

VOLUME V / ISSUE 4

JULY/AUGUST 2007

The LOG



Erie's Best Kept Secret

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From the Bridge

Rear Commodore Dave Amatangelo

This is an exciting time at Erie Yacht Club, you know about the docks, front gate, and new roof at the Light House. There is another change that has taken place and it's not as visible as the ones previously mentioned. This was a problem that many members voiced their concerns about, and the problem was their voices, yes, their many voices, and the noise level generated by those voices, in the Grill Room. The Bridge and Board knew we did not have the expertise ourselves to solve the problem and we needed outside professional help which we received from EYC mem-

ber Mike Ferralli who is a Consulting Physicist and Assistant Professor of Physics at Gannon University. With Mike's expertise, he was able to determine the type of material needed and the amount to minimize the reverberation of noise generated by our voices. So on your next visit take a look at the walls, and soffit area, this is the stuff that allows you now to have a normal conversation at your table and hear all the words. In a later Log Article we will get into more detail of the of how and why this works.



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

On the Cover...

The “Gun Crew”... a unique lifelike sculpture of sailors caught in the action and emotion of the horror experienced in the “Battle of Lake Erie”.



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This is the first beautiful display visitors encounter at their historical venture back into Erie's fascinating maritime history.



Beautiful display cases offering guests a peek into the past, flanked by the USS Wolverine's bow spread on the 2nd level mezzanine of the museum.



EYC's P/C Frank Zurn donated these marvelous ship models to the EMM of his three legendary sailboats he raced over many years on the Lake.

Erie's Best "The Erie Maritime Museum"

by John

It certainly seems that sometimes half the businesses in the Erie area are the "Niagara" this or the "Perry" that with newspaper and TV stations using the image or outline of the Brig in their graphics and logos. Yet quite remarkably only a small percentage of Erie area residents realize that a real treasure awaits them at 150 East Front Street. This is the address of Erie's fascinating historical Erie Maritime Museum and the home of the Flagship the U.S. Brig Niagara.

Here, with a few of my Niagara photos, as I am the ship's current photographer and consummate volunteer, is a pictorial introduction to the fourteen million dollar investment made in showcasing Erie's place in U. S. history.

Coming from the Erie Public Library parking lot, you see right away this is a solidly designed and built facility that is less than 10 years old. The Gift Shop is not only inviting but teaming with the Brig Niagara's historical memorabilia, souvenirs and gifts. The shop more than deserves your attention after you partake of the journey back in time to the War of 1812 and the Battle of Lake Erie all beautifully presented in our very own Erie Maritime Museum.

For half the cost of a movie, you enter the world of 1813, with actual and reproduced artifacts, video history lessons, inspirational guided tours and of course Perry's Flagship, the U.S. Brig Niagara. The Niagara is fully rigged and sailable with a full crew which is all part of our "Educational Student Sailing" program. This popular program, which is filling up quickly for the 2007 season, gives you a rare glimpse into being part of the 1813 Niagara crew's life in sailing and living aboard a tall ship.



An overall view of the EMM from the top level. Visitors are treated to a vast array of beautiful displays.



EYC Member Chuck Matts (front row white hat blue shirt) listens intently as the Niagara's Captain Wes Heerssen discusses safety rules before the ship departs for a "Day Sail".



Longtime EYC Member, Niagara crew member and EMM volunteer tour guide Pat Claxton doing his thing.



A wide range of historical memorabilia are displayed, including the ship's wheel all located on the second tier level of the museum's interior.



This interior Entrance Display Case is located next to the Erie Maritime Museum store which all visitors feel is a "must-see" during their historical adventure at the museum.

Kept Secret Erie Maritime Museum

by Baker



Third tier level of the museum's interior. Beautiful displays and historical artifacts.

Your first stop in the Museum is for a video showing both the epic Battle of Lake Erie as well as a remarkable detailed look at the construction of the present day ship. From this point you enter the main floor's exhibits, which are laid out in so logical a manner that you can self-guide yourself or your family through the unique array of the area's historical past in every one of the beautiful and interesting display rooms. (Guides, of course, are always available to lead your party through all areas of the museum.) As guests gather at the North end of the main floor of the Museum, which overlooks the specially designed berth where the Brig Niagara is docked, guides present a short history of the building of the fleet and then escort guests to the ship. Visitors touring the ship are required to utilize escorts while onboard at all times for safety reasons.

After a fascinating and informative tour of the entire ship, including a gun drill demonstration, visitors are escorted back to the museum. At this point all are encouraged to remain and discover another Erie treasure, the Wolverine exhibit on the Museum's second floor. This mezzanine has 1,500 sq ft. that is devoted to the USS Wolverine and another 1,100 sq ft. display area for our "transitional" Lake Erie Maritime exhibits.

So give yourself and your family a wonderful glimpse of our historical maritime past at your Erie Maritime Museum and the US Brig Niagara today ... it's a family adventure you'll not soon forget.

For more information, www.brigniagara.org



Capt. William L. Morrison, US Navy, shown here aboard his ship the USS Wolverine before she was scrapped. Later in life he served as the Commodore of the EYC in 1904 & 1905.



A family of EMM visitors is captivated by one of the interactive historical displays.



Prior to all "Day Sails" aboard the Brig, all participants receive a historical overview at the EMM's attractive outdoor lecture facility.



Makin'



Wake!

by Aimee Nicolia

This is definitely not your dad's water ski boat. And that rider behind it is definitely not a water skier.

New ski boats today look a lot different than they used to, and they come equipped with some bells and whistles your old man wouldn't have even dreamed of in the old days. As for the riders they're pulling these days – this new wave of riders are called “wakeboarders”.

If you're not familiar with the growing sport of wakeboarding, quite simply it is to water skiing what snowboarding is to snow skiing. That is to say that instead of being pulled behind the boat on skis, the rider stands on a single board with bindings that is very similar in appearance to a snowboard. The wakeboarder has a sideways stance like that of snowboarder, surfer or skateboarder. Typically, the left foot is in front, unless the rider is “goofy footed”, in which case the right foot leads.

One important difference between water skiers and wakeboarders that has given way to the innovations in the boat designs over the years, is that water skiers prefer a flatter surface and higher speed for carving. Whereas, in wakeboarding it is all about getting “big air”, and doing tricks and grabs. Therefore, the size of the wake is key.

Today's Watersport Towboats

The towboats that are made for wakeboarding purposes are designed to create the ideal

wake. “There are a few main things that you'll see in wakeboard boats,” says Jeff Jones, who grew up water skiing off the Erie Yacht Club and is now an avid wakeboarder as well as the Northeast Sales Manager for Centurian Towboats.



“Wakeboarders” rely on towboats with V-drives because the weight of the engine in the back of the boat creates a bigger wake to jump.

“The biggest thing is the V-drive,” says Jeff. “It puts the engine in the back of the boat for more weight in the stern to create a bigger wake. The old ski boats had direct drive, where the engine was in the middle of the boat giving the boat more balance and less wake.”

“Another thing you'll see in most wakeboard boats is the aluminum tower attached above the boat,” Jeff said. “The tower allows the tow

rope to be attached much higher, giving the rider an upward lift and more hang time in the air.”

“The third thing that comes standard with a lot of wakeboard boats is a ballast tank that can be filled with water to put even more weight – anywhere from 500 pounds to 1800 pounds – into the stern of the boat to create that huge wake,” explained Jeff. “But there's also an after market item you can get if you don't have a ballast tank. It's called a fat sack and it does basically the same thing.”

Cruise control, which is a feature that has been around a little while longer, helps the driver to set the speed exactly where the rider prefers it. According to Jeff, the preferred speed for a wakeboarder is usually anywhere from 18 to 22 miles per hour depending on the size and age of the rider. “If the boat goes any faster than that, the board starts to get a little unstable,” says Jeff. “Water skiers, on the other hand ride at speeds of about 28 to 36 miles an hour. At speeds lower than this, the skis don't float on the surface as well.”

The Glitz and Glam

So much for the “main things” you would see on a wakeboard boat. What about the bells and whistles, you say? Show us the bling! You got it.

In fact, Centurian Boats even offers a Bling Bling Kit! Yes, that is its real name. It contains



Jeff and Amy Jones and their boys head back through the channel after a day of Wakeboarding on the lake.

billet aluminum pieces that can be switched out with the step plates, shifters, and steering wheel to “pimp out your boat!”

For maximum listening enjoyment, you can get upgraded stereos and speakers mounted onto the tower of your boat and aimed, of course, right at the rider. So now you can really blast all of your favorite tunes and the rider gets to hear them too.

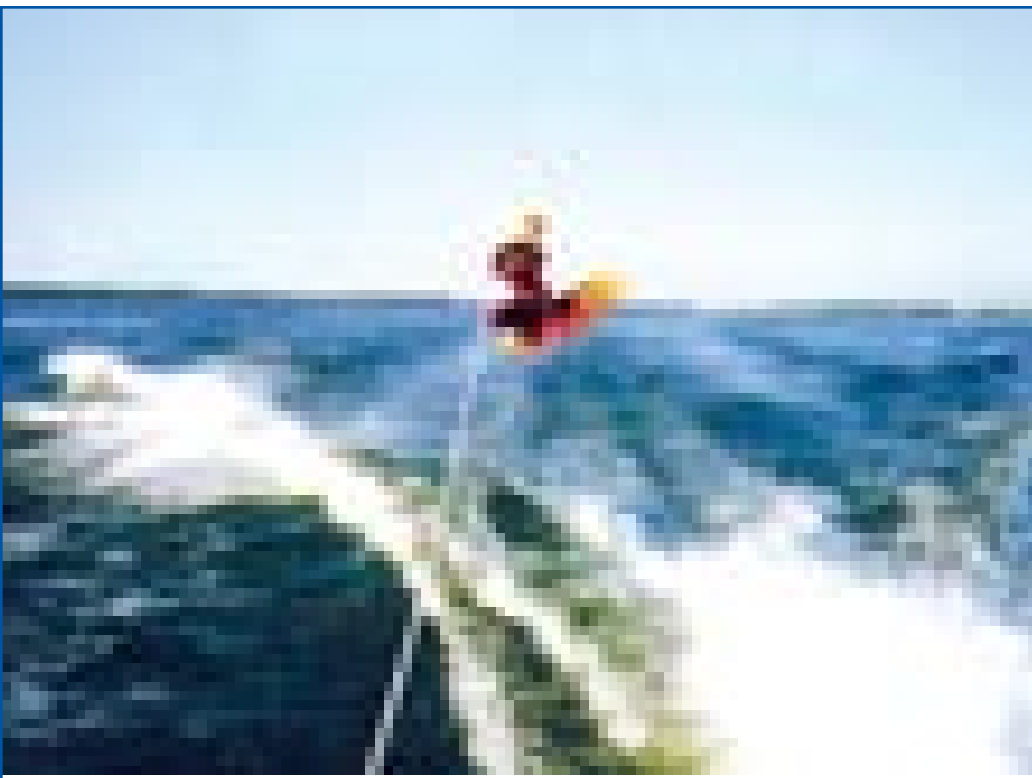
Now with a boat full of friends, what you really need is a place for all those boards. For this, you can get a wakeboard rack that mounts onto the tower to hold the boards when not in use.

Hate the thought of winding the towrope each time you're done for the day? There's something for this little annoyance too. Simply press a button and your Auto Rope Winder will do all the work for you.

And if you're looking to create that special mood out on the water, your boat can come equipped with LED lighting, under the dashboard or in the cup holders for example.

And finally, this last “upgrade”, which I think is really an essential when you live in Erie, especially for early in the season – a heater and heated seats. Enough said.

Jeff Jones shows his style moves with a “Backside Flip” and this “Big Air Tweak”.



Ray Nicolai throwing a “Tweaked Out Method Grab” as seen here as a side view with a frontal view at the top of opposite page. See “Wakeboard Language” for explanations below.

Wakeboard Language

Wish you could talk like a true wakeboarder? Or, at least understand what they're saying? Well, here are some of the basic terms you'll need to know.

A 360, a 540, and a 720 are all tricks in which the rider spins around in the air while passing the towrope handle around his body. The number indicates how many times he spins around – once, one and half times, or twice. By the way, the pro riders today are pulling off 900's and 1080's!

