

THE LOG

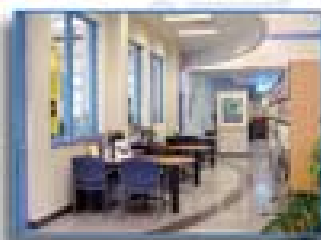


**“And That’s
The Way
It Was”...**

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From the Bridge

Fleet Captain David Amatangelo



I would like to take this opportunity to thank the membership that had the confidence in me to fulfill the responsibilities of the position of Fleet Captain. I would also like to acknowledge Dave Forsman, my competition for this post, if I wasn't running for this office I would have voted for him.

Being the “new guy” on the block is a bit daunting. Sitting in on my initial meetings, getting a feel for the process, and getting up to speed on a number of issues, (not that I am yet) was like being thrown in the deep end of the pool, or basin in this case. Initially, as I sat

listening to the other members of the Bridge and Board as they were discussing topics that I was aware of, I began to realize the number of issues that are associated with running a club of this size. I think we all tend to take certain things for granted, like having a beautiful facility, a wonderful staff, and a comfortable atmosphere. In this very short period of time I have a new appreciation for all the time and effort that has been put forth by so many, for so long, and I thank you for giving me this opportunity to serve.

Directory

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Fuel Dock/Guard House.....	456-9914	Canoe House	453-6368
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On the Cover...

Harry Edler, the 4 pm to midnight shift club guard, returns his “keg” passengers to dry land aboard the club’s old double ended steel “tender”.



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“And That’s The Way It Was”... 1895 to 1959

by Toni & Dave Sample

In a 1920's “Aereoplane” photo of the Club’s new property at the foot of Kakhwa Park, note that most of the Club’s present day land we enjoy today was nonexistent back then. The original Kakhwa Club can be seen through the trees atop the hill.

Ten years ago this month everyone at the EYC heard the audible sigh of relief that emanated from then Commodore John Ashby. The 100th Anniversary Year, 1995, was over. Commodore Ashby had “hired us” as member volunteers of the Centennial Committee. It is easy to remember these days since Dave served as Assistant Chairman and Toni as Secretary of this Committee. One of the things that has and will always make the EYC great is the active involvement of it’s members in carrying out the important functions of this Club. The Centennial Committee was comprised of nearly twenty separate sub-committees for which Ashby had appointed, based on his knowledge of a member’s ability and enthusiasm, individual sub-committee chairmen. If you were around the Club during that period of time you’ll remember that our 100th Anniversary activity calendar was a celebration that consumed four years of planning and two years of unbelievable, remarkable and truly memorable member oriented events and activities.

A few weeks ago we pulled out our copy of “A Centennial History of the Erie Yacht Club”. This historical biographical ‘coffee table’ book was a project of the Centennial Committee that was undertaken by PC John Ashby when he was Fleet Captain. Step one to putting this book together was re-establishing a then defunct Historical Committee and begging, borrowing, dusting off and indexing every piece of EYC history we could find. This also led to our eventual relationship with the Erie County Historical Society who now houses our EYC



Commodore Chatain’s yacht *Iduna* in the foreground of the 1917 construction of the Canoe House.

historical collection. This “Centennial History” book is a combination of new and historical writings, memorabilia and photographs that were laid out, designed, edited and published through the individual and combined efforts of P/C’s Robert Allshouse, “Gib” Loesel, George Sipple, Roy Strausbaugh and John Ashby, with help from many, many, many PC’s and member volunteers. As you thumb through this important document you find revealed the history of our Club from its birth through its first hundred years. You cannot help but stop in awe as you unfold and discover intriguing facts about this remarkable “members’ commonwealth” going back to a time when it all was just a dream from the creative mind of our first Commodore George T. Bliss.

It is always appropriate to share some of the events and views that were collected in this wonderfully designed historical document about us, all of us, the members who were and are what the Erie Yacht Club is all about. And so, we begin our journey at the beginning.

On page 3 the book begins. “A yacht club is a unique institution. It brings together those who love boats and time on the water and becomes a very special place for its members. Boating and that which is associated with boating is the essence of a club. The commitment to boats and the fellowship of the sea provide the glue of the Club. Social standing, entertainment, and activities of the social life are secondary. So it was at the Erie Yacht Club’s beginning and so it remains, as

boats and yachting continue to be the focus of events, both Summer and Winter.”

Twenty-three years later (page 22) the story continues. “The membership, nearing 500 in 1919, settled down to enjoy the club’s new home with its country club atmosphere.” Here is where we begin to see the Club’s first major shift in trend. “Whereas the earlier focus was on ‘the promotion of yachting, boating and manly sports generally, as well as the improvement of naval architecture’, the concerns in 1920 were more of a family nature.”

As we turn to page 25, it’s 1928, and we find the



The old entranceway had a sign on the fence directing all landfill trucks to dump on the west wall.

Club struggling to bring in new members. The Board decided to turn their attention to using their newsletter, The Bulletin, in an outreach effort to interest more members of the Erie community in boating. Previous Club communications, The Pilot and The Flashlight, were professionally printed and sent only to members who were paid subscribers. An article in The Bulletin that year stated, “There are easily a thousand people in Erie who could afford to own boats. One of the duties of this club is to



Another glorious day at the EYC in the late 1950’s.

sell the recreational possibilities of the water to more Erie people.” The article concluded that while “such a campaign may not be spectacular it will be constructive; and its results should be lasting.” Seventy-eight years later, in 2006, we certainly can attest to the accuracy of that statement. Let’s take a moment to ponder what the thoughts of that board and those members would be if they had this new LOG in their hands and were reading this article and



Future Commodore Lawrence M. Nagle’s yacht *Eleanor I* built in 1911 by the Racine Boat Company.

all the wonderful articles in this publication. Would they be as entertained as you are by this professional publication received by every member without being a ‘paid subscriber’, but simply by being a member of the yacht club they started so many years ago.

Skipping forward to page 44, it is 1958, almost fifty years ago, William E. Walker is Commodore and the title of this section is “Growing Pains”. In his outgoing address he states, “I believe many members are more prone to look at the immediate cost rather than the future results. We are noted for our low dues, low cost stalls, mooring, lockers, etc. We were further noted for low prices in the bar until a modest adjustment was made this year. And yet, on a modest budget, I think we can be proud of what has been done at the Erie Yacht Club on the surface in the past. I question the future...” This ‘nudge’ led to the development of a Long Range Planning Committee in 1959 and the establishment of a Capital Improvement Fund with an assessment of \$40 levied on each member and a standing committee of 5 members chosen to administer the funds.

Looking back shows us that all of life is a series of cycles. Each year we experience the decisions of a new Board and Bridge. Each decade the Club is tearing down or building



Oscar Nick’s first power boat, the yacht *Kingfisher* at anchor in full regalia. Note the shape of the hull and the substantial masts these early powerboats possessed due to the fact they could not rely on the early internal combustion engines and frequently had to revert to sail power to get back into port.

up; seeking members or closing the membership; financially strong or feeling the crunch. Seasonally things break and things get fixed; sailors win races and others lose; the weather is good or bad; the lake levels are high or low.

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Aerial of the Clubs footprint on the shore of Presque Isle Bay in the early ‘50’s.



Three EYC Jr. Sailing Graduates Launch The Bruckman Daysailer

by Linda Bert Warren



My love of sailing was a passion before I can remember, but I do recall my first years at the EYC Junior Sailing program. I remember being so young that I could not read the points of sailing on the chalkboard upstairs in the canoe house. My sailing instructors were Jack Schultz, Hugh Shields and Tom Seip. They had a positive and lasting impression on me. I loved the Jr. Sailing Program. It defined my summers along with racing Rhodes Bantams with my father, Boyd Bert. When we were not racing I was often sailing on *Kahili I* or *Kahili II* with the Zurn family.

These sailing experiences had a huge influence on my eventual career path as a Yacht Broker. I am currently working with John G Alden Yacht Brokerage in Boston, MA.

Last year I had the pleasure of collaborating with my past sailing instructor Tom Seip, who is still a member of the EYC, and

childhood friend and yacht designer, Doug Zurn (EYC Log March 2004). The result of the collaboration is the Bruckmann Daysailer, which was introduced at the 2005 fall boat shows.

A daysailer is not a new concept in sailboat genres but they have grown in size since the 22' Pearson Ensign of my youth. The Bruckmann Daysailer is a new member of the new generation of large daysailers joining the Morris 36, Friendship 40 and the Hinckley 42DS.

Tom Seip and his wife Alexa approached me after the sale of their 95' Kuipers built Doggersbank looking for a large daysailer where they could entertain guests in the cockpit and also sail alone for an afternoon or evening cruise. They wanted a classic looking boat with modern construction and equipment. After considering the 38' to 42' daysailers currently in production, Tom and Alexa had a slightly different vision for their next boat. Tom

had followed fellow EYC Jr. Sailing School graduate Doug Zurn's successful career in yacht design. Tom thought it would be exciting to commission Doug to design a daysailer and have me locate a builder that was capable of executing their vision.

