

# The FLAG



# KOEHLER CUP 2010



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FRY CARRIANCE	FRY LAKE TRAIL	FRY TRADER
FRY FLYING	FRY	FRY EAST WIND
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## CONTENTS in this ISSUE

Koehler Cup .....	4
Brazil .....	6
American Life in the 1920's .....	8
Nicaragua .....	10
Get Vaccinated .....	12
While at Sea Eat Happily .....	14
2010 EYC Oktoberfest .....	16
1937 Ford Housecar .....	20
<b>Be Prepared Wherever You Travel .....</b>	<b>28</b>
<b>Junior Bay Week .....</b>	<b>32</b>
<b>Polaski's Opt for Circumnavigation .....</b>	<b>37</b>

## From the Bridge

### Vice Commodore Gerry Urbaniak



Few sights are more gratifying at our Club than seeing grandparents with their grandchildren, parents with the kids, or siblings with each other. Our Club has always made sure that families are at the forefront of our activities. The new playground, sponsored by the EYC Auxiliary, will help to complement our other family oriented initiatives such as the family picnic, the dock parties, breakfast with Santa (and the Easter Bunny) the great Whiffle Ball Challenge, the Erie Yacht Club Racing Fleet, and others.

With the new By-law passed last fall at the annual meeting, we have opened the door for our children, if they choose to live and work in a distant location, to remain as members, with all the rights and privileges, for a very nominal fee of \$50 a year.

Our By-laws also encourage our children, as they become adults, to remain active and to formulate their own friendships and relationships at the Club, after the age of 21, when they need to establish their own membership, since they can't use mom or dad's number anymore. And, if they join before they're 20, there's no initiation fee!

Any club is only as strong as its members, and with the strength of our families, and the dedication of the Club to give vigor to those ties, we can rest assured that the Erie Yacht Club will be dynamic, strong, and fun as we voyage into the future.



### Directory

Club House .....	453-4931	Club House Fax .....	453-6182
Fuel Dock/Guard House.....	456-9914	Canoe House .....	453-6368
EYC Web: <a href="http://www.erieyachtclub.org">www.erieyachtclub.org</a>		E-mail: <a href="mailto:eyc1895@erieyachtclub.org">eyc1895@erieyachtclub.org</a>	

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

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## On the Cover...

The Koehler Cup may not be the oldest trophy in the Club but it is the largest and like all the others it represents the beauty of sail, the spirit of competition and it holds a special place in the history of the Erie Yacht Club.



## Officers

Commodore Tom Trost .....	490-3363
<a href="mailto:faytomel@aol.com">faytomel@aol.com</a>	
V/C Gerry Urbaniak .....	454-4456
<a href="mailto:gerorem@gte.net">gerorem@gte.net</a>	
R/C Dave Heitzenrater *.....	449-5126
<a href="mailto:dddd@neo.rr.co">dddd@neo.rr.co</a>	
F/C Matt Niemic .....	835-8967
<a href="mailto:mattniemic@verizon.net">mattniemic@verizon.net</a>	

## Directors

P/C Dave Amatangelo.....	455-3935
<a href="mailto:davea@amatechinc.com">davea@amatechinc.com</a>	
Dave Sanner .....	454-6374
<a href="mailto:dave.sanner@gmail.com">dave.sanner@gmail.com</a>	
Conrad Stachelek .....	459-6991
<a href="mailto:cstachelek@stachelek.com">cstachelek@stachelek.com</a>	
Douglas Boldt .....	870-9079
<a href="mailto:douglas@boldt.us">douglas@boldt.us</a>	
John Orlando .....	454-7755
<a href="mailto:jmorlando@neo.rr.com">jmorlando@neo.rr.com</a>	
Bob Nelson .....	825-6070
<a href="mailto:rakatman@aol.com">rakatman@aol.com</a>	
Gene Ware .....	833-5024
<a href="mailto:eugeneware@aol.com">eugeneware@aol.com</a>	