The heelside (or backside) edge and toeside (or frontside) edge are the two different sides of the wakeboard. Heelside is the side closest to the rider's heels. The rider can get a better cut on this edge. Toeside refers to the edge of the board closest to the rider's toes.

Frontside roll and backside roll are both tricks in which the rider launches off the wake and rolls the board over his head landing on the other side of the wake. Whether it is a frontside or backside roll depends on which edge of the board the rider used when approaching the wake.

Riding fakie means to ride with the rear foot in the front; in other words, to ride backwards or switch.

A boarder that is already riding fakie (see above) can perform a half-cab, which is to rotate 180 degrees in the air while crossing both wakes and landing back in his original stance.



Okay, this might be your Dad's old ski boat a 1967 Ski Nautique. Today's watersport towboats have come a long way.

Bonking is intentionally hitting an object out on the water such as a slider.

Riding blind means to rotate or land facing away from the boat.

A double up is a large wake that occurs when the boat does a wide turn and crosses over its first wake. If the rider hits the wake with the right timing he can be launched much higher.

An air raley is a trick in which the rider swings his wakeboard up over his head while crossing the wake then lands it on the other side of the wake.

A method grab is when the rider jumps the board into the air and grabs the backside of the board with his front hand. To add a little extra coolness to this move, the rider might tweak or poke the board during the grab, which is to give the board an extra push forward.

A tantrum is the name for a back flip over the wake.

A roast beef is when the rider jumps and then reaches through his legs to grab the heelside edge of the board.

So there you have it. Just enough to not look totally confused when you hear the words, “Dude, I was so stoked when you hit that switch double up and threw a tantrum with a roast beef grab!” And don't worry, there will not be a quiz.



Lake Erie Alone

by Greg Gorny and Brad Enterline

Do you like to sail alone? Do you like sailing challenges? If you answered yes to both questions, then the Great Lakes Singlehanded Society may have a race for you!

Beginning on August 25, 2007, the Great Lakes Singlehanded Society will hold its inaugural Lake Erie Solo Challenge adding it to the list of other Great Lakes Singlehanded races which have been conducted since the organization got its start in 1979.

The Great Lakes Singlehanded Society is an organization established for the perpetuation of the sport of solo sailing. It is one of the few organizations where no amount of money will purchase a membership - only by successfully completing a Port Huron to Mackinac, Chicago to Mackinac, Sault Ste. Marie to Duluth, or the Lake Erie Solo Challenge, is lifetime membership conveyed by the Society.

To date, there are only 213 members, far fewer than the number of astronauts who have orbited earth, or climbers who have scaled Mt. Everest. Within this organization, you will find the true spirit of singlehanded sailing, a spirit which is not defined by age, gender, or boat type. You will find competition on the race course, as well as assistance. You can find more information on the GLSS at www.solo-sailor.org.

True to the mandate stated in the GLSS Constitution, the Lake Erie Solo Challenge represents the latest effort to establish a solo sailing Challenge upon all of the Great Lakes. While Lake Erie may be the smallest and shallowest of the Great Lakes, we know (and GLSS

has advised potential participants) that those very characteristics make for some extraordinarily difficult sailing at times. Winds can produce large, steep-faced waves seemingly in minutes, and summer thunderstorms can turn a placid body of water into a tempest just as quickly. Throw in a high concentration of pleasure craft, fishermen, and fish nets interspersed with commercial freighter traffic, and the ingredients are in place for a Challenge on par with those of any other lake.



Bill Smith on Skyhigh charging to windward in the 2004 Chicago-Mac.

The Lake Erie Solo Challenge will start off of North Cape Yacht Club near Monroe, MI and proceed past Pelee Island, Ontario and eastward to a rounding of the Seneca Shoal Light near Buffalo, NY, then on to a finish off of the channel at Erie, PA. The course measures 274 nautical miles, and in terms of comparison to the other GLSS Challenges, it ranks third behind the Trans Superior Solo, and the Chicago to Mackinac Island Solo Challenge. Inaugural medallions for any GLSS race have a special significance - make plans to secure one for yourself on August 25, 2007!

The Erie Yacht Club, through local race organizer, Greg Gorny, hosted a team from the GLSS who came to visit our facility and were thoroughly impressed with not only our club,



The tri-maran Solar Express competing in the 2006 Chicago Mac at the Start.

but the location and Presque Isle Bay. They expect the racers will generally complete the course in two to four days, and an awards banquet will be held at the Erie Yacht Club for not only the racers, but also their support teams, on Wednesday, August 29, 2007 from 1100 to 1400 hours. Generally speaking, boats between the lengths of 25' and 50' are eligible. Exceptions to the length requirements may be made on a case by case basis by the GLSS Board of Directors, or one of the individual race chairs. If you do have a boat that falls outside of the realm of conventional design, or doesn't fit within the normal length requirements, you would be well advised to submit the information early as it will take some extra time to make the determination. Additional guidance may be found on the individual race web pages by referring to the required equipment lists.

If you really need your sleep, this race may not be for you. In 2006 in the Chicago Mackinac race, some vessels took five to six days to

Moondance in the Chicago Mac 2006.



John Ayres waves to the fans at the Riptide in the 2005 Trans Superior.





Stampede at Mackinac Island during the 2005 Mac.



Whoa Nellie racing in the Chicago Mac in 2006.



Free to Choose at 2006 Chicago Start.

complete the event. Sleep patterns have to be altered, and most skippers take many a "mini-sleeps" of 20 to 30 minutes at a time. Various alarms are used to awaken the skipper, and upon waking, the routine is to check for traffic, check boat speed and trim, make a check of navigation and boat condition, and then back for another sleep cycle. It is repeated during the race as necessary.

The Society, for safety purposes, also has strict guidelines on who may enter the solo challenge. In order to qualify for the Lake Erie Solo Challenge, skippers must demonstrate that they have sailed over 1,000 miles and

must complete a solo passage of at least 100 miles, and covering a time of at least twenty-four (24) hours.

There is a detailed required equipment list that can be found at the GLSS website. Many sailors will have most of the equipment required, except perhaps for an inflatable life raft, although these can be rented for the event. Every boat must have some type of self-steering using an autopilot or wind vane. In addition, the rules require that the skipper is tethered in at all times, day and night, while on deck and must have a reliable system to re-board the vessel without assistance.



Steve Stoll ready to celebrate at Mackinac Island in the 2005 Pt. Huron - Mac Competition.

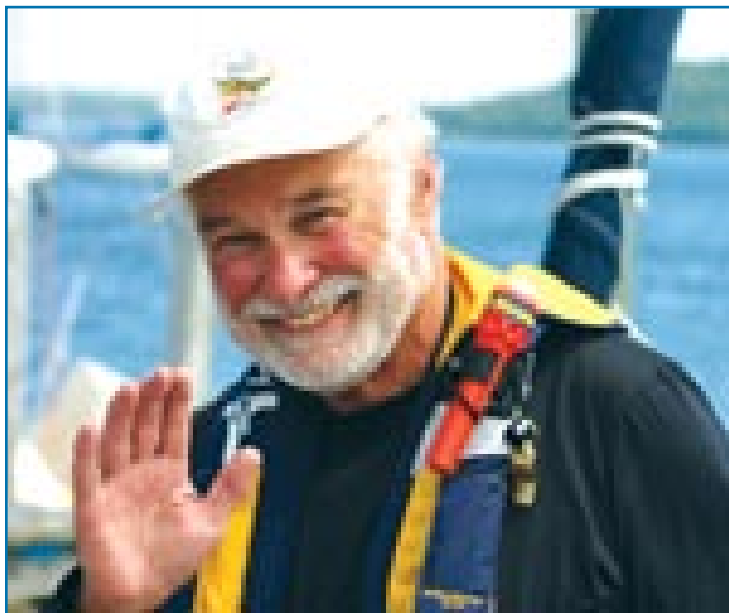
Finally, GLSS has members who will act as mentors for anyone interested or considering doing this race. They will be glad to put you in touch with someone who will help you with planning, safety equipment lists and those ever present questions about learning how to sleep in 20 to 30 minute segments. For more information, please visit the website or contact Greg Gorny directly. It would be great to have someone from the Erie Yacht Club receive the bronze medallion that is awarded to each participant that successfully completes a solo challenge.



Harold Beaton is lovin' life at the 2005 Pt. Huron - Mac.



It time to relax for Wally McMinn at the Mackinac Island Race in 2005.



JED III

... AFTER THE EYC

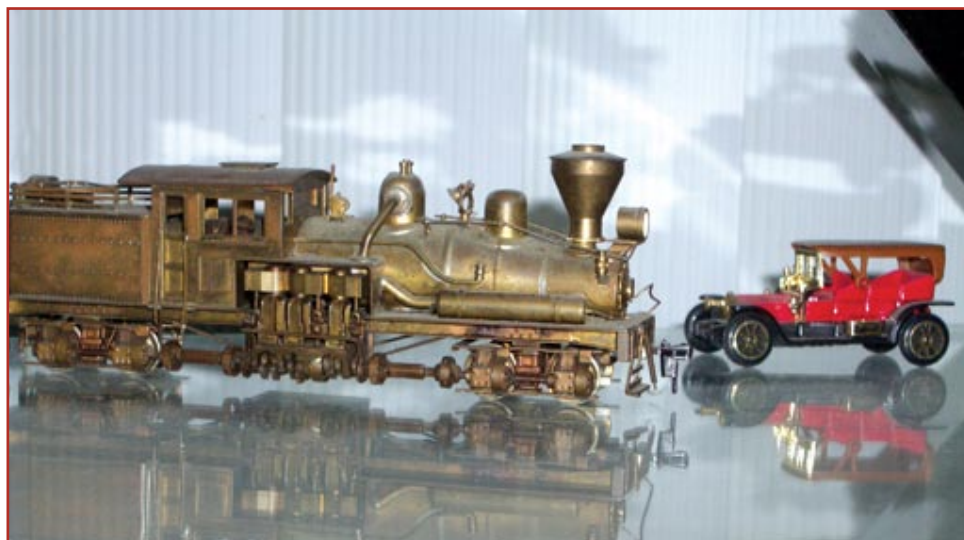
BY P/C JOHN ASHBY

Due to the massive outpouring of critical acclaim to say nothing of all you members who have raved about my previous saga, "My Dad Sure Loved his Chris Crafts" along with all your begging and pleading with me for "the rest of the story", and since you're all obviously beside yourselves with wanting to know where JED III is now, OK ... OK! Here it is. This is everything, and I mean everything, of what I know of JED III's life after she left Dad and her EYC home. Therefore, I just want to say I certainly hope my following account satisfies both of you ... and thanks Rick and you too Jack for asking.

In the last issue of the LOG, I offered you a glimpse into my father's love affair of not only his power boats but, always and only, his Chris Craft power boats. This was a true love affair that outlasted two marriages and spanned the last forty years of his life. Ironically, my brothers and I would quip about the three loves in our father's life in this order; his boats, his business and his family. Well, I can't really say if that was true or not but sometimes, at least to us kids, that seemed to be just about it!

Earlier in his life, as a young man, Dad's passion was HO gauge model trains. Since my brothers had no interest in these beautiful little replicas of our transportation's historical past I still have his collection. It includes a beautiful brass model which he built from a kit back in the late 1930's.

When we were kids our entire attic was a huge train table that Dad built. This large display included three individual tracks running through a small corner room, which Dad also built, so he could have three separate bridged levels running through that cave like room all entering from three separate outside tunnels. We kids accessed this little room by crawling under that massive train table and entering through a cave like hole in the wall. We loved sitting there in total amazement watching the trains as they passed over our heads. Their headlights would transverse the walls and smoke would be rolling out of the engines as Dad would be blowing their whistles. Wow! To the three of us that was really one spectacular sight to behold.



This beautiful little engine, which my Dad built from a kit back in the late 1930's, was the pride of his HO Gauge Model train collection.

Dad's are a whole lot smarter than kids think they are, since the only trains that he possessed which we kids were allowed to even get close to were his collection of "Lionel" gauge trains and that was the gauge that was set up on our attic train table. These Lionels were much larger and much more ruggedly built than the HO's and therefore could take significantly more "kid abuse". Today, remembering back how we treated those magnificent Lionel trains when left alone with them, I can certainly understand Dad's highly protective logic covering his HO Gauge collection. Yes, I can see it all now, when Dad wasn't present, we would be doing such "nifty" little tricks as attempting to simulate head-on train crashes like the ones we saw in the movies. Today, as an adult, I can certainly understand why Dad never even let us know where he hid his collection of HO Gauge trains. Smart guy.