At the time I was working with Bruckmann Yachts in Mississauga, Ontario, selling their Mark Ellis designed 50' Motorsailer. Bruckmann Yachts is run by Mark Bruckmann, who is a second generation boatbuilder. There are several EYC members who own boats that were built by Mark's father at the custom shop for C&C. Mark has expanded on the considerable knowledge of his father and today Bruckmann Yachts builds quality boats equal to the best semi custom boat builders in the US and Europe. After looking at a Bruckmann 59 Tom and Alexa felt Mark would be an excellent choice to build their boat.

The four of us started working together in October of 2004. One of the objectives with the boat was to have it ready to display in the fall 2005 boat shows, a very ambitious time frame. Doug worked quickly and had the drawings sent to the tooling manufacturer before Christmas.

Doug faced some design challenges creating a hull with a beautiful sheer but also providing full standing headroom below and a shallow draft for the Chesapeake Bay area where Tom and Alexa would be sailing the boat. Tom preferred a shallow draft without a lifting keel or centerboard.

Doug designed a classically shaped hull with an LOA of 42'4", an 11' beam and 4'9" draft with a shoal draft keel. The daysailer has a contemporary fractional rig with swept back spreaders, a hydraulic boom vang and backstay adjuster, a fully battened main and a self tending jib. With a sail area of 898 ft. the daysailer is lively and exciting to sail. The hull and deck are of E-glass and core cell construction.

The Bruckmann Daysailer offers a balance between performance daysailer and accommodating weekender. Below deck there is a galley to port and a head with shower to starboard. Forward of these a drop leaf varnished mahogany table is flanked by deep settees for dining or sleeping. On deck the design is simple with a clean weather deck. The intention is to have the boat easy to single hand with electric winches and trim lines at the skipper's fingertips. The cockpit comfortable seats 8 without interference from sheets or winches which are located on pods next to the wheel.

Despite a tight construction schedule Mark Bruckmann delivered a stunning boat to the



Photo by Onne van der Wal

Alexa's beautiful lines are apparent as she glides through the water on a reach.

Newport boat show in September 2005. ALEXA is a custom gun metal blue color and she generated comment from everyone who stepped aboard her. Below decks ALEXA is simply yet elegantly crafted with a "Herreshoff" style

interior trimmed in varnished mahogany.

I was fortunate to sail her several times while she was still in Newport, RI. ALEXA was thrilling to sail in both light and heavier air. She is quick, sails close to the wind, is comfortable in a seaway and handles like a big dinghy. The self tending jib made tacking a non event allowing the skipper to handle the boat and enjoy visiting with guests. The Yanmar saildrive powers the boat at 7-8 knots and makes maneuvering in tight situations an easy negotiation.

ALEXA is currently back in Mississauga having teak decks installed. She will be trucked to St. Michaels, MD in April where Tom and Alexa will enjoy the serenity of sailing their new Bruckmann Daysailer on the beautiful



Photo by Onne van der Wal

Her interior is elegantly handcrafted in the "Herreshoff" style.



Tom Seip is a Reyburn Sailing School grad, a life long sailor and on the Board of Directors of an America's Cup challenger AmericaOne.



Photo by Onne van der Wal

Doug Zurn at the wheel of yet another of his remarkable design accomplishments.

Chesapeake.

Working with Tom Seip, Doug Zurn and Mark Bruckmann was a pleasure that resulted in a lovely new classic.

Tom Seip grew up in Erie and at a young age became actively involved in sailing through the EYC's Reyburn Sailing School. As a student, a sailing instructor and throughout his adult life, Tom Seip has always loved planting his two feet on the deck of a sailboat. Tom has been General Partner of Seip Investments LP, a private investment firm, since his early retirement from Charles Schwab & Co. in 1998. Seip was employed by The Charles Schwab Corporation since 1983, his most

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MUDSLIDE!

BY KITTY FERRARI

A huge wall of mud carrying massive trees and debris cascaded down the hill just west of the dwellings, raising havoc in the residents parking area.

Anyone entering or leaving the EYC by boat has surely noticed the charming row of dwellings sitting right on the water's edge just east of the Club. Twenty cottages, some of them year round homes, make up this unique little complex known as Ferncliff. The Yacht Club shares with Ferncliff the long winding road from Virginia Avenue to the shores of Presque Isle Bay via Ravine Drive. Ferncliff is definitely a Presque Isle Bay marvel.

Although five or six of Ferncliff's twenty cottages house permanent residents, the majority are summer homes enjoyed by families from Pittsburgh to New Hampshire to Texas. There is a Ferncliff Association which deals not only with day to day issues, but also with long range planning pertaining to insurance, gas lines, emergency funds, and maintenance. The lots in Ferncliff were originally rented from the Port Authority, but today, each resident owns their own piece of land and all property lines have been legally established.

Peter and Sue Smith are one of the perma-

nent residents and are enjoying their fourth winter at Ferncliff. Peter has had a long love affair with the area - as a twelve year old, he had a lengthy paper route which included the homes along Virginia Avenue, Delaware Avenue, Crescent Drive, Kahkwa Boulevard, Maryland Avenue, and also down winding Ravine Drive for two summer deliveries at Ferncliff. Back then, Ferncliff had a couple of boat liveries and rented aluminum fishing boats. As Peter described it, "people seemed to disappear when it came time to collect for the newspapers." His solution- his first business deal- the papers to Ferncliff would be free (he would give them his "extras") in return for the use of a fifteen foot aluminum boat with a seven horse power engine. As Peter says, he absolutely loved the neighborhood then and still does. When the Smith's purchased their Ferncliff home, it was, as Sue said, "a piece of junk." Now it is an absolutely lovely home on the Bay with a gorgeous view.

Then- the mud slide hit.



Into each life a little rain must fall. In this case, it turned into mud. Ray Schreckengost of the Port Authority explained the background of the mud slide. The bluff is 85 feet high and includes 30-35 feet of drainable sand soil and then clay. The water goes in, then comes out at the end of the bluff, all the while slowly eroding the sand and clay base. Last year the erosion reached the point of no return, and thus the massive mud slide. As the mud cascaded down the bluff, it met the wall of Ferncliff homes with devastating effects. Over a dozen cars in Ferncliff's small parking lot were covered by mud and had to be towed up the hill for major restoration. In addition, several of the homes sustained extensive damage from the tons of mud and trash (thoughtlessly discarded onto the bluff by others over the years) that cascaded down the hill and into the homes.



Many residents' cars were either damaged or destroyed in this near tragedy.

After spending \$700,000 to remove all of the trash and mud, install new drainage, and stabilize the plant growth on the bluff, Ferncliff is safe, at least for now.

Ferncliff has changed in character over the last hundred years. It has gone from a tiny fishing village to a settlement of homes inhabited by fascinating people who care deeply about the land that nestles them, and the Bay that surrounds them. As they sit on their decks at night and enjoy our gorgeous sunsets, they are ever mindful of the delicate nature of their environment, and they are determined to preserve that environment for future generations.



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Captain Chris Leclair
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Metamorphosis Fashion."

Women's Auxilliary Fashion Show

by Marie Pessa



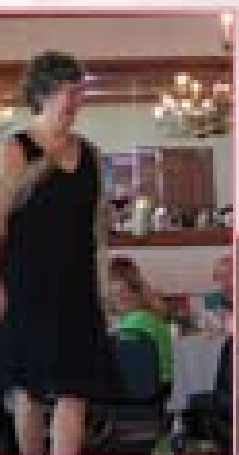
The Erie Yacht Club Women's Auxiliary Committee has decided to hold four luncheon meetings in 2006. These meetings will be scheduled for spring, summer, fall and winter. The spring meeting will be a fashion show and luncheon.

The theme for our spring fashion show and luncheon will be "Metamorphosis of Fashion." This wonderful event will be held on Wednesday, May 3, 2006. The fashions will be provided by A.J.'s, located at 2636 West 8th street (838-2643) in the Colony Plaza. A.J.'s has been a supporter of the EYC Auxiliary and looks forward to working with us on this year's project. We will be seeking ladies to volunteer as models. Last year's models will be contacted to see if they would like to participate again this year. Any woman auxiliary member who would like to be a model may call Marie Pessa at (814) 838-7351 to volunteer. A.J.'s

allows each woman to choose the fashions she will model.

If you are interested in assisting the Auxiliary in any way or joining the organization, please feel free to call Marie (814) 838-7351 for more information. We will also be asking local businesses and individuals to contribute door prizes. The proceeds from our Spring Fashion Show will be used to finish the renovations on the EYC ladies' lounge. These final renovations include the settee and chair being repainted and the cushions recovered.