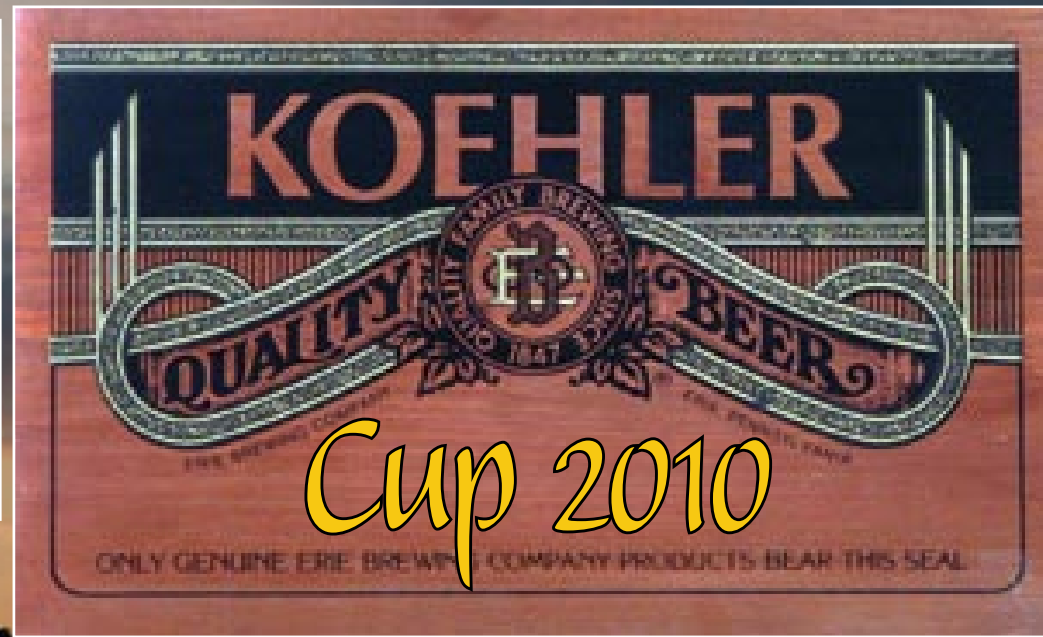
## Contributors to this Issue

P/C John Ashby *.....	455-2757
<a href="mailto:jashby@ashby-adv.com">jashby@ashby-adv.com</a>	
Jan Stachelek *.....	459-6991
<a href="mailto:JStachelek@Stachelek.com">JStachelek@Stachelek.com</a>	
Aimee Nicolia *.....	455-0833
<a href="mailto:anicolia@neo.rr.com">anicolia@neo.rr.com</a>	
Toni Armstrong Sample * .....	864/227-8833
<a href="mailto:todalu@embarqmail.com">todalu@embarqmail.com</a>	

## Contributing Authors

R/C Dave Heitzenrater	John Hauserman
Caleb "Cal" Pifer	Gene Polaski
Tony Armstrong Sample*	Peter Lund, M.D.
Elly Thompson	Dan Dundon
Jon VanAmringe	Boy Way, Jr
Michael D. Bloomstine	
P/C Bob & Mary Morrison, PDYC	
Rick Berger, BYC Treasurer	

\* LOG Committee



by R/C Dave Heitzenrater

Near the entrance of the Lynn River on Lake Erie at Port Dover, Canada.

“Whereas, Koehler is grateful to the Corinthians, sailors and yachtsmen generally of the Erie Yacht Club for not only the enormous quantities of beer and ale consumed by said men generally, but also the high repute enjoyed by Koehlers’ among yachting men of the Erie. Lake Erie and the entire Great Lakes area, it being known that Koehlers’ is superior, and Erie sailors, particularly, are men of superlative taste and sensibility.” This bold statement is quoted here from the opening paragraphs inscribed in the Declaration of Gift penned in 1961 by J.M. Magenau, President of the original Erie Brewing Company of Erie Pa. The gift was accepted on behalf of the EYC by Commodore Frank W. Zurn. The gift included an enormous and elegant Sterling Silver Cup to be awarded to the winner of the 1961 event. The flagship brew of the company being Koehler Beer and

thus was the birth of the Koehler Cup.

The original cup presentation was also awarded to P/C Frank W. Zurn who raced his auxiliary yacht *Melmare II*, a 40’ Rhodes wooden sloop built in Germany to victory. P/C Zurn was able to capture the trophy in its second and third year running, a consecutive three peat that has never been matched. The blue flag was finally wrestled away in 1964 by Chuck Blakely on his 34’ wooden Yacht *Curlew* which is currently being restored by her newest owner, Bob Arlet, EYC member, *Flagship Niagara* shipwright and proprietor of Arlet BoatWorks, LLC. You can also find a miniature *Curlew* name sake of this original 1939 MacGregor built in Erie by Lund Boat Works in its display case next to the aquarium in our grill room.

The Koehler Cup is not only a handsome,

historic and prestigious trophy, but also one of the most impressive in our display case being a large silver two handled loving cup adorned with a sizeable silver sloop atop its dome. It must have been presented with great pride by Mr. Magenau and no doubt the 1961 EYC display case must have needed a re-do to contain it.

The cup races historically have been a pair of races of approximately 40 nm run to and from another Lake Erie port. The ports of Ashtabula, Dunkirk and Dover fit neatly into this formula with an overnight stay and return to Erie the following day or on occasion the day after. There are many stories and tales of the wild wind and sea conditions or lack thereof during the races but even more untamed are some of the antics of the sailors. This might have been due to

Uncle Jackson Koehler (the breweries fictional marketing character) providing a keg or two of its finest brew for the post race celebration and discussions. Even after the close of the local brewery and the sale of the recipe to a national brewer, the fleet officers managed to locate and provided the golden brew until finally it was no longer produced by anyone.