Also, before his love and passion of Chris Crafts took over his life, Dad played golf. He was pretty good at it too winning a number of tournaments here and in Canada with his Kahkwa Club golfing buddies.

Then came his four decades of loving his Chris Crafts and the freedom he had learned to love being on the waters all across the Great Lakes.

In the early 80's, Dad's Alzheimer's condition reached that point where we had to make some of those really tough decisions. One of these was to have the bank set up a trust account to handle Dad's financial affairs. Banks, not being fond of or comfortable with handling assets outside the realm of "cash", especially items such as boats, decided to get a survey on *JED III* and move it out of the trust account as quickly as possible.

After discussing this situation with my brothers and not wanting to see the *JED* leave the family, let alone the Erie Yacht Club, brothers David and Eddie both thought that "I should buy the boat". Since I was "sure" that my wife would have agreed, "Oh yeah", I immediately began the process of figuring out how I could make it all happen. I decided buying the boat would be the easy part, while convincing my wife that it was a good idea would certainly be a horse of a different color ("colour" for our Canadian readers). My logic, since the surveys turned out to be excellent with both the hull and the engines receiving an additional twenty year blessing, and since the price being asked by the trust was set for a quick solution for cash only assets in the trust account, was to immediately call Al Mangan.

Al was a friend of Dads and was the per-

son Dad relied on to work on *JED III* for many years, therefore I knew Al could help me because “he knew the boat inside and out”. As I began discussing my intentions of buying *JED III*, Al kept kind of interrupting my thought pattern with the same simple message ... “you can’t afford it”. I would respond to these little messages of astute wisdom with my version of wishful wisdom adding “they’re only asking \$18,000 for the boat”! Then I would continue on for a few moments and Al would interrupt again with “you can’t afford it” and I would add to my previous highly optimistic opinion saying “They’re only asking \$18,000 for it” adding “and I bet they will sell it to me for \$16,000”. All to which Al would respond a few seconds later, “you can’t afford it”.

Well, you know what it’s like sometimes when you have your mind made up on something that you have decided you want to do so much that all logic seems to sneak out of your normal thinking process and you somehow almost stop thinking or comprehending with a total lack of any logic at all. Well, I was there. After my bantering went on for a while, as did Al’s little “slaps of logic”, I somehow managed to remember that the price is only the first hurdle to overcome in owning a boat which has absolutely nothing to do with the cost of owning a boat.

I quickly thanked Al for this help in waking me from my “dream” or “stupor” or whatever I was suffering from and the *JED III* went up for sale.

Fortunately for me, I had remembered a time back in the early 1960’s when one of *JED III*’s transmissions went out. And by that I mean not only out of proper working order but as it turned out it literally had to come out of the boat. This required removing the main salons roof, removing the port engine, moving the huge transmission forward, hoisting it out of the boat and sending it back to the factory for repair. Then reversing that process and it cost the owner over \$7,000 and that was in the early 1960’s. Big John was not a happy skipper

about that turn of events at all. WOW ... what a miraculous cure. Thanks Al.

Eventually the *JED III* was sold to three young guys living in Florida. If my memory doesn’t fail me, I believe one of them was originally from Erie.

Our brother Ed was also living in Florida in those days and on this way home from work one day he happened to noticed a very familiar looking boat berthed in a marina and stopped by to investigate. One of the new owners saw him standing there on the dock gawking at the boat and, since it was for sale and not knowing who the gawker was, he invited brother Ed aboard for a “look see”. Eddie then explained he had previous knowledge of every nook and cranny in that boat and explained why. Then the conversation became down right friendly and he learned that after the three partners had arrived in Erie, and took possession of the boat from the bank, they proceeded to paint the bottom and the topsides, launch her and off they went to Florida. Ed also learned that on the trip they had painted the main salon’s roof and touched up her varnish. Shortly thereafter, the three new owners’ dreams came true as they sold *JED III* for \$40,000, doubling their investment.

Brother Ed’s highly charged and somewhat outgoing personality won the day again. When his new friend asked him during their bantering, “would you like the custom ‘Three Suns’ bronze plaque from the main salon?” Eddie replied “sure!” The fellow asked him if he would stop back the next day to pick it up. When Eddie stopped back the following day, he further learned that it took all three of the new owner’s over three and a half hours to figure out how to remove the plaque from the main salon’s aft bulkhead and to actually get the job accomplished. Later, we three brothers figured that was at least a little consolation for the three of us after learning about the quickly incurred profit the three guys had made in selling the *JED*.

Then, years later, maybe fifteen or twenty

years later, while at work one day a call came in for me about *JED III*. The conversation went something like this. “Good morning Mr. Ashby. I was wondering if you might be an Ashby who might have knowledge of the *JED III*’s early life”. Well, that question intrigued me so I offered my input after which I asked the caller for an historical update from his perspective.

So after *JED* was sold to the three young guy’s for the \$18,000 price tag it was almost immediately resold by them for \$40,000, then some “craftier than I am individual” again resold *JED* for a whopping \$80,000. Well, it sure seems like everyone was cashing in on the *JED* except for Dad’s estate. The caller further stated that he was not all that sure what her history was over the next few years but the following might enlighten you with “a pretty damn good clue” as to the \$80,000 price tag *JED* was up to.

A women from Nebraska, while traveling with friends in Florida, somehow happened to



This is one of Dad’s trophy’s he captured in a golf tournament when playing with a group of his fellow Kahkwa Club buddies in Canada nearing the end of his golfing days in late 1940.

noticed the *JED* in a somewhat derelict looking boat yard in somewhat of a derelict looking condition. So the next Chapter in the *JED*’s life went something like this.

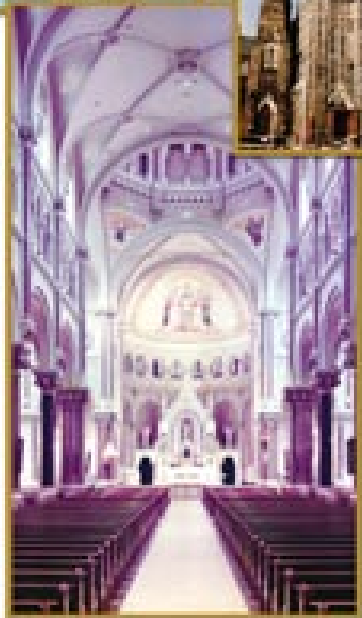
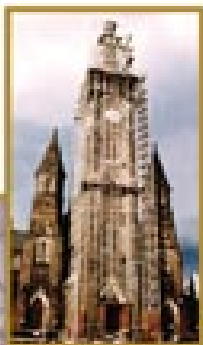
The boat yard’s owner found the *JED* abandoned on a beach on some small Florida island. Being in the boating business and understanding maritime law he “confiscated” the boat under “salvage rights” laws. Of course he did have to go to the expense of removing the boat from the beach after he “patched up all the bullet holes that were randomly located across her entire hull”. Now, I bet you can figure how the *JED*’s previous owner was able to fork up \$80,000 for the boat. That’s right, my Dad’s “last and best loved” Chris Craft was turn into an instrument of crime. *JED III* had become a “drug runner”!

Now back to the women from Nebraska. After spotting the *JED* in the boat yard she called her husband back home, probably working his butt off planting corn to keep her in a “happy traveling mood” and she told him to get his

This is a 36ft Chris Craft and one of the sister ships to Big John’s second boat *JED II*. This boat is actually EYC member Dave Brook’s *Brook Sea* which still sails out of the club and is maintained with tender lovin’ care.



(continued on page 29)



pre·serve (pr-zûrv)v.

pre-served, pre-serv-ing, pre-serves v. tr.

- 1.) To maintain in safety from injury, peril, or harm; protect.
- 2.) To keep in perfect or unaltered condition; maintain unchanged.
- 3.) To keep or maintain intact

See: Fiske and Sons.



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Long before Charles Eastman became Commodore of the EYC (1934), he had a passion for boating. In 1928 he commissioned a boat to be built. *Pastime*, was designed and built by Herman Lund of Lund Boat Works who also built *Enigma*, LOG May/June '04, Jim Rider's *Carina*, LOG July/August '06 and *Eleanor III*, all famous old EYC boats. The result was a 38 ft. power sedan-cruiser with sleek lines and a uniquely designed over-sized deckhouse. Eastman named the boat *Pastime*. She had two engines but one was solely an emergency back-up engine. Also new at the time, Lund's installed a CO2 fire extinguisher in the bilge, which thankfully, never had to be used. *Pastime* was a wooden boat with a white hull. The bright work topsides and the wood paneling below deck were highly varnished adding warmth and style to the overall design. On her maiden voyage, the Eastman's took her through the Erie Canal and on to New York City. Along the way, they happened to stop at the Richardson Boat Company in Buffalo. The boat builders there fell in love with the large deckhouse on *Pastime* and took sketches which they later incorporated into the design of their own boats. Upon her return to Erie, *Pastime* settled into the first slip on the north side of the canoe house where she remained for the next 35 years.

P/C Bill Walker (1958) had been hanging around the EYC from the time he was a boy of eleven. He too had a passion for boating and owned many over the years. Fast forward to the year 1957 and we find Bill married to Janet and a father of three. He is down at the EYC when he hears that *Pastime* might be for sale. Having always admired the boat, he tracked down P/C Eastman in the canoe house and asked him how much he wanted for the boat. Eastman said that he was thinking that \$3,000 would be appropriate and apparently Bill Walker thought so too. He said to Charles, "I guess you just sold your boat." He went home and returned with the money and his wife, Janet, and the transaction was completed that very day. Bill became Commodore of the EYC the following year.

The 30 year old boat was in need of sprucing up so Bill and Janet repainted the hull a light gray and the deckhouse got a new coat of green paint. Below decks, everything was

This is the lake side view of the Frog Pond Restaurant which features the "Pastime Lounge".



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This painting of *Pastime*, in her prime on Presque Isle Bay, was done over a b&w print and is proudly displayed in the Pastime Lounge at the Frog Pond Restaurant at Canadohta Lake Park owned by Erieite Chuck Lipchick.

Where Are they Now?

"Pastime"

by P/C Bill Walker with Jan Stachelek



Former owner of the yacht *Pastime*, P/C Bill Walker along with The LOG's P/C John Ashby and a LOG photographer, member Dennis Markley went on a little side trip to procure these photos. While there they enjoyed having lunch and interviewing the cordial owner Chuck Lipchick, all the reminiscing about the *Pastime* who lives on in a very unique way.



freshly painted and polished and new furniture was installed. Ready for their first cruise, the Walkers headed off for Detroit, Grosse Point, and St. Claire. The boat, however, began having fuel filter problems before they even reached Conneaut, Ohio. It was clear that if they were going to have to stop every hour to change the filter, it would be a VERY long trip. They happened upon Bob Lohse, a skipper of the *Enigma*, at the Mentor Harbor Yacht Club. Bill told him the problem and Bob suggested that they install a 55 gallon drum in the aft cockpit, fill it with fuel and run lines to the engine, thereby by-passing the annoying fuel filters. So that is what they did and the trip continued as planned.

In 1962, P/C Walker sold *Pastime* to EYC member George Fryling. Shortly thereafter, the engine was destroyed from a lack of oil maintenance. Fryling replaced the engine and sold the boat to another EYC member, Art Bernstein. By now, the boat was nearing 40 years old was running on borrowed time so Bernstein donated the boat to the Sea Scouts of Erie. The Sea Scouts welcomed the gift but apparently boat maintenance is not high on the list of merit badge worthy tasks as evidenced by the fact that *Pastime* repeatedly sank at her berth in the West Slip. The boat was hauled out of the water and purchased "as is" by the owner of the Frog Pond Restaurant at Canadohta Lake, Erieite Chuck Lipchick. He removed the deckhouse and used the hull to build a new bar inside the restaurant which is now known as the *Pastime* Lounge. P/C Walker gave him a framed picture of *Pastime* in her glory days to hang at the bar. EYC members who are traveling near the Canadohta Lake area should stop in and pull a stool up to one of Lund Boat Works finest.