So ladies, please plan to join us Wednesday, May 3, 2006 for our Spring Fashion Show and Luncheon "Metamorphosis of Fashion," to be held at the Erie Yacht Club. Final details will be mailed out the week of April 9, 2006. We look forward to seeing you there!





The same electric and water pedestals as used in front of the Club will be installed along the north wall when this portion of the overall basin initiative is completed this spring.

"The fire is starting to burn as the wheels of progress slowly turn!"

The EYC will be starting the excavation and repair of the north wall which includes O, M and N docks by the time this article goes to print.

The construction oversight committee has been meeting every week since the annual meeting. This team includes fellow members Jon Tushak, Terry Thorp and Rick Speicher, supported by Dan Byler, Steve Giewont, Jim Edgett, Ed Schuler, Al Church and myself, V/C John Murosky, as Project Coordinator. At this point in time we are waiting for the final permits from the DEP and the City of Erie for the city's electrical and plumbing inspection.

The first portion of "Phase One" is the excavation of fill along the inner breakwall's edge back towards the road or you could say "the south side of the north wall. This area is being prepared to accommodate a new "deadman" support system for the bulkhead. The installation of this deadman, properly anchored, will support the entire length of the bulkhead long into the future. This entire area will then be back filled with a new high tech, light weight, flowable fill material which will replace the present loosely packed materials which have been seeping under the sheet piling and flowing into the basin for many years.

There will be a new six foot concrete walkway installed all along the entire inner break wall from the entrance way to the east wall. This beautiful new walkway will also accommodate new electrical power and water ped-

estals. These new pedestals will be the same type used on the new bulkhead located in front of the Clubhouse. A new high voltage power line will also be run from the Clubhouse near the galley entrance heading east towards L dock and then run out to the light-house to service the new electric pedestals on the north wall. This new high voltage line will have several step-down transformers to supply the electrical supply requirements for our members in these areas. This new electric supply line will also provide enough power for future expansions of our facilities that may be required in the long range plans of the Club. We will then add a new blacktop road surface along M, N and O docks. The entire area will then receive a face lift including new landscaping to add the finishing touch.

As far as the new docks are concerned, we have to wait for the DEP permit to be finalized before we are able to start any of our "in-water" projects. The construction committee has been researching several possible surfaces for the walkways on the docks. After a lot of research and much discussion, the committee has chosen to use a very unique concrete panel walkway system which will be a long lasting, easily maintained, very cost effective and extremely attractive addition to our basin's facade. A sample of this new concrete walkway surface can be viewed on the Son Rise Marina's web site, at www.sonrisemarina.com. Also you may view the proposed docks on the "virtual tour" portion of that same web

site. The docks will be installed either by April 20 or in the fall of this year depending on the DEP permit. It is important to keep in mind that this DEP permit covers the entire basin project not just O, M and N docks portions of the overall plan.

Along with the concrete walkway we are going to offer custom panels to our membership. We are now going to be able to offer members their boat name actually imbedded in the concrete pad in front of their boat. There will be a minimum fee charged to the member for this unique service and although it will be very affordable to members, it will certainly help subsidize some costs in this part of the project. Another great feature of these "personalized boat name panels" is that if the member moves to a new slip so will their personalized panel. The panel will simply be removed from the old dock and replaced in front of the new one. We will also feature panels imbedded with "EYC 1895" at various intervals throughout this new docking system. Interested parties should send an e-mail to jmuroskyec@aol.com or drop a letter of request to the EYC if you want to take advantage of this service.

In addition, we have many members who donate time and/or materials to our Club. At this time I would like to make special mention of Gary Bolt as he has donated most graciously a brand new Roll-In-Saw and a used Bridgeport milling machine to help us with the basin reconstruction project. We have already used these pieces of equipment to design and begin to construct our prototype floating finger piers. This prototype will be used to present to



The north wall under construction with excavation and the new "deadman" in place.

interested local manufacturers who are members that wish to participate in the project. The design of the prototype with pictures should be ready in time for your next Log!

Again we are in the process of getting the basin project fired up and I want to personally thank all of you in advance for your patience! We will keep you informed of the tentative schedule and all of the happenings as they occur. However, as often happens in construction, things may not adhere to a stringent schedule. So while we will try to keep everything on track, be aware that things may change from time to time.

Remember that slogan "temporary inconvenience for permanent improvement"... that is exactly where we are headed.



Old Habits

by Mickey McMahon as told to P/C John Ashby

Habits. We all have them. Some of our habits are good and some of our habits are bad and then there are some habits that just don't matter because they are nondescript ... they are just habits. This story is about one of my more nondescript, yet I must admit, more enjoyable habits.

Every morning at the crack of dawn, my girlfriend, of over 11 years, and I have a date you can almost set your watch by. And the best part about this relationship is that my wife knows all the details and totally approves. You see my girlfriend is my best friend and her name is "Banshee". Banshee is my eleven and a half year old Rottweiler.



High water pictorially recorded during "gale force winds" on September 29, 2005.

Well these morning dates, which Banshee loves and I'm sure she looks forward to, are our trips down to the Club so Banshee can get in her daily exercise routine of running around, and in her later years more like strolling around, the Club grounds. This always gets Banshee's day "off on the right paw" and I must admit it does the same for me, except in my case, it's "the right foot". I love spending this time with her.

Well, back on the morning of September 29th last year, it was business as usual as we headed down to the Club for our morning exercise routine. I had expected to find the weather conditions rather nasty that morning being that the forecast from the National Weather Service looked grim. Therefore, I was surprised to find the morning wind out of the northwest to be very light which was somewhat puzzling. So Banshee and I decided to return a couple hours later to see if anything was going to change ... and change it did!

At 10 am, upon our return to the Club, the wind was howling and I can even say screaming across the bay waters. It was one of those

"all hell broke lose" winds. You know the kind of gale that tears the mooring canvas off the boats, makes the sailboat halyards play their favorite tune called "Havoc" as they beat out this uninspiring melody on the boat masts as the waves cascade straight across the bulkheads since the water had risen up to dock level. And as always occurs under these extreme conditions, most every boat's dock lines are drawn as tight as the strings on a piano. Yep, that was the kind of morning it had turned into so the weather forecast was correct after all, being just a couple hours later than had been predicted. All that wind had raised the bay water level up at least two feet since our visit just two hours earlier. This was definitely not the day for a leisurely cruise down the bay or for that matter any kind of cruise at all.

The following morning Banshee and I held true to form as we descended the hill through Ravine Park to the Club. This day, in contrast to twenty hours earlier, was as placid as any morning I can recall. The surface of the bay



Twenty hours later the ultimate serene day at the club with the water level back to normal.



Banshee, my "girlfriend" and pal for more than eleven years.

and the slip waters were as flat as a sheet of glass and almost as reflective as my girl friend and I peered out over their calm tranquil surfaces. And of course the water had returned to it's normal level.

Oh how Banshee and I loved our early morning jaunts together. This was one habit that I could have continued to practice for the rest of my days but that was not to be. My girlfriend of more than eleven years passed away on November 7th last year.

I'll miss Banshee and the habit we both grew to love. Now I know that some things just can't be replaced and that we should not even try to do so. But life goes on so I am now trying a cure. We have a beautiful little three month old female beagle puppy who happily goes by the name "Daisey Mae", and hopefully soon she'll also "come" by the name Daisey Mae. I guess it is true that "the best cure for a big hurt can come in a small package!

Now I wonder if that "old habit" of an early morning exercise program down at the Club will ever develop as an appealing habit for little Daisey Mae and I to fall into together. Only time will tell.



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Neil Milligans Primal Instincts

The beautiful yet ragged coastline of Anticosti Island.

Photo Courtesy of M. Gravel

What is it that drives man to the sea? Why are cruises an ever popular choice for a vacation? Does it make sense for yachtsmen, be they sail or power, to spend untold thousands to have at their beck and command the ability at a moments notice to weigh anchor? Economically, dollar per minute of use, it is the absolute worst investment they can make. Yet, universally, east to west, north to south and globally this practice continues. I say "wow". More importantly however is why?

Greater minds than mine would offer possible answers. Anthropologists might believe it has to do with survival, prestige and honor dating back to ancient civilizations. Sociologists would add that it has to do with community, camaraderie and interdependence. And Political Scientists may come closer to the heart of the matter saying it is based on a sense of freedom or the ability to escape. Man has always in the past fled to the uncharted frontier. All of these have merit and to a degree are true.

I propose it is even deeper and more innate. Somewhere in each and everyone of us, deep in our DNA, lies primal instincts. These cause us to do unexplainable things, that itch or yearning that compels us. Man for centuries, since the beginning of time, have been seafar-

ers. Driven, economically, politically, socially or by one of so many other reasons, man has had to set sail, to embark. The necessity of this, that existed then, no longer exists but we still have that compelling urge.



Rick Santos, Steve Samol and Jerry Emling with a prized Anticosti Island buck.