One such story is that due to her reputation, before a certain yacht would be permitted to dock, the skipper had to agree they would not play recordings of locomotives or sirens in the middle of the night (their powerful speakers were mounted on the spreaders high above the fleet and yacht club) or to promise not to launch a midnight aerial fireworks display among other prohibited tomfoolery.

The racers normally unwind after the first days race with a nice dinner at one of the local Greek,

Italian or seafood restaurants depending on which destination port was selected. Generally it is later in the evening when some of these tales are repeated and no doubt slightly embellished but fun it is and that is the prime objective.

The races and associated tales continue to this day. One I recall personally and vividly is the 2005 race that was a return to Erie from Ashtabula Ohio. The race started out very smooth and comfortable however about 18 miles into the race, the wind switched from the pleasant offshore smooth seas to a strong north easterly that continued to build with large waves directly on the nose. The race became a bit treacherous with some boats retiring, pulling into Conneaut harbor and several limping along with broken parts and pieces

continued on page 30.





by Caleb "Cal" Pifer

# Brazil

## Concordia in a Sea of Festival

Shouts rang throughout the ship at four a.m., just as street lights could finally be seen on the horizon. Land ho! Concordia had just sailed into Salvador, Brazil after a 21-day sail across the Atlantic Ocean. If one had closed his eyes for a minute, he would swear that he could be a great explorer such as Christopher Columbus or Amerigo Vespucci. Flying to a location is one experience; but sailing for such a great distance to reach a new land made the adrenaline flow in such a way that I felt sure I knew what the explorers must have felt.

One of the highlights of the long sail was crossing the equator. All sailors are "pollywogs" until they cross the equator under sail. At such time, they participate in an ancient ceremony to honor King Neptune, and graduate to the status of "shell-back." This ritualistic ceremony is an ordeal on Concordia, taking us half a day to complete. All of the students and teachers entered the line locker before being called onto the deck one at a time. I will spare you the details of what then takes place on deck, but it involves shaving hair, being sprayed by a fire hose, and a plethora of other unpleasant acts.

As Shipboard Director, I was the last person called out of the locker, so all of the students could witness my initiation. I am convinced that they made it especially difficult for me as I had eggs cracked over my head, and was made to eat

a dreadful concoction of salty foods.

Yet something special happened during our equator crossing. Sailors have historically been superstitious by nature, so there are many things one should avoid doing on a sailing ship for it will (allegedly) bring bad luck. For example, a sailor should never whistle, for that might "whistle up a storm". Conversely, there are several good omens for sailors, such as the viewing of an albatross. An albatross is one of the largest sea-going birds in the world,



With perfect weather for a "swim call", we went for a swim in the South Atlantic.

and is meant to bring good luck and safe passage. At sunset, the night before our equator crossing, we had an albatross fly over the main mast of our vessel. It flew with us throughout the entire sunset, which lasted well over an hour, before disappearing into the black night. I remarked to the students that we couldn't possibly have a better sign than this, and then proceeded to read a famous excerpt about the albatross from the Rime of the Ancient Mariner. Perhaps it was the albatross, or appeasing King Neptune during the ceremony, that created extremely favorable weather conditions during the entire trans-Atlantic sail. After months of sailing in incredibly rough conditions in the Baltic and North Seas and facing the inconsistent winds of

The coastline of Brazil is one of the most gorgeous in the world. It is simply breathtaking.



the Mediterranean, we were finally in the trade wind-- seas and conditions for which Concordia was built. We set our entire stack of square sails the night we left Dakar; with the exception of some bracing, and two days of "doldrums", we did not touch the sails again until the day before arriving in Salvador. That day, the winds were strong and consistent, the skies blue and clear, the water a deep shade of turquoise, the temperature at eighty degrees. The wind whipped in the afternoon before becoming calm during sunset.

continued on page 22

Nestled among palms and surrounded by water is the Salvadorian City Hall.



We were all looking forward to hard ground again after 21 days at Sea. Brazil here we come!

# American Life in the 1920's



In the 1920's the US flag had 48 stars.

submitted by  
P/O Bob & Mary Morrison, PDQC



This is the spankin' brand new Introductory Ford Model A in 1928 ... "Oh!" ... how she shines in that beautiful shade of "BLACK".



Kids go "Free" to the Saturday Afternoon Matinee to see "Our Gang Rascals" for which proper dress was adhered to!

Heavy traffic on a Chicago bridge in 1927. Just look at the variety of conveyances in the traffic mix.