When I started this series for the Log, I asked all of you to contact me if you knew of memorable EYC boats that are still around today. I guess that *Pastime*, or at least part of her, fits that description, and I thank P/C Bill Walker for this wonderful and humorous story. I had as much fun in the listening as he did in the telling.

This is the front of the Frog Pond Restaurant which P/C Walker suggests "as a great little geta-way" spot for either lunch or dinner.



Erie Sand raised the *Pastime* from the bottom at her birth in the West Slip in the late 1980's after Chuck Lipchick requested and paid them to do so. Then off she went to become a very popular attraction in her new home.



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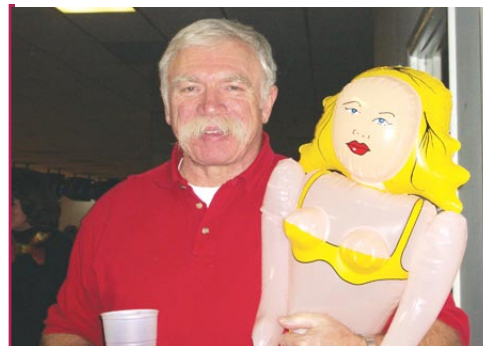
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Attention: Fun Lovin' Boaters Get On the Ball

by Diane & Ed Glass



P/C Dick Robertson always brings his other women to bowling but his wife doesn't mind ... "what ever makes him happy"!

The Erie Yacht Club Bowling League is a whole lot more than a heavy black ball with three holes in it and ten white pins. It's a bunch of your fun loving fellow boaters hanging out and having a blast. Partying, eating and bowling while enjoying the camaraderie of both old friends and getting to know scores of other "laid back" bowling members is a blast!

Are we "serious"? You bet cha! From our Organizational Brunch on Sunday, August 12th at the Club to the Bowling Banquet on Friday, April 25, 2008 we are serious only about one thing and that is having "FUN". And you get a "ton of fun" for only twenty bucks a night. So where else can you buy anything close to a "Great Fun Filled Evening of Entertainment" for a only penny a pound?

The league is recruiting couples, but not necessarily "hitched" couples, and any other interested individuals who like throwing balls down alleys and having fun doing it! Remember bowling skills are not a priority but having fun is.

We bowl every other Friday evening (except Holidays) at Rolling Meadows on Zuck Road beginning a 6:30 sharp. So with a little exercise and a ton of fun it sure is a great way to get your weekends started off right.

Whether you are a regular, a "want-to-be" regular or want to simply sign up on the "sub list" be at our Brunch in August and get all the "partyin' particulars" first hand.

Everybody is a winner in the Erie Yacht Club's Bowling League! Cause' you have or could never have this much fun hanging out in alleys with friends.



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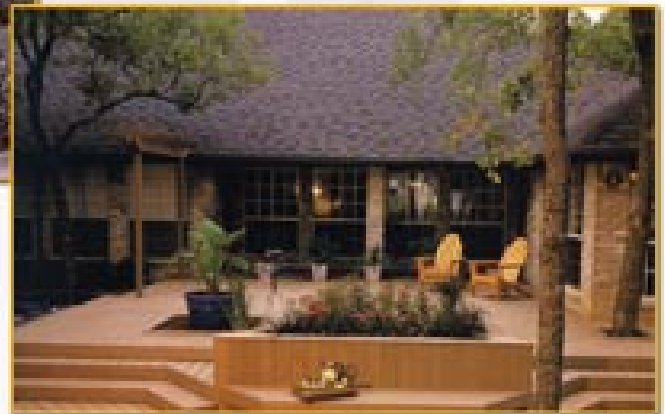


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The 23rd Annual MS Regatta

by P/C Andy Hanks, MS Regatta Committee Chairman

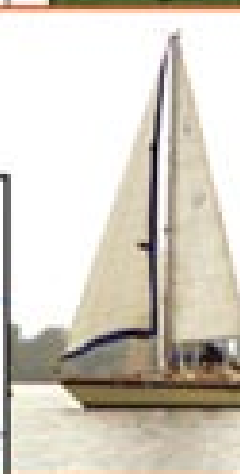
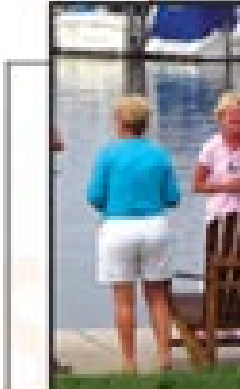
As usual, the boating community and the EYC stepped up to make last year's MS Regatta one of our most successful ever. After starting out cool and cloudy with little wind, we ended up with warm, sunny skies and little or almost non-existing wind, this made for some of the most crowded mark roundings I have ever seen. Thank God for our “No Protest Rule” or we would still be in protest meetings.

The Erie Yacht Club, a seasoned MS committee, and all of our more than generous sponsors and donors raised a phenomenal \$49,173.77 (generated by ten classes of 116 boats) to benefit MS clients in Northwestern Pennsylvania. Over 500 people were fed some of the freshest and best food we could bring together and serve. Great tunes by the band and DJ, accompanied by all the beers you cared to drink, made for an awesome party.

We have raised just over \$699,000 in the previous 22 Regatta's. In that time we have had hundreds of volunteers and committee members. I would like to thank them all, along with our dozens of long standing participants, donors and sponsors.

I have tried to help other area clubs put together a fundraising regatta for MS without much success. After analyzing what we have, and what we do, I came to realize it is not the event, the committee and certainly not me that makes this event such a success. It is our base of operations, our membership, our community and most of all the Erie Yacht Club's commitment to the community that is the foundation of our success over the years.

Help us celebrate reaching a milestone of three quarters of a Million Dollars to help local MS clients.



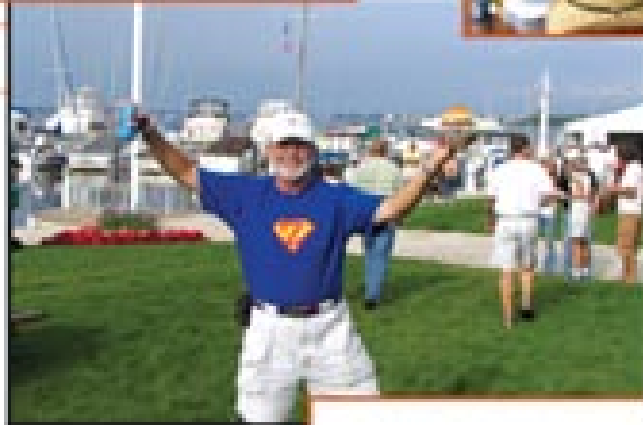
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by Commodore John Murosky



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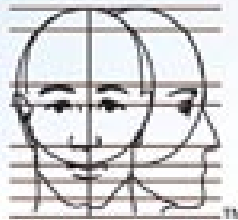
Note: The lift was purchased with an expandable flange joint on the main cross beam that will allow us to expand the width capacity should the EYC ever decide to widen our lift well to accommodate larger boats.



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Beachcomber and Me

A Tribute to Dave Stone

by David Frew

September 2, 2001. Dave Stone and I are screaming across the Inner Bay in his twenty-foot aluminum boat, Beachcomber. We are fast approaching the informally marked channel near the center of the long sandbar that separates the Inner Bay from the open waters beyond, but Dave seems distracted. His head jerks back and forth. His touch on the wheel is uncharacteristically tenuous. The wide span of open water between Turkey Point and Pottahawk is deceptively shallow. For most of the seemingly inviting opening, depths are two feet or less. At the speed we are moving, a grounding would be disastrous.

Dave and I have made this trek fifty times over the past fifteen years, but something about today's run is making me nervous. I finally blurt it out.

"Dave, do you see the channel opening?"

An anchored five-gallon, plastic drum is all that marks the unofficial center channel opening and we are on course to miss it by a half mile. If we do we will slam at high speed into the sand bar that claimed so many ships over the years including the Erie Yacht Club sailboat Gus. Dave slows the boat. Then for the first time in fifteen years, he asks me to take the wheel.

"Maybe you'd better take her through," he answers. "Eyes are watering up today."

It was the third of my ritual visits to Dave Stone's that season. We had established a pattern years earlier. Two or three times per

Dave Stone investigating a set of schooner ribs on the shoreline.



My friend ... the beachcomber, Dave Stone.

year I would leave Erie at 5:00 AM and arrive at Dave's Long Point Cottage by 10:00 to find him pacing impatiently. After a quick cup of coffee and a chat with his wife, Jean, Dave and I would head down the road to his boathouse, push Beachcomber into the cut and be away on a trek to the north side of Long Point. Through the Inner Bay to Pottahawk, a quick visit to the Millionaires Club, stops at all of the cabins on the way east and an hour or so exploring the tip of the point. We would stop to look at anything new, drag the boat onto beach locations and walk the dunes. For a magical day we were kids with a power boat exploring nooks and crannies, dreaming about pirates, fishermen and shipwrecks. When we encountered keepers or ministry patrols, Dave would flash his famous smile and wave his archeological permit just before breaking into stories about the old days. If he spotted anyone at the Anderson Cottages or the Bluffs Club he would pull up to shore, leap out of the boat and renew friendships that spanned decades.

After a day on the north side of Long Point we would return to his cottage, get a night's sleep and awake the next morning to launch Dave's small boat from the beach. Runs along the south side of Long Point were always fruit-

ful. Bits of shipwrecks on deserted beaches, exposed schooner ribs and other assorted treasures. It's hard to count the times that we stacked fish floats, winter poles and heavy bits of shipwreck driftwood into Dave's twelve-foot runabout and dragged them back to his cottage, always to the chagrin of Jean Stone who was afraid that her yard was taking on the look of a marine scrap yard. Evidence of those trips is piled next to Dave's cottage making it apparent that he is more maritime historian than cottage owner.

I mostly went for the stories and never tired of hearing them, even when they were repeated. For me Dave was a magic man. A storytelling wizard, constantly regaling his willing protégé with treasures. I marveled at his energy on those trips. The 130 pound, chain-smoking man, who seemed to drag himself around his cottage, would become a dancer when he touched a sandy beach or a dune. Nimble. Full of life. Even though the skinny relic of the 200 pound Dave Stone from earlier years had suffered a long series of health maladies and appeared to be shrinking before my eyes, when he stepped onto Long Point he morphed into the young man that I imagined he had been at age twenty-five. I was strong, in shape and twenty years younger, but I could barely keep up.

On this particular September day, however, Dave was a step slow. Lost in thought. Unusually quiet. Our typical four-hour tour stretched into six. He spent extra time at each stop, seeming to savor each experience. By the time we left the tip of Long Point and headed back to his boathouse it was getting dark. Dave made a joke.

Dave loved spending time at his cottage on the beach nestled amidst the trees.





Dave Stone and I in Dave's boat *Beachcomber* on a run to the tip of Long Point.

"Don't know if my eyes are getting bad or its getting dark," he laughed.

He had me drive around Bluff Bar and into the Inner Bay, but when we cleared the channel at Pottohawk he took the wheel. Standing with his face to the wind, he pulled the throttle as hard as I had ever seen him, throwing me back against the seats. Gripping the windshield with clenched fists we both stood and braced ourselves as we raced back toward the head of the Inner Bay.

When we returned to the cottage, Jean Stone was visibly worried. We had been gone too long and concern for Dave showed on her face. Dave reassured her, then slipped into his study where I could see that he was making an entry in his ship's log. Dave kept a meticulous record of every trip he had ever taken in his boats and from my vantage point at the table where I was helping place silverware and dishes I could see him bent over his desk.

After an unusually long time, Dave emerged with a copy of "Long Point Last Port of Call."

"Pack this away with your stuff," he said "but don't look at it until you get back to Erie."

Although it was difficult, I honored Dave's wish. Two days later I dragged my bag into the house and reached for the book. There on the inside cover, written in bold marker pen was an inscription that heralded the first of many deaths for Dave Stone. It was to be a lesson in

Dave strikes a relaxed pose while visiting the Long Point cottages.



aging and the losses that we will all inevitably experience on life's journey.

"To my good friend, Dave Frew. It's been fifteen years since our first trip to Long Point. Where does the time go? Do you remem-



Dave took this picture of the EYC sloop *GUS* after she ran aground off Pottohawk Point.

ber when we almost got shipwrecked on the beaches of Long Point in the little boat? Thanks for keeping an old guy writing."

