According to the U.S. Coast Guard, 651 people died in boating accidents in 2012. Though that's the lowest number of annual fatalities on record, it's 651 too many. Of those deaths, 462 (71 percent) were by drowning and of those, 388 (84 percent) were not wearing a PFD. That makes each one of those deaths preventable and all the more tragic.

It's understandable that boaters enjoy the feel of sun and spray, so they prefer to boat without wearing a life jacket – especially on nice days. But there's no reason why you, your family and friends, can't have fun on the water *and* wear a life jacket. Unlike the old bulky orange life jackets, modern jackets are comfortable, stylish and easy to wear. Innovative options allow mobility and flexibility for activities and come in a wide variety of shapes, colors, and sizes. Some are even inflatable — as compact as a scarf or fanny pack until they hit water, when they automatically fill with air.

Life jackets are one of the most important pieces of safety equipment on your boat and they are NOT optional. All boats must have a USCG-approved life jacket on board for each person. In addition to life jackets, boats 16 feet and over must have a throwable device on board. (Canoes and kayaks, regardless of length, aren't required to carry a throwable device.)

All life jackets must be in good and serviceable condition and legibly marked showing the USCG approval number. This means the life jacket must be fully functional, free of tears or defects with all buckles, straps, zippers and other

closures working properly. Inflatable life jackets must have a full cylinder and all status indicators on the inflator must be green, or the device is NOT serviceable, and does NOT satisfy the requirement to carry life jackets. (Coast Guard Approved Inflatable life jacket's are authorized for use on recreational boats only by those at least 16 years of age.)

Life jackets must be "readily accessible," which means that they are stowed where they can be easily reached or out in the open ready to wear.

Throwable flotation devices must be "immediately available," which means it cannot be in a protective covering

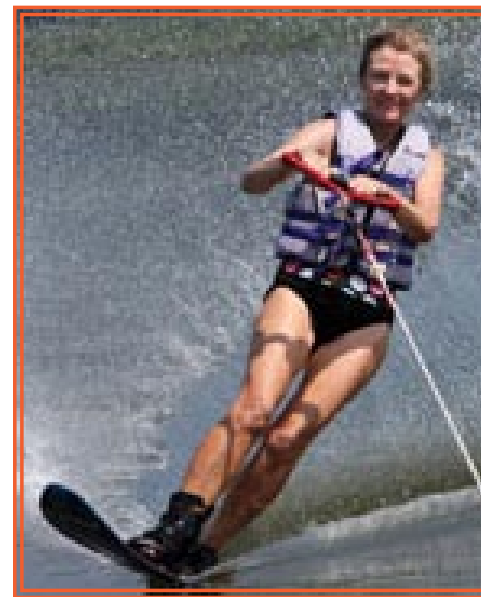


and must be within arm's reach of the operator or passenger while the boat is in operation.

Life jackets must be the appropriate size for the person intended and adjusted to wear. Penalties may be imposed on the owners or captains of vessels found not carrying life jackets, or not carrying a sufficient number for the people on board, or occupants not wearing them as required.

Pennsylvania Law requires life jackets be worn by the following:

- Children 12 years of age and younger on Commonwealth waters when underway in any boat 20 feet or less in length and in all canoes and kayaks.
- All water skiers (anyone towed behind boats), personal watercraft operators and passengers, sailboarders (wind-surfers) and paddle boarders are required to wear a life jacket. Inflatable life jackets are not acceptable for these activities.



- Boaters are required, by law, to wear life jackets on boats less than 16 feet in length or any canoe or kayak during the cold weather months from November 1 through April 30. This change is intended to protect boaters from the dangers of cold water shock. The risk of an accident being fatal is significantly higher when the air and water temperatures are colder. Over the last 15 years, cold water incidents represented only eight percent of the boating-related accidents, but resulted in 24 percent of the fatalities. Victims who are wearing a life jacket when exposed to cold water

have potentially life-saving advantages.

Remember that life jackets should be personalized, properly fitted and tested in the water. This is particularly important with children. An adult pdf will not work for a young child. If a child wears a life jacket that's too large – a common mistake – the child can easily slip out.

Here are some tips on having the right-sized life jacket for your children:

- Kids' life jackets come in three sizes: infant (under 30 pounds) which offer greater flotation for the head; child (30-50 pounds) and youth (50-90 pounds). Any child more than 90 pounds should wear an adult life jacket. Only purchase life jackets that are U.S. Coast Guard approved.

- Have your kids put on their life jacket to check for comfort and size.

- To check for proper fit: Have the child stand with the jacket on and all buckles, zippers and crotch straps fastened. Grab the life jacket's shoulder area and pull straight up. The jacket should not move up to (or over) the child's ears. If it does, it's likely to be too big.

- The best fit for a kid's life jacket is one that fits snugly yet comfortably. If all of the fasteners cannot be attached, it's likely too small.

If a child has a good fitting life jacket, they will be much less likely to complain about wearing it.



We also must remember our pets. No matter how well a dog can swim any dog can drown, All dogs can get fatigued and/or can become disoriented. If you are a boater that enjoys taking your four-legged family member with you on the water it is wise to make sure they are equipped with a pdf as well. There are many types of pdfs designed specifically for your pet's size and weight. Lifting handles on the pdf make retrieving your pet much easier for you and safer for all concerned. And remember, like a child, if the pdf is fit properly and is comfortable Fido shouldn't complain too much about wearing it.