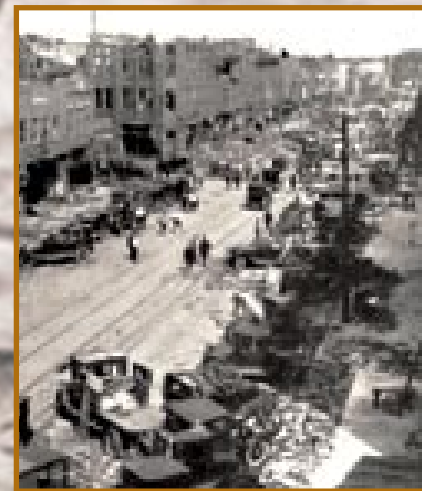


This is simply another early adaptation of the motorhome.



The still famous Hollywood sign before they removed the "land" from the original name in the 1920's.

Just look at the devastation left by the June 28th, 1924 Loraine, Ohio tornado that left the downtown business section in shambles.



The official Lincoln Memorial Dedication was performed before thousands of dignitaries and spectators.

The Wall Street bombing occurred at 12:01 p.m. on September 16, 1920, in the Financial District of New York City. Thirty-eight were killed and 400 people were injured by the blast. A horse-drawn wagon passed by lunchtime crowds. The wagon then stopped across the street from the headquarters of the J.P. Morgan bank. Inside was a 100 pounds of dynamite with 500 pounds of heavy, cast-iron sash weights that exploded in a timer-set detonation, sending the slugs tearing through the air. The horse and wagon were blasted into small fragments. A small group of Italian Anarchists were suspected but were never charged due to lack of evidence.



Boys will be boys even in 1924 seen here taking a joy ride in an International Harvester truck.



The Pace Car for the 1923 Indianapolis 500 was a Duesenberg Model A. The race track surface at that time was "brick".



This Vintage RV was owned by Rev. William Downer and was his Auto Home, Gospel Car No. 1.

My vote was for the one on the right for cutest of 'em all and she won nothin', but the one with the skimpest suit got the big cup. Some things never change!



# Nicaragua

by Toni Armstrong Sample

“count your blessings.”

I can see you now. As you read this article you are probably resting in a recliner, in a room that is air conditioned or in the very least has a ceiling fan circulating the air through the room. Even if you are outside sitting on your deck, you are probably quite comfortable. This morning I imagine you climbed out of your comfortable and snugly bed and showered using hot water, if you wanted it hot. You brushed your teeth using tap water. You had breakfast and put your dishes in the dishwasher to be run later. You put on clothes that were washed and dried in an automatic washer and dryer. You or your spouse may have run the sweeper and one of you probably mowed the lawn this week using a riding mower or a

self-propelled power mower. You may have jumped into your car and made a quick trip to the store. With that picture firmly in mind now, imagine yourself living in Nicaragua, the economically poorest country in Central America. While I was there for ten days in June of this year, I lived with the Nicaraguans in their homes and in a camp they have built to give inner-city kids a chance to get away from drugs and gangs and death. It is a Young Life camp. Young Life is all over the United States and the world. While I, and the fourteen others I traveled with, were there we had nothing but ice-cold mountain water to wash ourselves and our dishes. Since nowhere in the country is there purified water

we had to brush our teeth with bottled water and ate no fresh vegetables or fruit if it had been washed with anything other than bottled water. Clothes were washed in cold water on washboards (like our great grandmothers might have done) and hung over bushes or on lines to dry. Lawns were “mowed” with machetes. Rooms were swept with a broom and scrubbed with mops or on hands and knees. Beds were wooden boards with a 1” pad on top. There is no air conditioning, no matter how hot it gets! Every day, at every meal we had Gallo Pinto (beans and rice). I’ve put the recipe at the end of this article in case you’d like to try them. It’s good! Houses are built of whatever material is avail-

able and are erected without the use of power tools. Walls are painted with seriously diluted paint to stretch it as far as possible and the paintbrushes they use we would have thrown away but amazingly we painted with them and did a fairly good job. They are a proud people and respectful of everything they have. They keep everything exceptionally clean and well maintained. Holes are dug with picks and shovels and lots of muscle power in the hard mountain clay. Nothing is thrown away. Everything is used, re-used and re-used again. A flower garden of wild ferns, ginger plants and orchids was lovingly dug up and transplanted in a new location to make room to build a patio for the

children. Metal poles that lined the hand dug dirt paths were removed by brute force first shoving them back and forth loosening them and then digging them out. The concrete that incased the poles was smashed with mallets so that the poles could be used again and the concrete lined an area to prevent erosion from the constant rain. And, rain it did. We were there in the rainy season. Our bathrooms were down a steep set of steps, through a storage room, out into the rain, across the road and a short trek later we would arrive at one of the two outside rooms. If luck were with you, the light worked and you made it to and from

continued on page 34.



The yard crew is lovingly pulling up wild flowers for transplanting in another area.



This is the Catholic Church in Managua, Nicaragua that was destroyed in an earthquake.



These folks are all members of the San Ramon, Nicaragua welcoming party!



Simply check in at one of our convenient clinics... we're everywhere in Erie County! Call 814-459-4132 for a time and location close to you.