The one primal instinct that surfaces in many yachtsmen, when hard water plagues our northern climate, is hunting. In a previous issue of the Log, four members of EYC had gone to northern Quebec to hunt Caribou, they were Steve Samol, Jerry Emling, Rick Santos and myself, Neil Milligan. Once again we four

felt the itch, the need, that primal instinct of the adventure of the hunt. This past November we headed to Anticosti Island to fulfill that primal instinct "to provide", to be the hunter, to harvest white tail deer for consumption.

Anticosti Island, is located at the mouth of St. Lawrence River and is part of Quebec Province. It was being over run by white tail deer. These deer were introduced by Mr. Menier, the original owner of the island who made the mistake of removing all the deer's natural predators, "the bear", thereby leaving all the deer for his own hunting satisfaction. With no natural predators left on the Island the deer quickly over produced and endangered the ecology of the island. When the Canadian government took over control of the island, they realized this and began opening the island up for hunters to reduce and control the deer in healthy numbers that the island could support.

So enter Steve, Jerry, Rick and Neil who by the way have been there before and will return again. The hunting is not exceptionally difficult, the deer not exceptionally large nor today do you see an excessively large number of deer. Why, then do we do it? Primal instinct drives us and there on that Island we are pretty much guaranteed to take the prized white tail.

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Rick and I in front of the truck that brings all the luggage to the camp.

This is not only a hunt it is also an adventure, an adventure among old friends, for the love of the great outdoors and a freezer full of delicious venison steaks, chops, roasts and sausage.

We would drive some seventeen hours to Mont Joli which is a small port city on the banks of the St. Lawrence Seaway. From there, we catch a small commuter plane to Port Menier on the Anticosti Island. We then reload our gear, drive another two and a half hours to our



The main lodge where all the meals are served is on the left with one of five guest cabins off to the right. All the camp's cabins have front porches that overlook the St. Lawrence Sound and the North Atlantic Ocean.

lodge where we enjoy a great meal prepared by the camp cooks. After a good night's sleep (except that snoring), we would arise to a great breakfast. We then headed to the firing range to make sure our rifles were accurate for it is one thing to take down a deer yet quite another to unnecessarily wound or maim these noble game animals. Then our guide took us to specific hunting areas and drops us off. He gives us directions and then it is up to us to begin that primordial practice of stalking and taking the game that stems back to the dawn of man. Each hunter is allowed two deer and each one of us took our limit and successfully filled our waiting freezers back home. Many of the hunting scenarios were similar and some very different. All involved the stalking, locating and eventually the taking of the game. In a larger sense we got to see a small part of the world that not many people get a chance to see - the hush of the forest, the grandeur of the mountains and the purity of the rivers and ocean surrounding the island. These magnificent scenes will be forever etched in our minds.



This is the general store where "if they ain't got it... you don't need it."

The exhilaration of the hunt is very difficult to describe. If you are a hunter and have felt the adrenaline rush that occurs just before downing your prey, you know what I am talking about. This innate need to provide sustenance in this way, like the need to go to sea, also is no longer necessary, but for untold millions of people it still exists. I have often said it



The "Boys". (L to R) A fellow hunter from Hadley, NY, the EYC's Rick Santos, Steve Samol, Jerry Emling, Tony and Danny who were the camp guides and yours truly, the author, with my arm over the shoulder of the camp's chef... cause I know which side my bread is buttered on!

is a rush or a high to which no drug can compare. Stop Jerry Emling sometime and ask him. I have never seen anyone get so nervous, so shaky and so excited during a successful hunt. So embrace those primal instincts.

Francis W. Newman wrote "The active part



Jerry waiting for transport back to camp with his 10 point trophy buck.

of man consists of powerful instincts, some of which are gentle and continuous, others violent and short; some baser, some nobler, and all necessary". So if and when you can, throw down the barriers that may inhibit your inner self and enjoy life each and every day.



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"A Castle Built For A Princess"

by P/C John Ashby



There are all kinds and types of castles. For instance some castles are referred to as "towers." Towers are castles used for defense. You know, "man made higher ground." This group of towered castles are also referred to as bastions, fortresses, blockhouses, redoubts, forts and strongholds. Then there are other styles of castles whose main purpose is that of a home. These are alluded to as chateaus, citadels, manors, mansions, palaces, villas and of course alcazars, which is the Moorish word for castle.

Yet the castle, that is the subject matter of this narrative, is very much "alike" as well as "unlike" all other castles. For one thing it has both towers and it was a home. It was "alike" other castles, because it was designed after a sixteenth century style found throughout northern Europe, with a flair of the "Rhine-land" thrown in for good measure. Why this castle is "unlike" other castles of similar architecture and built of similar materials is because it was not constructed as a fortress, or as a prison with cells and dungeons nor was it built as the domicile of a heavy handed medieval ruler. No this castle was built for none of these purposes. The birth of this castle was an inspiration much nobler in purpose, for this castle was "built for love."

Born in Prussia, in 1851, young George Boldt ventured alone to the United States as a mere teenager. Industrious as George was, dabbling in various sorts of endeavors, all seemed for a time to be disappointments until he found himself working his way up in the hotel business. As a hotelman, young Mr. Boldt became recognized by his peers as a true and bona fide self made American entrepreneur.

In 1877 at the age of 26, with his feet now firmly planted on the ground as a hotelman, George took for his wife the lovely, yet fragile, fifteen year old Philadelphian, Louise Augusta

Keher. Louise was unquestionably the love of her husband's life and he proved that love in a grandiose manner, George built Louise a castle. Many years later, Boldt's granddaughter said that "George thought of his wife as his 'beautiful princess' and that the castle was his loving gift to her". And it was literally that, for the deed was actually made out in her name.

The Boldts' marriage blessed Louise and George with two children, a son, George, Jr. born in 1879 and a daughter, Louise Clover Boldt born in 1883.

The hotel business turned out to be George's "pot of gold" enabling him to amass a considerable fortune in a relatively short period of time. For instance, in 1881 he developed the Bellevue Hotel in Philadelphia with Louise working right along side her beloved husband as a hostess, as well as, the supervisor of the hotel's service department. Then the Boldts' purchased the property directly across the street from the Bellevue and constructed another hotel they named the Stratford. Within a year, due to the Stratford's phenomenal success, George tore down his "just out of the box" Stratford and replaced it with a brand spanking new hotel, christened the Bellevue-Stratford that also quickly achieved great notoriety and wide fame.

In 1893, when William Waldorf Astor built the Waldorf Hotel in New York City, he recruited George Boldt to be the hotel's general manager and again, as always, there was Louise right at George's side overseeing both the purchase of furnishings from Europe as well as the decorating duties of the new hotel. Historically speaking Louise has always been rightfully given much of the credit for the terrific success of the Waldorf.

Just five years after the Waldorf Hotel's first guest signed his name in the hotel's registry,

and after having been heralded far and wide for its tremendous success, it became time to expand the facility. So in 1898, John Jacob Astor, William Waldorf Astor's cousin, doubled the size of the hotel and re-christened it, the now famous, Waldorf-Astoria which George Boldt managed until the day of his death.

In 1895, after the Boldt family had spent several summers vacationing in the Alexandria Bay area of New York State, George spent a mere pittance of this fortune and bought Heart Island. The island, at the time, had a "towered, 80 room, granite and wooden "cottage" on its picturesque five acres. Now, in my mind,



Stately Boldt Castle peeking above the Heart Island trees in this majestic aerial photograph.

calling that a "cottage" is a bit preposterous, wouldn't you agree? Heart Island, is located in the 1000 Islands at the eastern end of Lake Ontario near the entrance to the St. Lawrence River.

After many renovations to the "cottage," George tore it all down and began a massive construction project that created the remarkable and statuesque 120 room Boldt Castle. This exquisite castle itself is but one of the magnificent buildings created by Boldt on Heart Island which make up the present day Boldt Castle complex.

The romantic Boldt even had the entire island physically altered to more realistically resemble the shape of a heart. He also built a Hennerly and Dove-Cote. A "hennerly" is just what it sounds like it should be, it is basically a chicken coop, which was important to have in those days if you enjoyed a diet which included fresh chicken and eggs. A dove-cote is, on the other hand, a little more interesting for it is a compartmentalized structure, often raised on a pole (in George's case it was placed atop his hennerly) and is utilized for the housing of domesticated pigeons. That's right, it is an elaborate birdhouse for la pigeons! Why then was it call a DOVE-Cote? While a cote is



In the foreground (L to R) note "The Arch", the "Alster Tower", which is the "playhouse" for guests and the Boldt's children, and the Castle all located on Heart Island. In the upper left is the "Yacht House" located on Wellesley Island with both islands overlooking Alexandria Bay.

a small shed or shelter for sheep or birds, the word "dove" is used because a dove is any of the various group of widely distributed birds in the "Columbidae" family which includes pigeons, all having the same characteristics of small heads and a highly recognizable and distinctive "cooing" call. You see there is a reason for almost everything.