Dave Stone

Dave's health had been delicate for many years and upon reading the inscription I was convinced that he had just received some kind of death sentence. Suddenly his strange behavior began to make sense. I called the next day. No answer. Had he been taken away? Was he in the hospital? Had I seen him for the last time? I tried to reach his kids but Julie was out of the country and Heath was at sea in the Atlantic.

Three days later Dave called me. Chipper as ever. He made a joke. He had been diagnosed with macular degeneration and knew when we were taking his big boat out that it was to be his last trip on *Beachcomber*. His doctor had taken his drivers license away the previous day. In true Stone style, Dave asked the physician to hurry because he was double parked with a school bus full of kids in front of the office.

By the time he called me he had sold his beloved *Beachcomber* and his boathouse. There would be no more trips through the Inner Bay.

"Don't worry," he told me a week later. "This macular degeneration thing is perfect for driving the outboard along the beach. When I sit sideways and hold the motor handle, I can see straight ahead out my periphery," he laughed.

Dave Stone wasn't kidding. Trips along the south beaches continued as he devised ways to live on Long Point without fore and aft vision.



Dave discovered an Indian burial site with bones and pottery in the early 1980s.

Dave continued to amaze me as his eyesight slipped away. He purchased a three-wheeler bike so that he could get around and adorned it with signs and accessories that he had removed from *Beachcomber*. He organized tools so that he could continue to work on the cottage and he purchased a computer screen the size of a refrigerator so that he could write. Thanks to Jean, he had transportation and he wasn't going to let a little thing like going blind get in the way of life at Long Point.

Dave's next death came when his wife began to fail a few years later. Slowly, Jean Stone began to show signs of disorientation. For the first time since I had known them, the rock which had always anchored Dave Stone's life was beginning to crumble. Jean still went to Long Point during the summer but she slept more and more. Then she stopped driving. I was worried. There they were during desolate shoulder seasons on Long Point, alone without transportation and helpless. Dave's dedication to his wife during those years was inspirational. As Jean failed, there was an incredible role reversal in their marriage. Dave became the rock, caring meticulously for his wife. Frail and tired, with failing eyesight, Dave engineered ways to be a wonderful caretaker. When Jean finally passed away at their winter home in Ingersoll, Ontario, Dave collapsed from exhaustion and pneumonia. Most of us assumed that he would never be the same again.

Six months after Jean's death, friends convinced Dave Stone that he should return to Long Point for at least one last season. Depressed and unsure of himself, he reluctantly allowed his Ingersoll buddies to spring clean his cottage and deposit him in the place that he had always loved the most. They left him

(continued on page 36)



This beautiful walkway invites leisurely strolls along the club's basin with condos on the far side.

A Yacht club can be very elegant or extremely low-keyed and casual. The Yacht Clubs we visit in this article have that range and all have their distinctive ambience and charm.

Let's start with Mount Dora Yacht Club. It is tucked in the quaint town of Mt. Dora along Lake Dora. Lake Dora is 4,475 acres and it is one of Seven-body chain of Lakes connecting to waterways that will lead a boat to the Atlantic Ocean. The little town of Mount Dora has an interesting history. The lake and then the town was named for Ms. Dora Ann Drawdy (1819-1885). She homesteaded there and the federal surveyors were taken by her charm and hospitality. Thus, they named the Lake and later the town for her. The town is named Mount Dora to show that the area is on a plateau 184 feet above sea level - an unusual concept for Florida.

Mount Dora Yacht Club received its charter in October 1913 and has been in existence since then celebrating the 90th anniversary in 2003. An interesting paragraph included in the history of MDYC is as follows: "The original club was formed for the promotion of yachting and education in seamanship. All members were required to be boat owners until the 1940's when the loss of membership due to the war and gasoline rationing made the requirement impractical. The Club was used as an USO during the

war and 17,000 servicemen and women were entertained at the MDYC."

In 1966 the original Clubhouse burned, and a new one was erected at the foot of 4th Avenue on Lake Dora. MDYC is the oldest inland waterways yacht club in Florida. The Club now has about 95 members, most of whom are active boat owning members.

We were at the Yacht Club on a Friday evening in March, and the St. Patrick's celebration was in full swing. All were extremely friendly and hospitable to us and the Commodore was very gracious as we exchanged burgees. Another success burgee story at last!

Now on to Hilton Head Island, South Carolina about 6 hours north of Mt. Dora.

Famous for its 12 miles of beaches, hey that's only 5 more miles of beautiful white sandy beaches than our own Presque Isle, and some of the best golf courses and tennis facilities in the South. HHI is a perfect vacation destination. It also has fishing, biking, shopping, horseback riding and lots more. As you drive onto the Island, you will notice that all is built in harmony with nature with no buildings higher than the tallest trees and no billboards.

HHI has three Yacht Clubs, and each one has its distinctive aura.

The South Carolina Yacht Club is located within the Windmill Harbour. As you cross the bridge onto the Island, Windmill Harbour, a 172 acre private community, can be seen on



the right side of Highway 278. SCYC is a 15.5 acre marina with 200 boat slips and a locked harbour system that is a link to the Intracoastal Waterway. The basin has an unique lock system which connects the marina to the Intracoastal Waterway and Calibogue Sound. In the SCYC information guide, the lock system is described as follows: "The lock is 80' long and 20' wide, and can accommodate any craft falling within that size range, or even longer, but no wider. Holding 130,000 gallons of water during low tide, the lock is operated by a hydraulic pump and controlled by hydraulic

The Yacht Club of South Carolina's majestic Clubhouse is nestled amongst the trees overlooking the yacht basin.



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Burgees

"The Quest Continues"

Tony Ferrari

rams on the doors. Two tunnels located on the north side of the lock are closed off by jackscrew-operated valves and contain check valves on the inside to monitor the water flow. At high tide, the pull of gravity automatically replenishes the water supply in the marina by drawing it through the tunnels." The effectiveness of the lock system and the marina can be noted by observing that during the "winter hurricane of 1993, local marinas suffered \$14 million in damages and fourteen boats sank in neighboring Skull Creek. Windmill Harbour had no property damage - which is obviously quite a recommendation for its safety and a real advantage if you dock there.

The clubhouse itself is extremely refined and distinguished. The bar and restaurant overlook-



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There is a magnificent panoramic view of the Skull Creek River from "Observatory Point".

ing the water radiates a genteel atmosphere. The events offered at the club range from wine tasting, book clubs, and seafood buffets to diamond and denim night, Italian Night, and game nights. The SCYC Sports Center includes 7 courts and a swimming complex along with a fitness center of treadmills, machines, and free weights.

We were graciously received by the club manager and given a short tour of the club facilities. Our burgee search was thwarted, however, as they EYC burgee was already on display in the club house!

On to the Yacht Club of Hilton Head Island! We were introduced to this appealing and active Yacht Club through our friend, the Read Commodore George Kedrowsky and his wife, Carol. Tony met George through the Bocce League on the Island (my Italian hubby is now an accomplished bocce player). Our friendship continued at the nightly happy hours at the local pub, The Boathouse, where lengthy discussions were held about the YCHHI and the Bocce League.

The YCHHI is the oldest on the island, and was started in the spring of 1971 by a small group of sailing enthusiasts. The HH Sailing Club was organized. Later that year, the HHSC was formally chartered and was affiliated with the South Atlantic Yacht Racing Association (SAYRA). In 1972, the Harbour Town Cup Regatta, the first annual Colibogue Cup race, was

sailed in October under HHSC. To continue with the story of the Calibogue Cup, in 2006 it was hosted by the YCHHI. The club evolved into the Yacht Club of Hilton Head Island in October 1977 and the membership was broadened to include power boaters.

The club burgee was designed and placed in Lloyd's Registry in 1975.

We were there on a Friday night in April and were impressed by the hospitality and graciousness of all the members. The Clubhouse itself is a nicely designed building overlooking the water right on Palmetto Bay Road. The docks have recently been repaired through hard work of club members. The Commodore, Jim Landis, introduced us at their meeting and we formally exchanged burgees with him. It was a fun evening with great people - we are thinking about joining!

Harbour Town Yacht Club is a special place, called a "crowning jewel", in a private, members-only haven, and offers a unique way to enjoy years of retreat in this very privileged setting. Overlooking Harbour Town itself and of course the golf course located there, which is the setting of the Heritage Golf classic. It is adjacent to tennis, horseback riding, biking, and twelve miles of white sandy beach. This is our next stop when we return to HHI.

Hilton Head - what a gorgeous Island!



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EYC FLAGSHIP “GUTTED”

by P/C Ron Busse



Last fall our trusty 1975 Marinette *FLAGSHIP* was not keeping up with the times and required some attention. We got into the project last fall and as with any boat, there were more deficiencies than what meets the eye. To make a long story short, we ended up “gutting” the whole boat to the hull. With the club’s help a refurbished engine was installed then the volunteers from the sailing fleet went to work sanding and painting the entire hull, installing a new forward interior, installing legal running lights, revamping the windlass, installing new ventilators, repaired windshields, installed new deck hardware, reinstalling the head, relocated safety ladder, installed a new cockpit interior, rewired the instrumentation and installed new power wiring complete with automatic charging. Matt Niemic led these volunteers through the winter, Greg Gorny, Biff Maasz, Steve Giewont, Jim McBrier, Courtney Semelka, Mike Kohler, Fay Trost, Gary Fritts, Blaze Addressi, Joe Rys. Materials were favorably supplied by Bill Coleman. And right on schedule she was standing station for the Fleet’s first Spinnaker race series on May 20th. She is again a vessel that is not only functional and safe, but one that the membership can be proud of for many more years.



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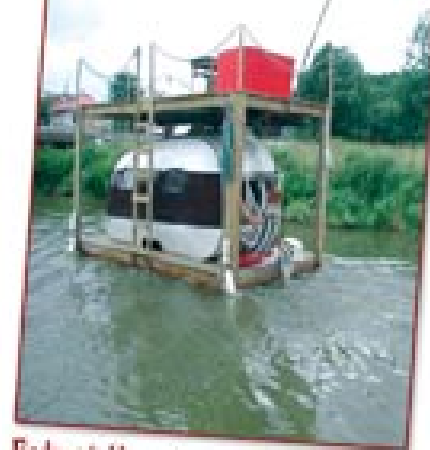
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"A Redneck Partee?"

Hollor Rock Recreation'l Redneck Society Hollor Rock, AK

Deer Yachit Klub Folks,

i jest thot i'd wright ya'al this'hear letter about that'ther roomor that's runin' arond down here as rampit as them'ther ticks on Sadie Clampit's cat "Claud". Its bout all them'ther "Redneck" shenanagins go'in on at that'ther Yachit Klub of yurns.

Soos, i hear'd this'hear roomor bouts sumbodee thro'n this'hear Partee 'n i hear'd ya'al is invtd. This'hear do'ins is down at that'ther spot that ya'al kep yer bowts 'n cannews n' stuf call'd that'ther Erie Yachit Klub. 'N i here'd ther's also museic bi that'ther "Kellie Lynn Band". Them folks kin sur du som fiddel'n. Whi onetime i herd'm fiddelin' so nice 'n that'ther Kellie Lynn singin' so perrte that that dag'gon museic maid me wet mi britch's 'n that'ther has ta bee sum perrte dern good museic that'd mak me wet mi britch's! Yu betcha. 'N 'Gollee! ... that'ther Kellie Lynn sur is a perrte lil' filee.

Me 'n all these'hear folks from the Hollor was planin' ta bee ther two but i hear'd anothor roomor that sumbudee invtd all them'ther folks from all them othor Yachit Klubs in that'ther antire aire'er 'n evin' sum of them'ther Canuks from a passel of them'ther Canukeen Yachit Klubs to be bringin' all ther folks two.

Wel not two fret urselves caus' i betcha ya'al have sum grate vittles at that'ther fest ther' planin'. Lots of "greens chucked all together" in what-cha kalls a "Salid" 'n sum fire-rost'd "Hairless Boar" ya'al rase up North 'n sum "Best of the Herd" rite outta the fire juky Beef 'n sum "BQ'd Bird" 'n suma' yer "Museic Beans" 'n "Corn stil atatched to the Cobs" 'n sum "H2O Melom" 'n my favorit' that'ther gud' ole "Strabaree Short Kake" ... now that'l sur make a plateful ta say nothin' of yer in'ers beein' as happy as them ticks is on Ant Sadie's cat "Claud"!