It's that time of year again, the flu season is nearly upon us! Influenza is a contagious respiratory illness caused by viruses. The flu can cause mild to severe illness, with possible complications that could be fatal in certain people. Nationally 200,000 people each year are hospitalized due to the flu according to the CDC. The best way to protect yourself and your family against the flu is by getting a flu vaccination every year.

During 2009-2010 flu season a new virus called 2009 H1N1 began to spread worldwide. The 2009 H1N1 was the shot heard around the world (so to speak); it caused the first flu pan-

demie in more than 40 years. It was estimated that the 2009 H1N1 pandemic resulted in over 12,000 flu related deaths in the U.S. alone.

The Clinical Services Manager at the Erie Center on Health and Aging (ECHA) assures us that "protection against the 2009 H1N1 virus is included in the 2010-2011 season trivalent influenza vaccine this fall. We can all return to the traditional routine of having one flu vaccine to protect against the major circulating flu viruses."

When looking for a place to get Captain and Crew vaccinated, consider The Erie Center on Health and Aging. They have been giving flu

shots for 3 decades. They have professional nurses at the clinical sites to administer the shots as well as trained volunteers to keep the line moving. They also have over 200 convenient locations throughout Erie County to make it convenient to get the Crew vaccinated. ECHA has flexible hours to make it easy for everyone to find the time to get out there and get vaccinated. When you choose ECHA to get your flu shot you will not be waiting in a long line or have any upfront costs.

While it is advised by the Center for Disease Control and Prevention that everyone age 6 months and over should get a flu vaccine

each flu season, it is especially important that certain people get vaccinated, either because they are at high risk of having serious flu-related complications themselves or because they live with or care for people at high risk for developing flu-related complications. Those at high risk for developing flu related complications include:

- Children younger than 5, but especially children younger than 2 years old,
- Adults 65 years of age and older
- Pregnant women
- People who have medical conditions
- Other people who should get vaccinated

include: people who live in nursing homes and other long-term care facilities, health care workers, household contacts of persons at high risk for complications from the flu, as well as people who work with or care for children under the age of five.

This flu season protect yourself, your family and your Crew against the influenza virus by getting your flu shot. To find a convenient location near you visit [DontLetTheFluBugYou.com](http://DontLetTheFluBugYou.com) or call 814-459-4132.



This was the scene at ZEM ZEM Shrine Club in 2009 where we vaccinated 2,573 people with no lines or long waits.

# don't let the flu bug you. get vaccinated.

by Elly Thompson



# While at Sea Eat Happily!

by Jon VanAmringe



Folks ... "while at sea eat happily". What does this simple message really mean.

For what it is worth following are a few thoughts on provisioning and hopefully enjoying an extended voyage:

I do not recall the origin of the legend, but I have been told that Bananas are bad luck on sailing vessels!

Underway you really need to provide for four meals daily including "Mid Rats" (rations for the midnight watch). This meal has always included something to keep you warm - soups and stews and some energy foods. Underway the US Navy always baked bread and pastries at night, so it was a great treat to sample the baker/cooks wares during the mid watch.

Underway on sail boats I have always

found that it is excellent to be able to eat foods out of a bowl or that you can easily hold in your hands like pita or wraps. You can do some wonderful things with flat bread - stores easily and can be frozen.

The other issue always is mal de mare due to rough weather or until one attains their sea legs. In addition to the usual drugs, I have recently found some natural relief with sliced ginger (pickled or raw), saltines, ginger snaps and the newest - Grape Nuts cereal. No matter how well planned, it is always important to get quick access to these staples.

I have recently also discovered an interesting method of making omelets underway. Use a zip lock bag and add beaten eggs and whatever fixings you wish to add - cheese, vegetables, bacon or sausage. Drop multiple sealed bags

into boiling water and 13 minutes later you have fresh omelets all around and no clean up.

If you use sealed bags for other items, I have also found that you can boil in salt water, preserving your fresh water supply. One word of warning. Make sure that you allow room in the bags for steam and expansion. On one Bermuda race, our "french chef" had prepared a whole series of gourmet delights that he placed in seal-a-meal bags. We also thought that a "pressure cooker" would be more efficient. Nice plan, but here was the result. A very excellent seafood ceviche in said bag was heated in the aforementioned pressure cooker in salt water - with no room for expansion, bag explodes, under pressure you cannot remove the cover from the cooking pot, the result was a fla-

vorful geyser of ceviche out the top spout of the cooker. Actually after the pressure reduced and pot was open, ceviche became a not so bad seafood soup.

You actually can easily bake bread onboard underway. If you do not want to start from scratch, you can get frozen loaves. This precludes the need to pack loaves of bread. Notes of caution - make sure that the loaves stay frozen until needed and do not over fill the oven - warm bread rises, expands and can even open the oven door! Also green salt water waves down the companion way hatch tend to inhibit the bread rising experience - see previous note of Bermuda Race and "French Chef" - aka younger brother of owner/skipper.