In addition to the above, Boldt built the Alster Tower, which was essentially the Boldt's playhouse intended strictly for the entertainment of guests and the Boldt's children. The building housed a bowling alley, the "Shell Room" an ornate ballroom for dancing, a billiard room, a library, bedrooms for guests, a cafe, a grill and of course a kitchen. In addition, they constructed "The Arch" which is located on the island's shoreline and functioned as the grand entrance way to the complex. This formative structure was fashioned after the famous French Arch d'Triumph in Peristyle. The term Peristyle describes an architecture style which combines a series of columns or a colonnade surrounding a building or enclosing a courtyard. In Boldt's scheme of things, it sur-

rounded the enclosed inlet at the waters edge that was used as a drop off point for guests transported from boats anchored just off the island in deep water.

The Power House and Clock Tower, which in my mind lacked creativity but only in it's naming, for the delightful design, fashioned after a fanciful Medieval Tower, carries a bewitching storybook look. Built in the water, just off the shore of the island, it is connected to land by a mythical arched stone bridge. Again, the "look" is great.

Alright all you "crazed water lovers" how about this for cozy comfort at the water's edge... the Boldt Yacht House. Located on Wellesley Island, adjacent to Heart Island, it was built to house the family's yachts, both sail and power (no favoritism shown here) and its flotilla of custom built racing launches. The main roof area, for their yachts, stands 64 feet high to accommodate the masts and rigging of their sailing vessels in slips which are 128 feet length. The massive doors that enclose these

continued on page 18

The Boldt Yacht House was home to all the Boldt's yachts, both sail and power, as well as the boat builders, maintenance personnel and the crew members.



“A Castle Built for A Princess”

(continued from page 17)

slips are so heavy that they have to be operated by powerful engines. This remarkable structure also housed the shop used to build their racing launches and was also utilized as the living quarters for the crews and the maintenance staff.



The Heart Island Gazebo is frequently utilized for weddings throughout the summer season.

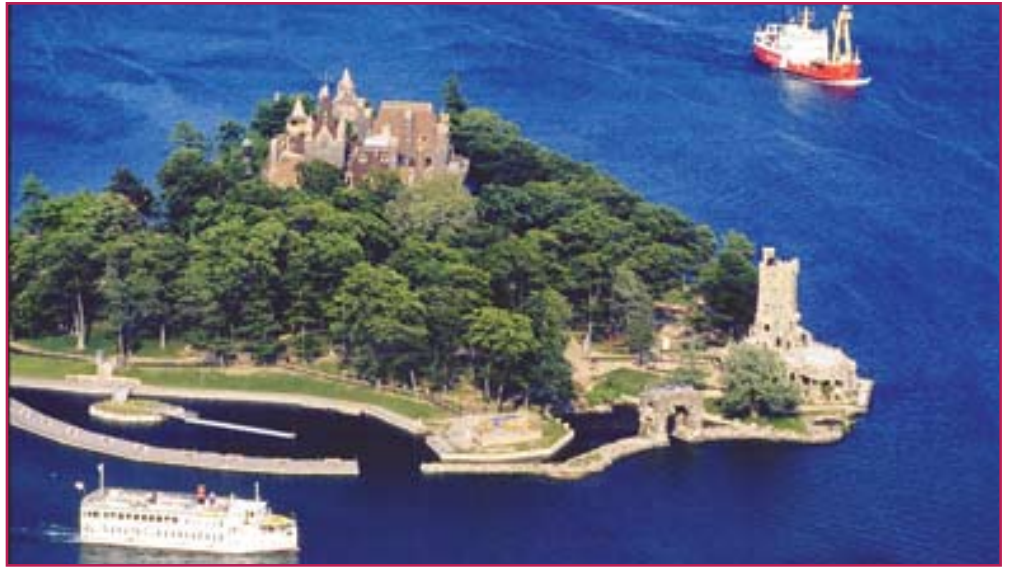
In addition to all the beautiful sculptured gardens, the charming stone and brick walkways, the remarkable Castle and the incredible out buildings and structures and the enticing picnic areas is the island's "Gazebo." Today, the Gazebo is a highly popular location for weddings which are frequently preformed throughout the summer season.

As the story goes, in January of 1904, after four years of work in constructing the castle and having spent in excess of two and a half million dollars including the purchase of sculptures, carvings, mosaics and tapestries from Europe to adorn the walls of this extraordinary gift of love, a telegram arrived at the island ordering all work to stopped immediately. The beloved wife of George Boldt, his beautiful princess Louise, had died of a heart attack just a month before her 42nd birthday.

Three hundred demoralized workmen literally "stopped" working in their tracks, packed



The Boldt Castle Power House and Clock Tower is fashioned after a mystical medieval tower.



Ocean traffic as well as tourist traffic surrounds the magnificent Boldt Castle and Heart Island complex.

up all their tools and departed the island never to return. Reportedly, after spending a fortune on the castle project, George was so broken hearted by the loss of Louise, that he completely abandoned the castle never again setting foot upon the storybook island he had created for his "princess". On December 5th, 1916, George Boldt died while at work, at the Waldorf-Astoria.

Over the next seventy five years the castle and all the complex's buildings were left to

the mercy of wind, rain, ice, snow and the worst kind of vermin "vandals." In 1977, the now battered Boldt Castle complex, was fortunately taken over by the Thousand Island Bridge Authority. The Authority has invested millions of public generated dollars restoring this beautiful facility into what is now a gift to be enjoyed by all as a true American treasure.

The island is fully accessible for self guided tours from May to October. It features a gift shop, picnic areas, food and beverage concessions and complete rest room facilities. Over the years many improvements have been realized by the rehabilitation of the Power House, the Dove Cote, the Heart Island Gazebo, the Alster Tower, the Boldt Yacht House, and the

main castle. The Heart Island Entry "Arch" has been adorned with three seven foot tall bronze stags which are symbols found on the Boldt family's coat of arms. The Boldt Castle's Ballroom rehabilitation has been completed with the castle's main dinning room slated for renovation this year.

The Boldt Castle is consistently ranked among the top home museums in the country by the Almanac of Architecture and Design. Boldt Castle is so honored along with The

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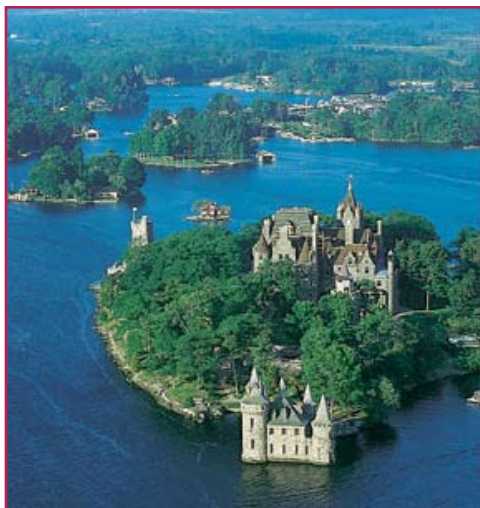
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Heart Island is beautifully landscaped with romantic walkways, picturesque gardens and magnificent trees.

Biltmore Estate in North Carolina, the largest home in the nation, Mount Vernon, George Washington's home in Virginia and Graceland in Tennessee, the home of rock n' roll legend Elvis Presley.

Boldt Castle is accessible by tour boats, shuttle boats or by way of your own tippy canoe and the dock side berths are free with your paid admission to the historical Boldt Island complex.

So if you're in the neighborhood or are planning a cruise to the 1000 Islands this summer, call ahead or check out the internet for the lat-



Tourists view the Heart Island "Heart" garden while on a leisurely stroll about the complex.

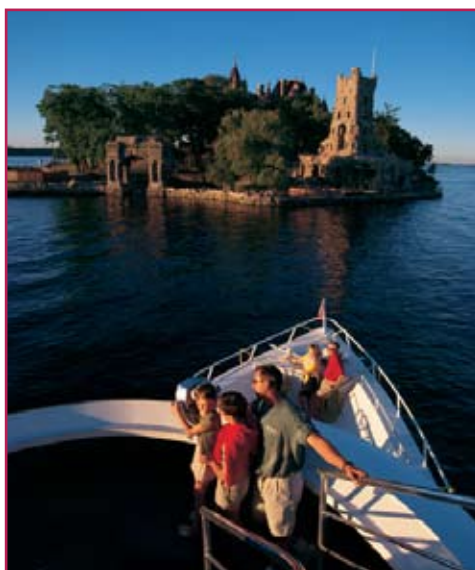


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est scoop on "what's up" on the schedule for Boldt Castle in 2006.