So the next time you go out for a fun day on the water, bring out the life jackets and encourage your guests to wear one. If they are not worn, ensure they are easy to get to, such as under or next to their seat, that they fit properly and instruct everyone on how to use them.

The best life jacket is the one you will wear. Though not required, a life jacket should be worn at all times when your boat is underway. This is particularly true for young children, non-swimmers, elderly, those new to boating, and during bad weather. A life jacket can save your life or the life of someone you love... but only if it is worn.





September Calendar of Club Events

- 1st A la carte Breakfast • 10am - 2pm
- 5th Thursday Sunset Happy Hour
Tri-State Mopar Car Club Night
Music with The Four Jays
6pm - 9pm
- 8th A la carte Breakfast • 10am - 2pm
Sunday NFL Football • 1pm
The EYC has the Sunday Ticket for
all your favorite games
- 9th Monday Night Football at the Club
Beer Specials
- 10th Past Commodores Dinner
- 12th Thursday Sunset Happy Hour
Rum Runner Night
Music with the Sam Hyman Band
6pm - 9pm
- 15th A la carte Breakfast • 10am - 2pm
- 16th Monday Night Football at the Club
Beer Specials
- 19th Thursday Sunset Happy Hour
Halfway to St. Patty's Day and
Harley Davidson Owners Club
Live Music with Deuble & Vogan
6pm- 9pm
- 20th Ladies Night Out • 6pm - 9pm
Craft Beer & Food Pairing Party
Chinese Auction • 50/50 raffle
\$20 benefits the Auxiliary Fund
Reservations Suggested 453-4931
- 22nd A la carte Breakfast • 10am - 2pm
- 23rd Monday Night Football at the Club
Beer Specials
- 29th A la carte Breakfast • 10am - 2pm
- 30th Monday Night Football at the Club
Beer Specials

Visit our Website!

www.erieyachtclub.org

Help the Club... Help your Business. Advertising in the LOG... It's just good Business.

By Placing an Ad in the EYC
LOG Magazine You:

- Show Club Support
 - Promote Your Business
 - Get Your Message Out
- and LOG readers prefer doing
business with fellow members and
LOG supporters.

So get your message out there to
fellow members and LOG readers
throughout Erie.

No Ad? No Problem.

We can create an ad for you, from
logo design to finished art, we do
it all, and for LOG advertisers we
offer a greatly reduced rate!

Contact us at 814.455.2757 or
info@ashby-adv.com then you'll
make contact with thousands
more!



Erie Yacht Club License Plate

To get your EYC Plate,
go on-line to:
www.erieyachtclub.org
or the Club office.
Cost: \$35.00



October Calendar of Club Events

- 5th Commodores Ball • 7:30pm
with music by The Chance
- 6th A la carte Breakfast • 10am - 2pm
- 7th Monday Night Football at the Club
Beer Specials
- 13th A la carte Breakfast • 10am - 2pm
- 14th Monday Night Football at the Club
Beer Specials
- 17th Haul Out Blues Bawl • 5pm - 9pm
Drink & Dinner Specials & music by
The Roger Montgomery Blues Band
- 19th Octoberfest at the EYC
German Dinner & Beer Specials
Festivities Start at 6pm
Entertainment from
The Mad Bavarian The Augsburg
German Band
Call for Reservations 453-4931
- 20th A la carte Breakfast • 10am - 2pm
Kids Halloween Party • 11am
Kids Show • Donut Decorating and
Hay Bale Candy Search
- 21st Monday Night Football at the Club
Beer Specials
- 25th Adult Halloween Party • 8pm
DJ Music
- 27th A la carte Breakfast • 10am - 2pm
- 28th Monday Night Football at the Club
Beer Specials

Support
the LOG
by Supporting
Log Advertisers



CLUB REMINDERS

We Have the NFL Ticket!

When the Steelers, Browns or
Bills are blacked out, the Club
has the Sunday NFL Ticket so
don't miss a second of your
favorite team.

Catering Reminder

Book your company
Christmas party early.
Dates are going fast!
Contact Catering Manager
Elizabeth Dougan at 453-4931

Notice: Slip Applications
for the 2014 season will be
mailed within the first week
of October and are due by
November 1st.

Fall Haul-Outs Final Day

Make your plans to prepare
your boat for winter storage
by scheduling your haul-out
date before the final day
which is scheduled to be
Sunday November 3rd.
Appointments for haul-outs
can be made with the Club
office by stopping by
or calling 453-4931.

New
Homes

- Additions
- Finished Basements
- Garages
- Replacement
Windows
- Siding & Roofing
- Commercial Buildings



PATERNITI HOMES

PA#036146

833.3493 • cell: 397.1015 • www.paternitihomes.com • paternitihomes@roadrunner.com

the **ERIE YACHT CLUB**
FOUNDATION
serving the erie area boating community



All Gifts
Are Greatly
Appreciated!

Please mail donations to:

Erie Yacht Club Foundation, Inc.
P.O. Box 648
Erie PA, 16512
or visit: www.erieycfoundation.org



Enhance Your EYC LOG

**Tell us Your Story or
Send Us your Photos!**

Contact the LOG staff.
455-2757 or e-mail to
info@ashby-adv.com

Don't be intimidated!
You don't need
to be a
professional writer
or photographer,
simply someone with
a tale to tell
or Club related
photo to share!



Proudly served at the Erie Yacht Club



She is a thing of beauty