Fruits with skins - oranges, lemons, limes, tangerines, grapefruit - have built

in protection. I have also found that it is easiest to keep fruit in net bags hanging in the main cabin. Fruit will actually last better if it is not refrigerated.

It is helpful and obviously more sanitary, if snacks are repackaged in individual servings - nuts, dried fruit, crackers and the newest treat - "string cheese".

You can save a lot of space if you use drink mixes like crystal light. Make big batches and allocate to smaller individual reusable bottles. Each crew member has one or more with their name affixed. I also use for coffee, tea, soup, other drinks, large travel mugs. Again each crew member gets and reuses their own.

I did not see beer, wine or other spirits on the list. For safety reasons, I do not think that any of these items or recre-

ational drugs should be used underway. However on shore... cheers! On my last Newport-Bermuda one of the crew brought 2 cases of extraordinary red wine from his "cellar" - every lunch and dinner was accompanied by multiple glasses of fine wine for most of the crew. Fortunately, as you may recall the 2006 race was dominated by a distinct lack of wind, flat seas and a very long race. Still a racing sail boat is a dangerous place and no where to be without your full faculties and physical skills - whether you are on watch or off.

Most importantly enjoy!





On October 16th the Erie Yacht Club will host our 16th annual Oktoberfest Party!

We continue to enjoy one of the most successful and long-lived Oktoberfest parties around. We started with the EYC Centennial Oktoberfest in 1995 and we are still going strong!

Each year the Mad Bavarian (Bob Hamilton) has entertained at our Oktoberfest. After the first few years, Bob remarked to me:

"I'm not sure how you do it, Dan. Most Oktoberfest parties kinda die-off after a few years? The EYC Oktoberfest gets stronger year-after-year."

Each year we are also entertained by the Siebenbuerger Singers and the Heimat Klang Alpine Band. Several years ago, speaking to the band leader, maybe he answered Bob's question: "You've got a REAL Oktoberfest party here, Dan. You serve great beer and lots of it. You offer real German food and

you present quality German entertainment with minimum downtime between acts. EYC Oktoberfest does a better job than 90% of the clubs and organizations that think they could host an Oktoberfest. People love Oktoberfest and they will come out if it's the real thing. Run-of-the-mill beer, hot dogs and Slovenian bands don't do it."

There you have it! Of course, a big part of this success is the ongoing encouragement and support of many dedicated EYC members who return year-after-year. With the help of our dedicated entertainment committee of fellow EYC members, we have been able to deliver continually enhanced parties built around two tried-n-true Oktoberfest features. . . terrific German entertainment and an authentic German buffet.

In case you have yet to attend Oktoberfest, here are the details!

Our scrumptious buffet includes Wiener schnitzel, Sauerbraten, Roasted chicken, Bratwurst, Knockwurst, pretzels, pumpnickel bread, potato pancakes, German potato salad,

sauerkraut, and red cabbage with black forest cake and apple strudel for dessert!

During dinner, the non-stop entertainment starts with favorite German ballads sung by Erie's own Siebenbuerger Singers. Then, the very animated alpine band Heimat Klang takes over with traditional German oom-pah music and a variety of German beer-hall favorites. Alternating hourly throughout the evening with Heimat Klang is The Mad Bavarian. Heimat Klang "fires up the crowd" and The Mad Bavarian takes us straight to the Munich beer-hall with his one-man show of German music and mirth.

*Oh, yes. . . there is some beer, too!*

Just about every EYC Oktoberfest has been sold-out, so begin planning now to attend what has become one of the greatest parties of the year. We hope to see you all there, among the many veterans of all 15 Oktoberfests, and the continual stream of new faces (who we know will become repeat Oktoberfestors)!



by Dan Dwyer

Come on and Play  
on Beer Day!

# 2010 Oktoberfest



*Good Friend, Good Father  
and Great EYC Member.*



*John Schuler  
1942 - 2010*

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# "Careful" No Wake!

( They're Watching! )

*by R/C Dave Heltzenwater*

**D**ue to various recent incidents the Board felt it necessary to update all members on a couple long standing Club yachting rules.

First, lets discuss what actually denotes what the term "no wake" actually means. Simply put it means "no wake". Not a "little wake", not a "tiny wake" but "No Wake At All". As slow as it takes so as your vessel creates no wake while entering and moving about the slip.

The next item to be discussed is simply an extension of the first item above. We have placed two "No Wake" buoys near the entrance to the basin. These are official "No Wake" markers. Now these markers also say "No Wake" on them yet here is the difference... they require that no vessel shall create a wake within 100-feet of said markers. That is one big circle all the way around each, 360° "No Wake" marker is a "No Wake Zone" and it is the boaters responsibility to insure that this regulation is always in play while on the water.