I, quite obviously, became fascinated with this topic while doing the research for this article. Now, I know I will definitely visit this "the Grandest of the Gilded Age Mansions" in the not to distant future. At this moment in time, as I sit here in my office at my home writing away, I have absolutely no idea what



Tour boats, shuttle boats and private yachts are the means of transit when traveling to Heart Island.

my mode of transport will be for my sojourn to the Castle. Whether I'll travel by boat or automobile or motor home or exactly when I will be able to schedule the time... "hold it"... for that matter tomorrow is a mystery to me. I'll just have to make the time to take the time to make the visit to Heart Island as a personal goal. Quite frankly, I am not even sure what my itinerary is going to end up being tomorrow! But I can assure you of one thing, God willing, I will visit the 1000 Islands and the Boldt Castle as soon as the opportunity presents itself.

Here is some additional contact information to help you out with the particulars for your engaging visit to Boldt Castle.

Boldt Castle and the Boldt Boat House
Heart Island
PO box 428
Alexandria Bay, NY 13607
www.boldtcastle.com

Oh yes and by the way... this is one island that you don't have to be proficient at "calypso" to feel at home on, unless of course you are so incline then "Hey mester tally mon tally me banana ... da dely and me want go home."



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Contact any member of
the LOG staff
listed on Page 3

Bruckmann Daysailer

(continued from page 7)



A young Tom Seip proudly displays his hard won trophy (second from right). Also pictured from L to R is Nat Reyburn, student Jim Schuler, head instructor Jack Schultz, Seip and Commodore Doug James.

recent role was as Chief Executive Officer of Charles Schwab Investment Management, Inc., its mutual fund subsidiary. Seip was responsible for directing Charles Schwab's worldwide mutual fund business. Earlier in his career at Schwab, Seip was the Principal Architect of Schwab's revolutionary Mutual Fund Onesource Program, and founder of its services to Investment Manager Division.

Although living out of town, the Seips are still EYC members.

Doug Zurn grew up at the Erie Yacht Club sailing both dinghies and large ocean class racers on Lake Erie. While attending the University of Arizona, Zurn enrolled in the Westlawn School of Yacht Design graduating with highest honors. He apprenticed with naval architects Dieter Empacher and Chuck Paine, worked on the design staffs at both Able Marine in Maine and



Tom Seip as an Reyburn Sailing School Instructor teaching young students the art of tying nautical knots.

Tartan Yachts in Ohio before launching Zurn Yacht Design, located in Marblehead, Massachusetts. Initially concentrating on sailboats, one of his first major commissions was on Billy Joel's 48 knot Shelter Island 38' Runabout.

Today, as a popular cutting edge contemporary yacht designer, Zurn's successes range from novel 20' runabouts to 70' world class custom motor yachts. Recent launches include a 57' Fast Commuter Motor Yacht for his former client the Piano Man himself. The New Bruckmann Daysailer looks like another big winner in a long line of his accomplishments.



Photo by Orme van der Wal

Doug Zurn grew up at the EYC, graduated from our Reyburn Sailing School and today is a popular cutting edge contemporary yacht designer located in Marblehead, MA.

Linda Warren grew up in a sailing family and has been involved with boating all her life. Her grandfather raced IOR class boats in the SORC, back in the 60's and 70's. Her parents sailed the Great Lakes from their homeport of Erie, PA.

Linda was an avid dinghy racer as a youth and has competed in several classes including Rhodes Bantam, Lightning and Flying Juniors. Today she keeps her racing skills sharp by sailing Pumpkin Seed class dinghies (a 13-ft, gaff-



Linda Bert Warren, a graduate of the EYC Reyburn Sailing School, became a yacht broker in 1978 and has been with the famous Boston firm Alden Yacht Brokerage since 1998.

rigged dinghy) in club races sponsored by the Chetolah Yacht Club in Plymouth, MA. (She was vice commodore of this club for three years, and ran the children's sailing and racing programs.)

As a high school and college student, Linda worked as a sailing instructor, introducing people to the fun of sailing at both Erie, PA and Barnstable, MA. She has made numerous blue-water deliveries up and down the East Coast of the U.S. and to the Caribbean, most notably aboard the 61-ft. McCurdy Rhodes-designed/Palmer Johnson-built sloop, KAHILI.

Linda has a well-developed eye for the esthetic, having earned her undergraduate degree in fine arts from Skidmore College. It wasn't long after graduating that Linda was drawn back to her first love, and started working for Hood sailmakers in Marblehead, MA.

Linda is active in industry trade associations and is currently Vice President of the Yacht Brokers Association of America (YBAA). Most of the time, she lives in Marblehead, MA with her husband, Ethan, and her children, Caleb, Nate and Hannah. Linda and her family spend their summers in Plymouth, MA. She is an avid



Photo by Onne van der Wal

Looking aft from Alexa's forepeak is her main salon with galley and enclosed head - look at the beautiful craftsmanship.

gardener, skier, soccer and hockey mom.

For more information on the Bruckmann Daysailer visit www.BruckmannYachts.com, www.zurnyachts.com, or www.aldenboats.com or call Linda Warren at 617-227-9480.



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Welcome New Chef James Polatas

by Irene Boyles

On Sunday, January 29, 2006, the Erie Yacht Club hosted a Meet and Greet Jazz Brunch for their new chef, James Polatas. Along with the usual breakfast brunch buffet items, Chef James surprised the members with two of his specialty dishes, Roasted Pepper Chicken with Grilled Vegetables and Seafood and Sausage Provençal. Both of which were outstanding! Entertainment was by the Bruce Johnston Quartet. Their music added a very pleasant touch to the festivities.

Over 200 people attended the brunch. They not only experience great tasting food items on the buffet, they were also treated to very friendly, welcoming, and sociable atmosphere when they entered the Club. Also, Chef James made everyone feel welcomed. His actions demonstrate to the members that he is concerned about their needs and is willing to do his best to make their dining experience at the Club pleasurable.

Chef James was born and raised in Erie, growing up in a home where his mother was an excellent cook. This environment strongly influenced him to become a chef. In 1998, he met John Harrison, a Certified Chef Instructor at Mercyhurst College North East. Chef Harrison was also an influential person in his life that helped him to decide that being a chef was the profession that he wanted to pursue.

After graduating from Cathedral Prep in 1994, he attended Mercyhurst College Culinary and Wine Institute in North East, graduating in 1999 with an Associate Degree in HRIM, and a concentration in Culinary Arts. Chef James also has a BA degree from Edinboro University in German Language, with a focus on German/European Cuisine and Culture.

Chef James began his professional career at the Erie Club in 2000. At the Erie Club, James was their Souse Chef, responsible for daily soup and sauce production, butchery of meats and writing daily specials. Then in September 2004, he took a position at the Erie Maennerchor as Chef de Cuisine, which basically placed him in charge of the a la carte or member dining. James used this adjusting experience to learn volume cookery. He knew that this position would challenge him more physically and mentally in his culinary career.

Not long after he started to work at the Erie Maennerchor, he learned that The Country



The Erie Yacht Club's new Chef James Polatas.

Club of Meadville was looking for an Executive Chef. He applied for the position and was hired in June 2005. He was excited and eager to start work at The Country Club. He knew that being an Executive Chef would most certainly give him the chance to expand and broaden his talents in working the business end of food service and forecasting banquets.

In November 2005, he heard that the Erie Yacht Club was looking for an Executive Chef. He immediately applied and interviewed on November 26 2005. On January 6, 2006 he received a call from Mike Lynch, General Manager of the Erie Yacht Club, offering him the job. He started officially at the Club on January 24th and began giving his own attention to quality issues by upgrading ingredients and establishing new kitchen procedures. He looks forward to planning and preparing some unique and delectable items on the menu for the Club members and their guests.

I asked Chef James what his favorite dish was to prepare, and does he add any special touches to his meals. In response he said, "I honestly love to prepare everything. But mostly I like to match flavor profiles of certain meats with specific sauces and/or relishes." "And," he said, "Every touch I add to a dish is special."

Chef James favorite soup to make is Maple Roasted Butternut Squash Bisque, and his spe-

cialty dish encompasses "composite plates" where every component of a dish coincides with another. Such as the protein, starch, vegetable, and sauce are all together for a reason and a composite flavor.

I asked him what his plans were for the menu at the Club. He told me, "I plan on changing everything! Actually, I want to give the Club menu some more contemporary fare along with more healthy-dietetic selections and lots of seafood."

The core menu for the Club will be seasonal and may change monthly depending on the time of year. His menu will be planned in different time periods. Such as daily features, bi-weekly specials and possibly monthly themes. Chef James told me that he will always welcome any ideas and suggestions for the menu from the Club members.

The other day, I found out from Chris Iwig that Chef James is not one to stay in the kitchen. Chris said, "We had dinner at the Club tonight and were surprised to see the new chef go to the different tables introducing himself and inquiring as to how everyone's meal was. It was a very nice and welcomed gesture."



Commodore James Means - Very good!



Paul Otto - Rave reviews about the eggs benedict.



Tom Trost - Excellent! The best brunch I have ever had.

Sheryl Trost - The Chef is very personal. I will be back for other meals.