It all sounds so dern great i mite stil sho'up on Saturday, the Forth a' August for yer Celabraschun of Wantn' ta Bee-A-"Redneck Partee" but ta be Rednecks sur seams lik alot'a work fer ya'al 'n i,m atell'n ya, yer sur goin' two sum grate lengths tri'n ta be Rednecks when i'm atell'n ya it's rell easy in ackualee bee'n a Redneck 'n i shuld kno kus' i do it evree day.

Veree Trulee urs,
Cleatus Yokum, Presidint

p.s. i regrit tel'n ya but if ya don't sho up ya ain't never gettin' an invit agin so ya autta sho up and bee dern glad ya got yerself an invit this time.



Redneck Amusement Park



Redneck Golf Cart



Redneck Bassboat



Redneck Water Skiing

"Friends"

...Helping make a Great Institution Greater!

by Ann DiTullio



What Makes the Tom Ridge Environmental Center So Special?

The Tom Ridge Environmental Center is the only place like it on the Great Lakes. It is the first of its kind in the PA Park System to have been built with "green" technology. It has the potential and is rapidly becoming the leading research institution on Lake Erie for water quality and wind energy. In only one short year, it has become the most outstanding environmental educational institution of its kind educating thousands of school age children and adults from all over NW Pennsylvania, Ohio, New York and beyond.

For the first time in Presque Isle's history, visitors can learn about Presque Isle in a meaningful and fun way. It is so much more than seven miles of beautiful beaches. The new Center gives us the opportunity to explain to hundreds of thousands of visitors each year why Presque Isle is considered a National Natural Landmark. It provides a special place to learn about the environment as well as adding millions of dollars to the economy. Through exhibits, an orientation film, a large-format theater, examples from the Natural History Collections and class work, a person can learn all about the wonders of this very special place. From the flora and fauna that inhabit the park, to 600 years of plant succession, to the opportunities it provides for a healthy life style and outdoor adventures, it is truly a one of kind place.

Why Create a Foundation?

Why should The Tom Ridge Environmental Center establish a private foundation to enhance the education, research and visitors services that the Center provides? Shouldn't state tax dollars take care of all of these extra needs?

Funding for state and federal institutions is not always a sure thing - depending on the economy and the amount of tax dollars col-

lected and depending on the priorities of the Congress, General Assembly and the Administration in power, budget priorities change. We have some good examples right here in our community. Presque Isle State Park finds itself today with declining federal dollars for sand replenishment; even though, there is a fifty-year contract that says the federal government will pay half of the sand replenishment needs every year. Another example is the Erie Zoo, which had to close its doors for part of the year because of budget constraints. Priorities change. I am not saying this is wrong. It is just the way things are.



Secretary of DCNR Michael D. Berardinis and former Governor Tom Ridge represent the importance of how the Friends Foundation utilizes this public and private partnership to insure the TREC will remain a world class facility far into the future.



As a Friends Awareness Project all the TREC grounds are planted in the natural foliage and plant species found throughout Presque Isle.

Presque Isle State Park is the most visited park in the Commonwealth - hosting three to four million visitors a year. To put it in perspective, Yellowstone National Park does not host this many visitors. Keeping a balance between the environment and a place for millions to recreate, basing environmental decisions on good science and educating millions of school children over the years, is not something that should ever be left to chance. It is a national trend for institutions of all sorts, museums, universities, science centers and parks, to supplement federal, state and local tax dollars with private funds. The Friends of the Tom Ridge Environmental Center with its partner, the PA Department of Conservation and Natural Resources, is dedicated to seeing that this place always remains a leader in environmental education, research and visitors' services.

Who Are the Friends of the Tom Ridge Environmental Center?

The Friends started with a board of 12 people

who had a great empathy for this project and believed in its mission and the great potential that it has. Funds have been raised in Pittsburgh, Philadelphia, Wilkes-Barre-Scranton, Harrisburg, Washington D.C. and Erie. Over a three - year period, the Friends family has grown to over 330 individuals, businesses, corporations and foundations from across the state, many having no direct ties to the region. They are people who understand the



importance of environmental education and decisions being made about the environment based on good science. They are people who understand the economic implications of a facility like TREC in our region and the national exposure it can bring.

We are very fortunate to have as the Chair of the Board, John C. Oliver, past Secretary of the Department of Conservation and Natural Resources under Governor Tom Ridge, a Pittsburgh resident and avid outdoorsman who was instrumental along with the Governor in making this dream a reality. Other members of the board are: Mark Campbell, President of Greenlee Partners, Harrisburg; Barbara Cole, AAUW Member, Erie; Leslie Gromis Baker, President LG Strategies, Pittsburgh and Harrisburg; Mark Holman, Senior Principal at Blank Rome, Washington, D.C.; John Leemhuis Jr. partner in Quinn, Buseck, Leemhuis Toohey & Kroto Inc., Erie; Jim E. Miller, CPA, Dean of Accounting at Gannon University and board Treasurer, Erie; David Ridge, Esq. Of Ridge and McLaughlin and board Vice-Chair, Erie; Jan Van Gorder, Esq., retired Senior Executive Vice-President and General Counsel, Erie Insurance Group, Erie; Eugene Ware, Fi-

nancial Planner, Retirement Systems L.L.C., Erie; Maryann Yochim, Manager Government Affairs, National Fuel Gas, Erie; and ex -office members: Ann DiTullio, board Executive Director and Harry Leslie, Presque Isle State Park Operations Manager. The board is 2/3rds of the way to reaching its 3 million dollar goal. With the help of this community and other individuals, businesses and corporations across the state, the goal is within reach.

How has the Interest Earned Been Spent for the Enhancement of Education, Research and Visitors' Services at the Center?

This first year since the Center opened has been a busy one for the "Friends." We have collected close to \$2 million and have invested those funds with the Erie Community Foundation and PNC Investments. According to the Governance Procedures, earnings could not be spent until we reached the first goal of having collected \$1.5 million. This goal was reached in November 2006. Starting in December 2006, almost \$50,000 has been awarded to enhance the education, research and visitors services at the Center. Funds were allocated for Transportation Grants to school groups, an Artist in Residence Program for school children, a Freeze Dryer for the Natural History Collection and funding for the films for the "Wildlife Film Festival", The American Conservation Film Festival, the new large-format film "Amazing Journeys" and a three year commitment to help fund the large-format film that is in production called, "Wonders of the Great Lakes" of which Presque Isle will be a part. I have listed a few of the things that have been funded thus far.

Transportation Grant Program

As the Presque Isle staff talked to curriculum directors, principals, and superintendents, they discovered that the greatest barrier for school groups being able to take advantage of



TREC Education Supervisor Miranda Crostley is seen here teaching about environmental concerns which is one goal of the Friends Foundation.

TREC's outstanding environmental education programs, the exhibits, large-format theater movie and research opportunities was the inability for them to pay for busing. The board felt that it was important for school groups to have access to the Center and all it has to offer, and so, the Transportation Grant Program was initiated. The Friends of TREC has partnered with the IU5 in Northwestern PA to administer these grants. This has enabled 40 school groups from Erie, Warren and Crawford County, city and rural groups who would not have been able to make the trip otherwise. This program has been so successful that the board is hoping to be able to continue these grants this fall and on a yearly basis as long as the need is there.

Artists in Residency Program

The Friends of TREC providing matching funds to the Erie Arts Council funded the Artist in Residence Program. This first year, Our Lady's Christian School is participating in this multi-disciplinary opportunity that combines science (learning about the birds at Presque Isle), poetry (writing poems about the birds) and art (fashioning scientifically correct stain glass birds that will "fly" in the tower). Before the poetry and birds are transformed into

(continued on page 37)

This magnificent entrance exhibit bears Philadelphian Bob Asher's name as recognition for his contribution to the Friends Foundation in support of the TREC.



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JED III

(continued from page 11)

butt to Florida "because we're buying a boat."

After two years of renovating and finally launching *JED III*, one day the husband jumped from the boat to dock, about a 4 foot drop, and seriously injured his back. Due to her husband's injury the Nebraskans sold *JED III* to the fellow on the other end of the telephone line who had completed the renovation of *JED III* to her former pristine self.

Well, there you have it. Since that is the last time I have had any first hand knowledge of my Dad's favorite Chris Craft. So therefore that should end this story but since great love stories are so hard to find ... here's a little side story I have of possible interest.

Where is *JED* today? I simply have no idea.



This HO gauge 1860s engine was a Christmas for the author in about 1956.

So, I said to myself, "Self, why not Google it?" So I did. I typed in "JED III a 55 foot Chris Craft". And what to my wondering eyes should appear atop the page in the very first position: "(PDF) Volume V / Issue 3 May/June 2007." Followed by copy saying ... "Then Big John bought his third JED, a 46 foot Chris Craft flying bridge model from" etc. That's right ... my last month's article in the LOG entitled for those few readers that may have missed it, "My Dad Sure Loved his Chris Crafts" was right there! But that's not all ... the article is shown in the LOG. Yea that's right! The entire last edition of the LOG is there. Wow! That sure would make



Dad's third Chris Craft, *JED III* a 46 ft Chris Craft flying bridge model is seen here tied up in front of the Port Dover YC on May 15th, 1955. It must have been a hard crossing with Big John racked out on the picnic table and George Deike (EYC Commodore 1969) napping on the lawn. The photo was taken by member Dr. Russell Roth with member Fred Downing looking over the scene from the sliding door in *JED*'s main salon.

Dad happy to know that both he and his beloved *JED*s made it to a number one position on the Internet. Whoops ... the only problems is Dad didn't even know about the Internet since he passed away back in the early 1980's. But then again, "they" probably have Heaven "wired up" by now.

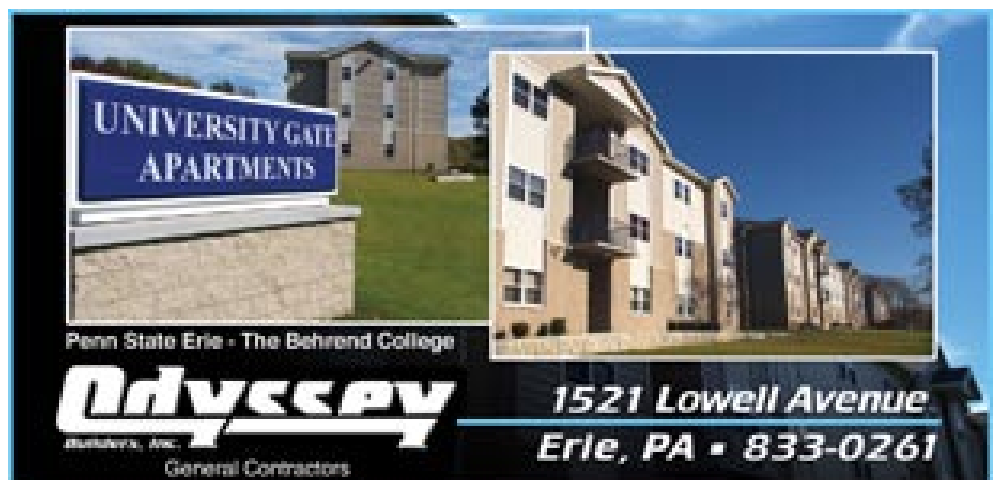


This is how *JED III*, Dad's fourth Chris Craft, looked before she was sold and sailed off for her further adventures in Florida.



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SUNSET ON THE DECK

**"CRAZY THINGS
GOING ON"**

— BY DAN DUNDON —



Every season, the EYC Sunset Happy Hours on the Deck offer more and more ways to relax and enjoy the evening with your friends and fellow EYC members. Over the past few years we've seen more live entertainment and food-specials in addition to complimentary snacks and treats. This momentum continues in 2007!

Over the past few years, special contests have been part of these Happy Hours, as well. You may recall "Crazy Hat Night" or "Ugly Shirt Night"? Many of you made really good efforts to make up especially striking and imaginative entries for these contests. Some of you may have been disappointed when contest judging and prize awards were not conducted in a timely manner.

You can rest assured, we will be paying close attention to your participation in these contests! You can count on prompt "people's choice" selection of the winner and quick presentation of a "Dinner for Two" Gift Certificate at EYC.