We feel it is important to advise you that the Pennsylvania Fish and Boat Commission is cognoscente of these situations and will be monitoring these "No Wake" Regulations and incurring fines upon those boaters who do not follow these regulations. So Be Warned and you're welcome for this very important information.

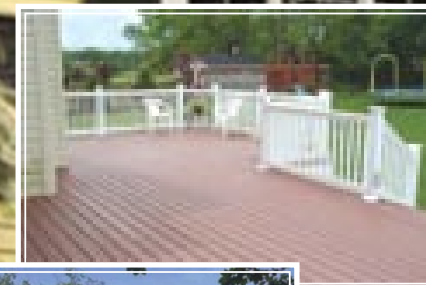


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One of only six said to have been made per year in the mid-'30s at the Ford plant in St. Paul, Minnesota, according to an article on this car in a 1993 "Old Cars" magazine.

Very few others--perhaps none--remain on the road, and certainly not in such amazing original condition. (The only other known example that I heard of was supposedly housed in the Henry Ford Museum in Dearborn, Michigan. But that

turned out to be an early 1920s Model T conversion, the curator told me. He said he'd never seen anything like this '37!)

When discovered in a garage (under a heavy cover) in Northern Minnesota in August 2001, she had only 19,000 miles, and the owner's manual was actually still in the glove box in like-new condition!

She had always been garaged and treated with much TLC as a collector vehicle. The interior, all wood lined, was still the way

it appeared in the '30s and '40s, complete with framed photos of the original owner on his travels (mainly to Florida) and his cabin in the North Woods, plus other memorabilia from the era.

Built on the '37 Ford Pickup frame and cowl (powered by a 60-hp flathead V8 with aluminum heads), the rear framing is all wood, with the metal skin wrapped around it. The roof structure, too, is all wood, over which the heavy, wa-

terproofed canvas top is still very securely fitted.

The structure of the body is solid, appearing from underneath to be all oak, and still in a remarkably unaltered, undamaged condition. The door frames are thick, solid oak, and oak is visible around the window openings (as on the four side windows in back) -- though it is painted over.

A peek inside: a slice right out of the 1930s...is just as the original owner left

it. All the windows open, with curtains on the four side ones and pull-down shades on the back window, as well as on the driver's and passenger door windows. A wide storage cabinet is located under the bed.

The wood headliner, with vent and canvas expanding portion is visible. Four wood pieces hold it securely in the up position, while clamps hold it down while driving.

More interior views ... note the cedar

branches hanging in the corners for that north woods aroma. Cabinets and aluminum sink (with a wood cover insert) are visible on the left.

All the antiques stuck away inside, as well as those hanging on the walls, came along for the ride. Also note the table behind the driver's seat, which folds down.



There is only one front seat for the "driver"... so no passengers?

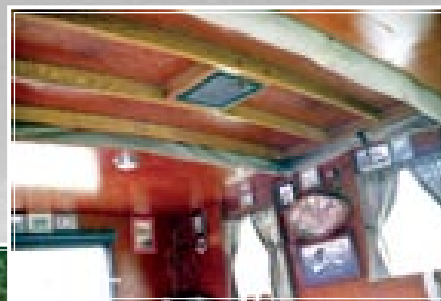


It was bound to happen and Ford did it early on with its 1937 Housecar.



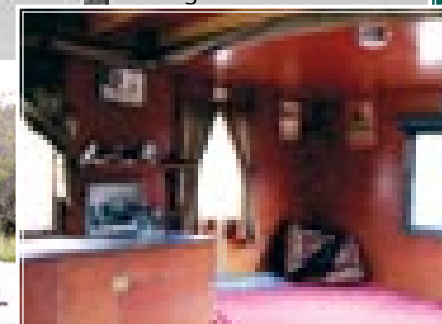
It sure looks cozy in the Ford Housecar ... both cozy and cramped!

The "pop-up top" is popped up for ventilation and head room.



Ceiling hatch for air circulation ... it's an early form of air conditioning.

Just look at the luxury you could have enjoyed in 1937 ... they'll say the same about us someday.



Pictures and artwork hung on the walls against the ceiling! Who's the decorator?



OSHA would never go for this ... and no seat belt!

submitted by Bob Way

# 1937 FORD HOUSECAR

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# Brazil

continued from page 7.

The nightly explosion of colors would draw the entire crew on deck for half an hour every evening, creating the setting for a magical time as everyone stopped what they were doing to sit in awed silence as yet another day came to a close.

We had a special treat on our final full day at sea. It was a really hot, muggy day so I announced a swim call while we were still 100 miles off of Brazil. While the students were swimming, I saw several large figures coming towards the ship. The next thing I knew, a fin rose up out of the water, and we witnessed an entire whale breach directly in front of us. Two other small whales came along side as well, and the students were able to swim right up to them as the whales played and splashed for about an hour. The students remarked that the experience was a perfect way to cap off their semester.