Bob McGee - Everything was superb!



Julie Arthurs - Excellent job and a nice atmosphere.

Rear Commodore David Arthurs - Excellent! I encourage all members to give Chef James their impressions of his meals. Look for the guy in the funny hat.

As some of you already know, James is a fellow sailor. He can be seen (when business permits of course) with his father-in-law, Bill Hertel, on the J/35 Magic. He enjoys the intensity of the sport along with the physical and mental demands of racing, but feels the relaxing cruise on the bay is just as powerful.

You can contact Chef James at the Club Tuesday through Saturday, before 11:00am or between 2:00pm-4:00pm, by calling 453-4931. Or by email at chef@erieyachtclub.org

Given free range of planning and preparing meals, the Club members are confident that James will be able to offer some new and exciting items on the menu. Be prepared my fellow members! I believe we are in for some exciting and delicious tasting food!



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That's The Way It Was...

(continued from page 5)



The four young sailors (L to R) are Bonnie Herrmann, Mary Virginia Illig, Eddy Lutz and Brian Howell.

Continually employees begin or end their time at the Club; 'hello's and good-byes' are said to members who join or move away or move on to a hopefully better life in the biggest yacht club of all. And always mistakes are repeated; new solutions determined or old solutions re-tried. Yet, the Erie Yacht Club continues to be home to those who love boating. Just as Commodore Bliss initially realized -- boating and the love of the sea is the common bond that pulls us all together. It is that bond that separates us from other types of clubs, that makes us unique, that makes us 'special'.

This historical review of the EYC will continue in Part 2 in an upcoming issue of "The Log".



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Volunteers Get it Done!

by P/C John Ashby



The EYC volunteers who designed and built the Reyburn Sailing School storage building on the west wall.

Volunteerism is a noble endeavor. Volunteerism is a personally rewarding experience. Volunteerism, unbeknown to most people, is a vital link in the financial health of our country. Without all the volunteerism activity present in the thousands of charities every year across this country all governmental bodies, local, state and federal, would be forced to "elephantine all your taxes" to cover the enormous void created by having no volunteerism. This skyrocketing of taxes would undoubtedly cause a massive taxpayer revolution against a government that is already over gorging itself on the your taxpayers dollars. These are three good reasons to say "God bless the millions of volunteers we have in this country".

Volunteers are also an essential element in the operation our Club in a variety of ways, they always have been and hopefully they always will be. The Club does not levee any taxes but remember we do levee initiation fees and annual dues as well as costs for services and other purchased staples like food and drink. Again, thank God for our volunteers. Putting it this way does make it easier to find in your hearts an appreciation of volunteerism ... doesn't it! And so it is with the LOG.

The Club could never justify the actual cost of the New LOG that is now being produced for you today, in it's new format's size, design and scope if it were not for the advertisers and the huge efforts afforded by volunteerism. In fact, the budget the Club has for the LOG is about the same today, without much inflation figured in, as it has been for many years going back to my days as a bridge officer in the early nineties.

The New LOG then is dependent on two essential groups; the advertisers and its volunteers. One of these essential groups is quite obvious by nature of their appearance ... the

advertisers. All these organizations, through their advertising dollars, are committed to bringing the nearly seven thousand readers a quality publication that your new magazine strives to offers ... so you gotta love our advertisers!

The other essential group, in the LOG's success equation, are not quite as obvious as the advertisers yet they are as vital to the magazine's quality and success, they are all your LOG volunteers. These volunteers come from a diverse group of disciplines which includes the LOG staff, all the authors/writers, editors and photographers and you the members who provide the great articles that it takes to produce the LOG.



Members of the Centennial's "Lighthouse Deck" committee inspect work on the project.

Then through all this effort, hard work and dedication there are sometimes errors made. Ouch! There are lots of excellent excuses for errors that occur in the LOG, but they are all minuscule in relationship to our readers' expectations ... as well as mine. But after nearly forty years of writing, editing, designing as well as watching and learning, experience says that there has never been a "perfect publication printed". Not even by Johann Gutenberg, the father of modern printing, or by the scribes that predated his invention of the movable type printing press did perfection on the press present itself. Nope not once. It has never happened and probably never will. Perfection in the publishing business is strived for, although



Both young and old make up the huge number of volunteers the EYC has always depended on "to make the difference" over the past 110 years.



And EYC volunteers don't just come & go... we have volunteers who just never quit.

it is approached with varying levels or degrees of enthusiasm, yet it is never achieved. There is always an error in some aspect of these productions. Most of the time people never notice the errors that occur. Does that sound to you like an excuse? Well it's not because there are no excuses for errors in the publishing business. It is just the way it is. They just happen!



Even our lighthouse was engineered, designed and constructed by volunteers.

Well now my fellow "water worshipers" there may be no perfectly printed publications and certainly no viable excuses for such imperfections but there is always someone who is ultimately "responsible". This is the reason why some people shy away from "responsibility", in any form, because when something goes wrong the "proverbially they" always say "well who's responsible." In this case, I'm sorry to say, it's me. Look no further ... I can't hide it ... I am the one responsible for all the errors that occur in the LOG.

Now you are probably becoming aware of why I have been exalting all the fine and noble attributes of "volunteerism" and building my case for perfection in the world of publishing. This is of course the case because in both these conditions there is and has to be a "responsible party" and in the case of the LOG that responsible party is "yours truly." I am just another one of those volunteers with responsibility fully realizing that's still is no excuse for errors.

continued on page 26

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Volunteers Get it Done!

(continued from page 25)



Volunteers of all ages work on a never ending list of projects.

Therefore, I do want to apologize for any past errors that have occurred in the LOG knowing full well that there will be additional errors made in the future in various ways such as:

- A. Misspelled words.
- B. Incorrect punctuations,
- C. Left out and sentences.

The last LOG, as with all LOGs and all other such published endeavors, contained a few errors of which I will discuss three.

First, I would like to apologize to those of you who received your LOGs and found that the page configuration was not in consecutive order. Why this happened is under investigation but it is as usual too late to do anything about it now. I do apologize to all of you that were among that group while pledging to keep trying to minimizing these problems the best we can.

Secondly, I would also like to apologize to the authors Holly Wolford O'Hare and Aimee Nicolia, of the article "EYC Sailors Among Top Ranked in Nation", which was the last article



The EYC's consummate volunteers. Each P/C has had a minimum commitment of five years on the bridge, steering the overall course of the Club.

in the last issue for the missing first sentence in that article that should have read "The Erie Yacht Club has a lot to be proud of" etc.

And lastly, I would like to apologize to the author and the two subjects of the first article, from the last issue, that had the last sentence missing which should have read "and their adventure continues."

So please keep your great volunteer efforts at the Club going and keep your articles coming to the LOG and we promise to continue striving to limit as many errors as we possible can in the future.

Oh yes ... and as proof positive that we show no prejudice or preferences, in as much as errors can happen at anytime to anyone, the last example's author happened to be "me".



Get Ready, Get Set, Go... Spring Launch



by Bill Vogel with
Alex Webster

The weather this winter may have been far from terrible, but I know that I am still anticipating the arrival of spring. This is a feeling that I am sure I share with most EYC members, especially boaters! (Except maybe the ice boaters who may feel a little disappointed with our mild winter.)

With that in mind, I called Bill Vogel, the EYC dockmaster, and asked him for some pointers to share with the members to make launching their boats as smooth as possible.

Bill shared some very helpful information with me as to some of the things to keep in mind.

Schedule your launch early. The sooner that you call the EYC office to schedule, the better your chances of getting a time slot that works for you, instead of being rushed to get your boat in her slip before opening day. When you schedule, you need to allow enough time for your boat. Cradle boats need to be scheduled for a 1 hour block of time, if you utilize jack stands, you will need to be scheduled for 2 hours and boats that utilize the travel lift should

be allowed 2 hours to allow for, well, travel!

Be prepared early. Charge your batteries the day before launch, make sure that the engine is ready to run and your seacock is closed before your scheduled time. Run through your checklist to ready your boat for launch. Make sure your boat is in working condition, all of your safety gear is present and accounted for, and troubleshoot any problems that might interfere with a smooth launch.

Notify the crew. When you are ready to go, notify Bill or one of the crew that you are present and ready when they are. Due to time constraints, if you are late, you will be rescheduled for the next available time slot. You can also notify them if you are early, Bill loves that!!

Have enough hands. Bring your spouse, kids, friends, cousins, cousin's friends or the guy that you meet in Pony Express on launch day. (Just kidding, he might not have white sole shoes!). However, having enough help is important, you want to be prepared for anything. (This is required in the dock rules)



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Pick up your toys. As your boat is being moved to the launch well please clean the area that your boat occupied over the winter. Place all blocks on the pallet and the shims in the baskets that are in various places in the yard. Also, check your cradle or jacks to ensure that your name is clearly printed on it so they can be stored for the summer.