Dust off your imagination and look forward to some really wild entries in this seasons' contests!

Events for 2007 are:
Hawaiian Shirt Night – July 19th
Ugly Shirt Night – August 2nd
And
Crazy Hat Night – August 9th



Frolic on the Bay

by Jim Finn, Chairman

Monday, July 9th at the Erie Yacht Club

This is the 17th Annual Frolic on the Bay to be hosted by Erie's Yachting community and held at the Erie Yacht Club. Every year the generosity of Presque Isle Bay boaters brings a raft of fun, loads of laughter and a ray of sunshine to scores of children with physical, chronic and life threatening conditions and their families on this one special day. Once again we are offering this special opportunity to clients of MECA/United Cerebral Palsy, Muscular Dystrophy, Make-A-Wish, The Achievement Center, Diabetes Youth Group/Sharp Kids, Special Kids Network and the Zem Zem Shrine Hospital.

Here's How It Works

Skippers make it all possible by donating their boats and time to this highly popular charitable event. The Erie Yacht Club hosts the event with the terrific support of Commodore Perry Yacht Club, Presque Isle Yacht Club and the Zem Zem Sailors. In addition to the on-the-water ride provided by the Skippers the event includes box lunches for all clients and family escorts and a special "burger and dog" barbecue lunch for all the Skippers and Volunteers after the event. The volunteers assist the boaters on docking, boarding and unboarding guests and coordinating all aspects of the event.

So, if you would like to donate your boat or volunteer your time to help make a day for these kids that they'll never forget, simply call Jim Finn at 440-7427 or the Erie Yacht Club at 453-4931. And after all the kids festivities have ended all the Captains and volunteers are invited to a picnic lunch on the deck in appreciation for making this day possible. So now everybody will have a great day at the 17th Annual Frolic on the Bay.



9:30 AM til 2:00 PM Children will be arriving at 10:00 AM

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Erie Yacht Club

Informational Insert

Give Yourself and Your Family the Gift of an Erie Yacht Club Membership

The Erie Yacht Club, founded in 1895, is one of the oldest and finest yachting organizations in the entire nation. The EYC features year round activities including summer yachting and Club activities such as Sunset on the Deck Thursday Evenings; Sunday Dining and Dancing at the Lighthouse; terrific local, regional and national Sailing Regattas; the Frolic-On-The-Bay Cruise for Special Needs Children; the Sailing Regatta for MS Fund Raising Extravaganza; EYC Family Summer Picnic with clowns, rides and games; a highly active weekly EYC Racing fleet; and Winter on the Ice activities including Ice Boating, Cross Country Skiing and Ice Fishing on Presque Isle Bay's ice. You'll enjoy all the year round series of Club Events and Parties to choose from including Bingo and Boating Educational presentations. The EYC features year round full service dining in the Club's Grill Room and the Commodore Bliss Room, Ballroom events, and catering services for Receptions and Parties featuring a full service bar and the best in member entertainment. Member events include 'Oktoberfest', '131 Days 'til Summer Party', 'Valentine's Dinner with Mary Alice Brown', 'The Wines of Southern France Banquet', and 'Sunday Jazz Brunches' to name a few. You'll enjoy over 100 events during the course of the year! For boating enthusiasts, how about a host of nationally recognized boating events like the Snipe National Regatta, The Lake Erie Inter-Club Cruise and the US Sailing Team National Competition, not to mention the Club's Spring, Summer and Fall racing series and one of the top notch Sailing Schools for both children and adults to be found anywhere in the country. Or perhaps you would just like a beautiful place to spend your evenings with unquestionably the

most scenic view on all of the Great Lakes ... that is second to none.

Then there are our state-of-the-art boating facilities that represent the finest to be found in the entire region. All this, and great camaraderie, all available to you as an EYC member. So begin building your Erie Yacht Club gift of memories by becoming a member today.

Adults

Must be over 21, and have two EYC Regular Member sponsors. Membership begins with 'Associate' Status, where candidates share all privileges of membership except access to boat dockage. Immediately after your Associate Membership is approved, you can apply for 'Regular Membership' which gives you unlimited use of the Club and its facilities, including dockage (based on a point system) and voting rights. Initiation is \$4500 USD. The annual dues for an Associate Member is \$520.

Juniors

Junior Membership - Any person (age 16-34) who is sponsored by two EYC Regular Members. Will share all the same privileges as the Associate Members. These members automatically become Associate Members on their 35th birthday, and can apply immediately for 'Regular Membership'

Junior Family Membership

Any person (16-34) sponsored by a parent, or custodial grandparent who is a Regular Member of the EYC. These members automatically become Regular Members on their 35th birthday. This class is reserved for children, (or grandchildren) of Club Members.



Junior & Junior Family Fee Schedules

Your Age	Initiation Fee	Dues
16-20	\$ 0	\$ 67.00
21-25	\$450.00	\$167.50
26-30	\$1,125.00	\$335.00
31-34	\$2,250.00	\$502.50
35- Jr. Members Transfer to Associate		\$520.00
35- Jr. Family Member Transfer to Regular		\$670.00

Interested in applying? It's simple! Contact Conrad Stachelek, Membership Chairman by addressing a letter to him requesting membership information c/o Erie Yacht Club P.O. Box 648 Erie, PA 16512 or by Email at: cstachelek@stachelek.com. We welcome your membership inquiries.





July



Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1 EYC FAMILY PICNIC 3pm-6pm	2 Lounge Opens at 4 pm	3 Dinner Special: Barbecue Pot Roast	4 Dinner Special: Picnic Mid Week Buffet	5 Shrimp on the Barbie Sunset Happy Hour with Acoustic Gypsies 5-9pm Dinner Special: Veal Saltimbocca	6 Dock Party 7pm A B C D E F Docks Race Night 7PM Urbanik Bros. 1 of 3 Sizzling Summer Series Gilmore Cup 1 of 2 Dinner Special: Seafood Paella	7 Dinner Special: Leg of Lamb Steak
8 Lazy Lighthouse Cookout with Uncharted Course 5-8pm Dinner Special: Shrimp Stir-Fry	9 Frolic on the Bay 11am Lounge Opens at 4 pm	10 Dinner Special: Homemade Meatloaf	11 Race Night 7pm Urbanik Bros. #2 of 3 Sizzling Summer Series Gilmore Cup 2 of 2 Dinner Special: Mid Week Buffet	12 Clam Bake Sunset Happy Hour with Sam Hyman Band 5-9pm Dinner Special: Halibut Florentine	13 Dock Party M N O Docks Lighthouse 7pm Dinner Special: Pasta and Prime Buffet	14 Dinner Special: Veal Rack with Port Wine
15 Race Day 11am Blake Family Heatwave Series #1 of 2 Dinner Special: Italian Sausage and Pasta	16 Lounge Opens at 4 pm EYC Board of Directors Meeting 7pm	17 Dinner Special: Chicken & Biscuit	18 Race Night 7pm Urbanik Bros. #3 of 3 Sizzling Summer Series Dinner Special: Mid Week Buffet	19 Hawaiian Shirt Night Sunset Happy Hour with Sunny Jim White 5-9pm Dinner Special: Plum Duck	20 Race Night 7pm Bort Insurance #2 of 3 Regatta De La Femme Dinner Special: Surf & Turf	21 Dinner Special: Hawaiian Barbeque Ribs
22 Lazy Lighthouse Cookout with Boyd & Beth 5-8pm Dinner Special: Seafood Alfredo	23 Lounge Opens at 4 pm	24 Dinner Special: City Chicken	25 Race Night 7pm Blake Family Heatwave Series #2 of 2 Dinner Special: Mid Week Buffet	26 Sunset Happy Hour with Ron Yarosz & The Vehicle 5-9pm Dinner Special: Stuffed Grey Sole	27 Dock Party G H I Docks Lighthouse 7pm Dinner Special: Pasta and Prime Buffet	28 Dinner Special: Chicken Oscar
29 Dinner Special: Seafood Alfredo	30 Lounge Opens at 4 pm	31 Dinner Special: Liver & Onions				



August

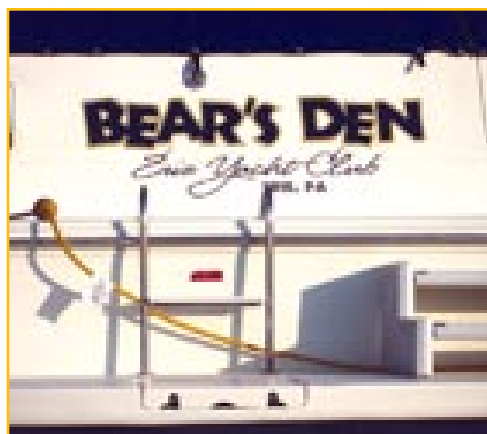


Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1 Dinner Special: Mid Week Buffet	2 Ugly Shirt Night Sunset Happy Hour with Rodger Montgomery Blues 5-9pm Dinner Special: Garlic Basil Escargot	3 Dinner Special: Mediterranean Shrimp	4 Red Neck Yacht Club Party 7pm
5 Race Day 11am Eckerd Cup #1 & #2 Lazy Lighthouse Cookout Uncharted Course 5-8pm Dinner Special: Chicken Piccata	6 Lounge Opens at 4 pm	7 Dinner Special: Chicken Parmesan	8 Race Night 7pm Kalivoda Challenge Series #1 of 3 Dinner Special: Mid Week Buffet	9 Crazy Hat Night Sunset Happy Hour with Sam Hyman Band 5-9pm Dinner Special: Garlic Herb Cockles	10 Dinner Special: Scallops Provencal	11 Race Day 7am Coletch Marine Hardware Koehler Cup #1 Dinner Special: LIVE Lobster
12 Race Day 8am Coletch Marine Hardware Koehler Cup #2 Dinner Special: Teriyaki Ribs	13 Lounge Opens at 4 pm	14 Junior Sailing Banquet 6pm Dinner Special: Fish & Chips	15 Race Night 7pm Kalivoda Challenge Series #2 of 3 Dinner Special: Mid Week Buffet	16 Beatles Night Sunset Happy Hour with Abbey Road 5-9pm Dinner Special: Mango Barbecue Duck	17 Race Night 7pm Bort Insurance #3 of 3 Regatta De La Femme Dinner Special: Pasta and Prime Buffet	18 Dinner Special: Veal Pebronnata
19 Race Day 10am Governors & Mayors Cup Lazy Lighthouse Cookout with Boyd & Beth 5-8pm Dinner Special: Creole Catfish	20 EYC Board of Directors Meeting 7pm	21 Dinner Special: Sausage & Pepper Hoagie	22 Race Night 7pm Kalivoda Challenge Series #3 of 3 Dinner Special: Mid Week Buffet	23 Brat & Brew II Night Sunset Happy Hour with Acoustic Gypsies 5-9pm Dinner Special: Red Snapper	24 Dinner Special: Mussels Putanesca	25 Dinner Special: Filet Wellington
26 23rd Annual MS Regatta 1pm Dinner Special: 1/2 Barbecue Chicken	27 Lounge Opens at 4 pm	28 Dinner Special: Bratwurst & Sauerkraut	29 Race Night 7pm RCR Yachts #1 of 3 Full Moon Series Dinner Special: Mid Week Buffet	30 Erie Corvette Club Night Sunset Happy Hour with Dick & Jane 5-9pm Dinner Special: Veal "Cowboy Steak"	31 Race Night 7:30pm Past Commodores Night Lighthouse Race Dinner Special: Littleneck Clams	

Transom Tales

"Ya' Got One"?

by Toni & Dave Sample



Without member input it's difficult to get EYC 'personal' transom information. However, it's a subject of interest to many and it's fun and interesting to find out what people name their boats and why. I'd love to hear from you so that we can 'get more personal' with our next Transom Tales edition. Please e-mail me at totalu@earthlink.net with your name, your boat type and name and your 'transom tale'. Then, look for 'your transom tale', in a future edition of the LOG. Here are some interesting and fun transom names that are foreign words or contractions to look like foreign words:

- Ai Toa Lua - looks like a pacific island name - it's pronounced "I tow a lure"
- Tolo - (Chinook Indian) "to gain or win".
- Sans Frontieres (French) "Without Borders" - a great boat name for our Canada/US travelers.
- Vidius - means "full of life" It is also a reference to the cocktail-VDS, which stands for "vodka, diet-seven up".
- Lille Draken - (Norse) "little dragon"
- Bamboleo - The title of an old Gypsy Kings song which means to gently rock or sway (as when dancing).
- Kairos (Greek) "cease the moment".
- Wu Hsin - (Zen) one Zen philosophy of living as Wu (no) Hsin (mind) meaning 'decide what you are going to do and then just do it'.
- Kampai (Japanese) "Cheers" It literally means to empty your glass.
- Tempus Fugit (Latin) Time Flies
- Hyas Canim (Chinook Jargon) 'great canoe'
- Le'MiGeaux (to look like Cajun French) is pronounced "Let Me Go"
- Mortrubl - pronounced "More Trouble"

So how about passing along your story of the how, where and why you conjured up the name on your transom no matter what it is because "Transom Tales" is one of our readers favorite article series that our readers want to see more of.