Bill and the Board of Directors request that ALL boats be in their slips by opening day weekend. In fact there are two rule changes that will be in effect for the 2006 season, one of which concerns boats that are not launched by opening day.

I spoke to Mike Lynch and he outlined the changes for me as follows:

In July of 2005, the Board of Directors amended Dock Rule #2. This rule was amended to ensure that all members occupy their slips in a timely fashion. The new rule states that any member not occupying their slip by opening day will be assessed a fee of \$40. In addition, if the slip is not occupied by June 15th, a \$10 per day fee will also be assessed. If the slip is still not being utilized by July 1st, the member may lose their slip privileges as well as any points associated with the yearly slip. Also, all previously paid fees may not be refunded.

Of course, extenuating circumstances will be considered. Anyone that would like such a consideration should notify Mike Lynch by May



So, come on, let's go... it's time to undress these girls for summer fun.

15, if possible and if not, as soon as possible.

On a really good note, at the annual meeting, an amendment was also passed by an overwhelming majority to allow members who rent a "keg" for the entire season to receive 1/2 of a point at the end of the year.

Lastly and most importantly. Enjoy your boat. Summer is will be here soon and we will all hope for a summer that is as fantastic as 2005!





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Board Changes Launch Rules

Dock Rule #2

In July of 2005, the Board of Directors amended Dock Rule #2, which is outlined below. The rule was amended to reflect a growing trend in which boat owners are not occupying their slips in a timely manner in accordance with the previous Dock Rule. With the growing demand for slips by our fellow members it is important to utilize our slips to their fullest. Therefore, the rule was amended to impose a monetary penalty for those boat owners that are continually tardy in occupying their slip. The rule state extenuating circumstances; those would include personnel injury, hospitalization and illness.

A member who does not occupy his/her assigned slip or mooring by Opening Day will be assessed a fee of Forty Dollars (\$40.00). In addition, if the slip is not occupied by June 15th, a Ten Dollar (\$10.00) per day fee will be assessed until his/her registered boat occupies the slip. If the slip is not occupied by July 1, the member may lose their slip or mooring assignment as well as the points associated with slip occupancy. Any fee paid for a slip or mooring will not be refunded. It is recognized that extenuating circumstances may occur and such situations will be taken into consideration before enforcing this rule, provided that the slip or mooring fee is paid and that a letter explaining the situation and requesting an exemption is received and approved by the General Manager by May 15th.

By-Laws,

In September of 2005, the Board of Directors approved amending of paragraph 2, Section III of the By-laws to reward those Regular members that rent "kegs" for the entire boating season a _ point. At the November 2005 Annual Meeting, the membership by an overwhelming majority approved this By-law change. Therefore effective the 2006 season, any Regular member who rents a "keg" (floating mooring), will be given a _ point at the end of the year.

The amended by-law reads;

Each Regular Member shall be allowed two (2) points for each year of slip or dock occupancy, i.e., whether the Member was paying the Club rental for either a slip or dock. Each Regular Member will be allowed _ point for each year of keg occupancy. No Member shall receive more than 2 points each year for slip, dock or keg occupancy.





March Calendar of Club Events

March

Annual Club Shutdown begins
Monday, February 28th with
reopening on Tuesday, March 7th

10th Bingo

17th Bingo

24th Wine Tasting Dinner Party
Limited to the first 36 people

31st Bingo

From the Galley in March ITALIAN NIGHT at the ERIE YACHT CLUB

Delicious, homemade Italian specialties
with surprisingly low prices. You'll
want to bring friends and family!
Dinners are served between the
hours of 5:30 p.m. and 8:30 p.m.
each Tuesday.

All dinners are served with sides
of fresh Italian bread and a small
house salad.

SATURDAY IS STEAK NIGHT IN MARCH

We will feature a hand cut 12oz.
New York Strip Steak from Erie's own
Urbaniak Brothers Meats for only
\$13.95, a \$6.00 saving from the
normal price!

Sunday Champagne Brunch Every
Sunday for only \$10.95 per person
serving from 11am to 2pm

Pigs on Ice!

by Mary & P/C Bob Morrison PDYC
as told to by John Ashby

"A funny thing happened on the way to the" last voyage across the lake to visit friends at the EYC. First, it got cold and then the river froze and then it snowed all over P/C Bryan Gillespie's boat *Tequila Pigs*.

You see Bryan and his sidekick, first mate and fellow PDYC member, Carm Wallace, like to make that last, late fall crossing to the Erie Yacht Club just for fun, and you know there are always plenty of slips available in late November. Well, this year the "Snow Gods" put a stop to the Daring Dover Duo's annual junket to the south shore of the lake for the last crossing of the year to visit friends at our sister club.

The accompanying photograph was taken as Bryan was engrossed in performing a dual function. He was trying to forcibly remove the snow from the topsides of his boat, without removing the gel coat, and at the same time trying to cheer himself up by discussing, I would say a little over "optimistically", when the next thaw would arrive and dissipate the ice that had made the river impassable. Bryan was mulling over this topic with John VanHalteren, Jr., "Johnny", who manages the marina for his dad "Big" John the Senior.

This was not the only visionary Doverite to remain in the water or should we say "in the ice" because P/C Craig McFarlane's *Funnel Vision*, which is not only the boat's name but it is obviously also what Craig must be suffering from, was frozen in his slip in the back channel.

Bryan told us that he has done this before, some people never learn "cold weather makes



**So all you wanted was one more crossing
to see all your friends in Erie, Aye!**

for 'hard' river", but he made it to the marina the last time without any damage to his gel coat but it took some time due to his running up the river very slowly.

Now we suggested to Bryan that Erie was only a three and a half hour drive but he insisted that "that is just not as much fun."

You know, we still haven't heard who won the race for the "bragging rites" for being last boat out of the water, or the ice in this case, between Bryan and Craig. But we can tell you one thing for sure "this is definitely one race that we'll stay clear of since we prefer that good old summertime "soft water" boating and sunshine and warm temperatures and cold Strawberry Daiquiri's. Yep, cause that's what we call "boating weather".



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April Calendar of Club Events

April

- 1st All Fools Day Party with entertainment by Jumpen Jack Flash. Watch the web site and mail for further details
- 7th Bingo
- 8th Lunch with the Easter Bunny & Egg Hunt with juggler Howard Mancone.
- 14th Bingo
- 16th Easter Sunday with entertainment by Marty O'Conner. Serving from 10:30am to 5:30pm. Watch the web site and mail for further details.
- 21st Bingo
- 28th Bingo
- 29th Safe Boat Course 9 am - 3 pm
Watch the web site and mail for further details

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EYC Invades the Mid-American Boat Show

by Dave Heitzenrater



Several years ago, Erie Yacht Club General Manager Mike Lynch, in an effort to promote the Erie Yacht Club, suggested that the Club have a presence at the Mid-America Boat Show. The Board of Directors approved this suggestion so the facilities and amenities of our Club were presented at the 49th annual show over a ten-day period from January 13 through the 22nd 2006. There were several Club members who volunteered to work the Cleveland Ohio promotional booth. These fast talking members included PC Andy Hanks, Dave Heitzenrater, Vice Commodore John Murosky, Kelly Donlon, Fleet Captain David Amatangelo, Club Secretary, Karen Imig, Director Ed Schuler and members Doc and Dee Bressler plus Club employees Mike Lynch, Brian Keinath and Elizabeth Quinn.

Club member Gary Fritts donated his time, equipment and professional talents to produce the beautiful photo display boards used in the exhibit with the booth itself being supplied by Fleet Captain David Amatangelo.

The EYC booth, complete with potted palm, was the single Pennsylvania yacht club represented at the show along with six Ohio Yacht Clubs all based on the south shore of Lake Erie. The EYC booth was nestled among the nearly 225 exhibitors competing for the attention of the crowd entering the huge IX Center. Over 1,200 boats were on display with vendors including boat sales & service, marine equipment suppliers and boat marinas. They ranged from waterfront real estate to computer screen savers; roasted beer nuts, LASIK eye surgery and yes, Twiggy, the water skiing squirrel.

There was the usual and interesting fan driven radio controlled boat pond, the Kid's Fishing Village, a 4,000-gallon Hawg Tank stocked with live big bass and the famous nautical flea market, not to mention the full sized Ferris wheel. The food industry was well represented with mock-up storefronts of Frosty's and the Round House Bar that many EYC members are very familiar with the real life versions of these Put-in-Bay landmarks.

The purpose of our booth was to promote the Erie Yacht Club and point out to the mostly Ohio based crowd that Lake Erie does extend east beyond Cleveland. The display and information illustrated the excellent membership opportunities and facilities available at our Club. These items were especially impressive when compared to the facilities and costs of the other available yacht clubs. There were many interesting conversations held with prospective members and visitors. There also seemed to be a genuine interest in visiting the EYC as a transit point as well as a destination. The Erie Yacht Club showed very well among the other Lake Erie Yacht clubs.



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