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Dave and his companion "Seaweed II" found many remnants of lost ship that are continually washing up on the beaches of Long Point as seen above..

Beachcomber and Me

(continued from page 21)

alone after an overnight, but returned to Ingersoll wondering if he would be able to survive on Long Point by himself. I visited in late May of that year and again in July. His transformation was amazing. The depressed, lonely man that I had visited in May was alive again, walking the beaches, taking his small boat out and gardening. Dave Stone had survived another death.

In the early winter of 2005 I visited Dave in Ingersoll. Something was different but I couldn't put my finger on it. After an hour of chatting, Dave proudly announced that he had quit smoking. After seventy-odd years of cigarettes, he had gone cold turkey. He was pleased with himself. I visited again at Long Point in early spring and he was like a new man. Full of energy and vigor as we did chores at the cottage that May, he told me that he should have stopped smoking years before while we pounded stakes and dragged garden pots back and forth. He was a man possessed, intent on cleaning up the cottage for his kids before their summer visits began.

Be careful rounding the tip of Long Point in a Northeasterly or the fate of the *Toyo* could happen to you.



In June, I phoned to schedule one of our traditional boat runs down the south beaches. His voice was as strong and enthusiastic as ever. I began the call with a perfunctory question about how he was feeling; one which had always been answered with a cheery response, even when it was obvious that he wasn't doing all that well. His answer stunned me.

"Feeling great!" he responded. "Best I've felt in years. But I have cancer."

Typical Dave Stone. Bad news imbedded in good. But given the cheerfulness of his tone I presumed that he was going to tell me that it was a skin lesion that could be removed or some other treatable malignancy. Dave's tone grew serious. Reminiscent of days when he was taking care of Jean. It wasn't an easy, curable cancer. It was grim. Dave faced the prospects of harsh chemo and radiation therapies that might spoil a summer that could be his last on Long Point. Even with treatment his prospects were not good.

"Why would I make things tough on my kids, have my hair and eyebrows fall out and be sick as a dog during my last season on Long Point?" he asked. "I'm 83 years old and probably going to die anyway."

Why? Because he was Dave Stone, tough

guy and fighter. Ultimately he decided to split the difference. Take a risk and begin a mid-summer treatment. See how it might go.

"Maybe you can get another year or two at the cottage if you fight it," I suggested.

His kids encouraged him and he went for it. And he put up a gallant fight. Gave it everything that a skinny 83 year-old guy had to offer. As the harsh cancer treatment consumed him, Dave Stone seemed satisfied with a life well spent. The jokes continued to the end. Before he slipped away he told me that he would be joining Jean soon. No one was surprised to learn that Dave asked to have his ashes spread on Long Point.



Dave's Indian bones led to a full-fledged anthropological dig by both the University of Toronto and Waterloo University. Here he is with two archeologists.

Dave Stone changed my life. I will always remember our first meetings. Tracking down the "Beachcomber of Long Point," author, story teller and creator of the famous shipwreck map. I can still see him speaking to over-ca-



Dave's faithful wreck-finding companion "Seaweed II" was on the alter at the funeral.

capacity crowds at Gannon University, charming them with stories of ships and shipwrecks: The City of Dresden, The James B Colgate, the sloop Gus from Erie. I will never forget the wonderful experience of working with Dave on our book, Lake Erie Quadrangle or accompanying him to museums and libraries to do research. But mostly I will remember Dave Stone the dancer, bounding gracefully from his boat, leading me up and over Long Point sand ridges. Telling stories.

For me, Dave Stone will always be at Long Point, the mysterious peninsula that I see from Erie on clear fall evenings. He will always be there in body and spirit.



"Friends"

(continued from page 27)

a book and stain glass, the children have been practicing their art and writing on the cement walls of the tower. They have learned a great deal about graffiti and how it feels for someone to damage their creations. Visitors to the tower will be in for a treat created by these talented young people. The Friend's board is hoping that this program will be on going and that many more schools will participate in the years ahead.



Recognized through the Friends Foundation, for their contribution to the fund, this exhibit is called the Erie Insurance Orientation Theater.

Freeze Dryer

In the Natural History Collection Archival Rooms, there is a new piece of equipment called a Freeze Dryer that was purchase in large part by the Friends with help from an anonymous donor and Pennsylvania Sea Grant. Dr. Ed Masteller, retired biologist from Penn State Behrend, is the curator for these collections. The freeze dryer replaces the old technology and preserves the specimens at a much higher quality even to the brilliant colors found on many of them. Not only can these specimens be preserved in the archival labs, but can also be used by scientists in the research labs, by the environmental education staff in their classes and can be placed in exhibits for visitors to see. To our knowledge it is the only freeze dryer in this part of the state.

There are so many more needs the board is looking to fund. One in particular is camper

Nancy Thall from Tamarack Wildlife Rehab & Education Center gives a Raptor Demonstration in Research Center at TREC enhanced by earnings from the Friends Foundation fund.



Earnings from the Friends Foundation helps support research and educational projects at the Regional Science Consortium who's Executive Director Dr. Jerry Covert is pictured here.

scholarships for inner city youth. The environmental education staff is working with the city schools and the Boys and Girls Club to provide an opportunity for these children to spend a week in environmental study both at the Center and on the park. It is hoped that these camperships can reach as many young people as possible. So many of the inner city children never get a chance to visit Presque Isle. One young girl, whose class received a Transportation Grant, was walking on the beach and asked the Naturalist if she he could take off her shoes. When the naturalist asked her why, she said, "I never felt sand on my feet before."

Future Needs

We have been told by other museums and science centers that there is a need to upgrade exhibits every five years. There are traveling exhibits from the Smithsonian, Cleveland Museum of Natural History, Carnegie Museum and others that can be exhibit at TREC.

There are visiting scientists and students from colleges and universities that would like to do research and study here, but can't for lack of funding. Internships can be made available for young people thinking about a scientific career. There are educational supplies and equipment that need to be purchased so that everyone regardless of income can take advantage of them.

Partnerships with other organizations such as Asbury Woods, Family First, Lake Erie Arboretum, school districts need to be explored so that students get even broader environmental education experiences.

Matching funds are needed to attract other dollars from local, state and federal sources.

For these reasons and so many more, the Friends of the Tom Ridge Environmental Fund was established and why we are determined

to reach the goal of \$3 million dollars. It is for providing an opportunity for children like the little girl who never felt sand on her feet before to have that opportunity again and again. It has been said, "If someone can experience and learn about a place, they will learn to love it. What they learn to love, they will protect." We want everyone to learn to love Presque Isle and to want to protect it so that people and



These beautiful TREC displays are examples of naming opportunities for major private and corporate contributors to the Friends Fund.

nature CAN always live in harmony with each other. The Tom Ridge Environmental Center is dedicated to providing that opportunity to as many people as possible and with the help of the Friends of the Tom Ridge Environmental Center; it will always be a "Shore Thing."

If you are interested in joining our Circle of Friends and helping us realize this dream of environmental stewardship and economic growth, please contact Ann DiTullio at (814) 835-1384 or email her at: atditullio@verizon.net.



Drifting Along with Your “STUFF”

by Captain Dennis Daniels

Summer is a wonderful time for most boaters. The dreams we had over the winter and early spring can now be fulfilled. It's also a time to plan and take our summer cruises. The key word here is “plan”. Unlike a trip by car or plane, boat trips present many problems.

A major problem is storage. Boat trips mean lots of groceries, truckloads of clothes, cases of beverages, chests full of medical supplies, and a library full of charts and boating guides. Getting the trailer with all this equipment backed up to your boat is a problem in itself, but where to stow this gear is a bigger concern. Last time I looked, boats didn't come equipped with basements.

Of course we can blame the manufacturers for this dilemma. Each year they add more and more drawers, lockers, bins, cubby holes, and nooks and crannies. The problem is, we don't save this added space for our cruises when we need to store our “stuff”... “stuff” that we need should we get stranded on an uncharted Lake Erie island. After all, most of us were brought up in the “Gilligan” era, so we have seen how nasty being stranded can be.

Instead we use this added space for such important items as dead flashlight batteries, expired flares, twist ties by the thousand, and the ever-present king size roll of duct tape. Parting with this “stuff” would be akin to throwing your Mickey Mantle rookie card away. It just isn't done.

So, we get along by shoving the extra clothes under the forward berths, the food is stored on the bunks, making sleeping uncomfortable until you



get through the first case of Spaghetti-O's. Beverages are stashed on the dinette seats, on the theory that you can eat your first few meals standing up. The extra medical supplies end up in your car's trunk.

After the boat is fully packed, you shove off. Uh-oh, the seas are not very friendly this day. You feel queasy, but your seasickness medicine is in your trunk back at the dock. The waves get higher

and your bow is getting buried by each wave. You solve this problem by shifting a case of Spaghetti-Oh's to the stern. “Who needs trim tabs,” you yell to your first mate, “the canned goods worked just fine.”

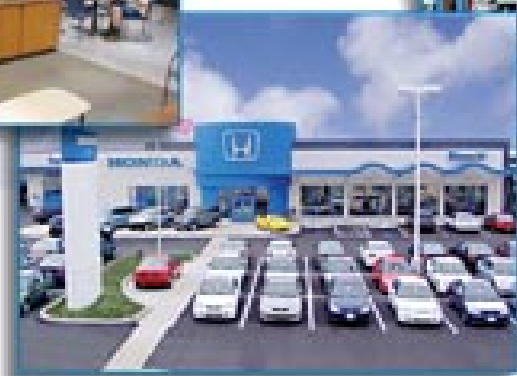
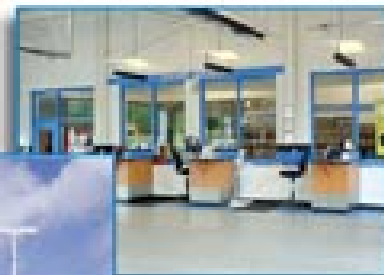
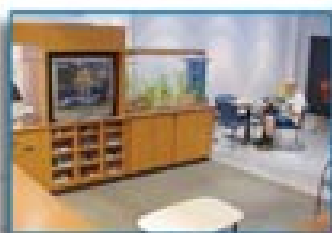
Arriving at your first night's destination, you find yourself too tired to cook, so you eat out, as you end up doing each night of your vacation. The weather is hot all week, so the clothes you took to ward off hypothermia go unused. The funny thing is, you end up returning from your trip with about the same “stuff” you took.

Fortunately there is a simple solution. The Arctic explorers could only carry so much with them, so they laid caches of food along their route. We can use some of their wisdom. This summer, about a week before I leave on my boat trip, I'm going to drive to all my destinations and leave a box of clothes, charts, books, antacids, and maybe even an extra roll of duct tape. The boat will be a breeze to handle, and the cabin will be free from the extra food and gear we must have.

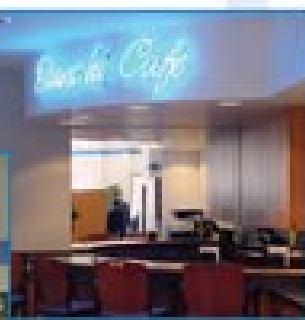
If this idea catches on, just think what the manufacturers could do with all the extra space previously used for storage. – Bigger icemakers and refrigerators, large capacity washer and dryers, and who knows, maybe even a chart table.

Naw, this idea won't work. We still need our “stuff”. Without our “stuff”, there wouldn't be any boating.





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