Concordia's arrival in Salvador marked the end of the semester, and the students flew home for their spring semester. I spent another week in Brazil, taking in the wild Carnival party in Salvador before flying to the sparsely populated tropical island of Fernando de Noronha. There, I swam with sea turtles and dolphins and snorkeled through the extensive coral reefs.

After returning to the United States, the founder of Class Afloat and I established a new company in Rhode Island called Educational Partner-Ships. The company's mission is to work with both educational institutions and tall ships to create customized shipboard education experiences that



This very old yet beautiful church is located in the coastal city of Salvador.

take place around the world. The Flagship Niagara has been a client for the past year and half; during this time, we created two signature programs. One of these programs was a History Consortium that formed a collaboration among Allegheny College, Gannon University, Edinboro University, Mercyhurst College, Mt. Holyoke College, and Walsh University. Stay tuned for more information about this unique program in a future EYC Log article.

Class Afloat continues to offer high school-level semester experiences. To learn more about their academics, itineraries, and pricing, please visit [www.classafloat.com](http://www.classafloat.com).



King Neptune gives audience to one of the student crewmembers.



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## BYC Auxiliary Fundraiser Play-on-the-Bay

by R/C Dave Heitzenrater



Our Auxiliary members recently presented Play on the Bay, a Cocktail and Hors d'oeuvre social gathering held on the club's west deck. The event was a delightful casual party benefiting the Auxiliary and their current effort, the playground fund. The event included a wonderful buffet of tempting foods and beverages including a pallet of flavored martinis, a silent auction with terrific themed gift baskets for all and a few impromptu rap solos by one of the auxiliary members. The group led by the spouses of the Bridge & Board is planning a Beer Tasting soiree which is guaranteed to be another interesting, entertaining, fun event. So plan to be there and bring your friends!

Did you know that you as the spouse of an EYC member, are already an official Auxiliary member of the Erie Yacht Club?



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# Old Age Golf



Jim is 90 years old. He's played golf every day since his retirement 25 years ago. One day he arrives home looking downcast.

"That's it", he tells his wife. "I'm giving up golf. My eyesight has gotten so bad that once I've hit the ball I can't see where it went."

His wife sympathizes and makes him a cup of tea. As they sit down she says, "Why don't you take my brother Danny with you and give it one more try."

"That's no good," sighs Arthur. "Your brother's a hundred and three. He can't help."

"He may be a hundred and three," says the wife, "but his eyesight is perfect".

So the next day Arthur heads off to the golf course with his brother-in-law Danny. He tees up, takes an almighty swing and squints down the fairway. He turns to the brother-in-law. "Did you see the ball?"

"Of course I did!" replied the brother-in-law. "I have perfect eyesight."

"Where did it go?" says Jim.

"I don't remember..."



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# Be Prepared Wherever You Travel ...

In the fall, I am often reminded about my days camping outside with the Boy Scouts and this year especially since the Boy Scouts are celebrating their one hundredth anniversary. They were founded in February of 1910 by William Boyce. Their honorary president that year was President William Howard Taft. Their honorary vice president and chief scout citizen was the former President Theodore Roosevelt.

Since that time, hundreds of thousands of young boys have learned about the outdoors, recited the scout oath, and memorized and lived the Boy Scout slogan which is "Be Prepared". In that vein, I would like to remind members of The Erie Yacht Club and their families about being prepared through some simple, healthy living tips.

Fall is the time for outdoor activities such as hunting, trapping, foliage viewing, and hiking remote areas. It is important to stay safe while you are enjoying the outdoors. Here are four simple tips:

1. Share your plans with others. Imagine yourself falling out of a tree stand, breaking your leg, and no one knowing where you are. You have no cell phone handy. You spend the night in the woods subject to the elements. You have a serious problem! Make sure someone knows what you are doing. Many injuries or accidents can occur in remote areas with no one around and no means of communication. If someone knows your general whereabouts and basic itinerary it can be lifesaving.

2. Sound off. In the event you do get lost or injured, whistles just as we use on life jackets can be used on winter coats, back packs, or hunting jackets. Whistles can be heard more clearly than your voice. The universal signal for help is 3 of anything in quick succession, i.e. 3 blasts of a whistle, or 3 shots from a gun. By always having a whistle within reach you can make enough noise to get help.

3. Be prepared. Just like the Boy Scout slogan says. Always carry enough water, and some form of shelter, even if it is a large trash bag.

4. Hug a tree. You are on a hike with your kids walking up a hill. They, of course, run ahead and reach the top first, taking one of the forks in the trail, but which one? Teach your children to hug a tree, based on a safety program to help prevent children from getting lost "Hug a tree and survive" Like "stay with the boat". By staying in one place, a child can be found more quickly and can not be injured in a fall or accident.

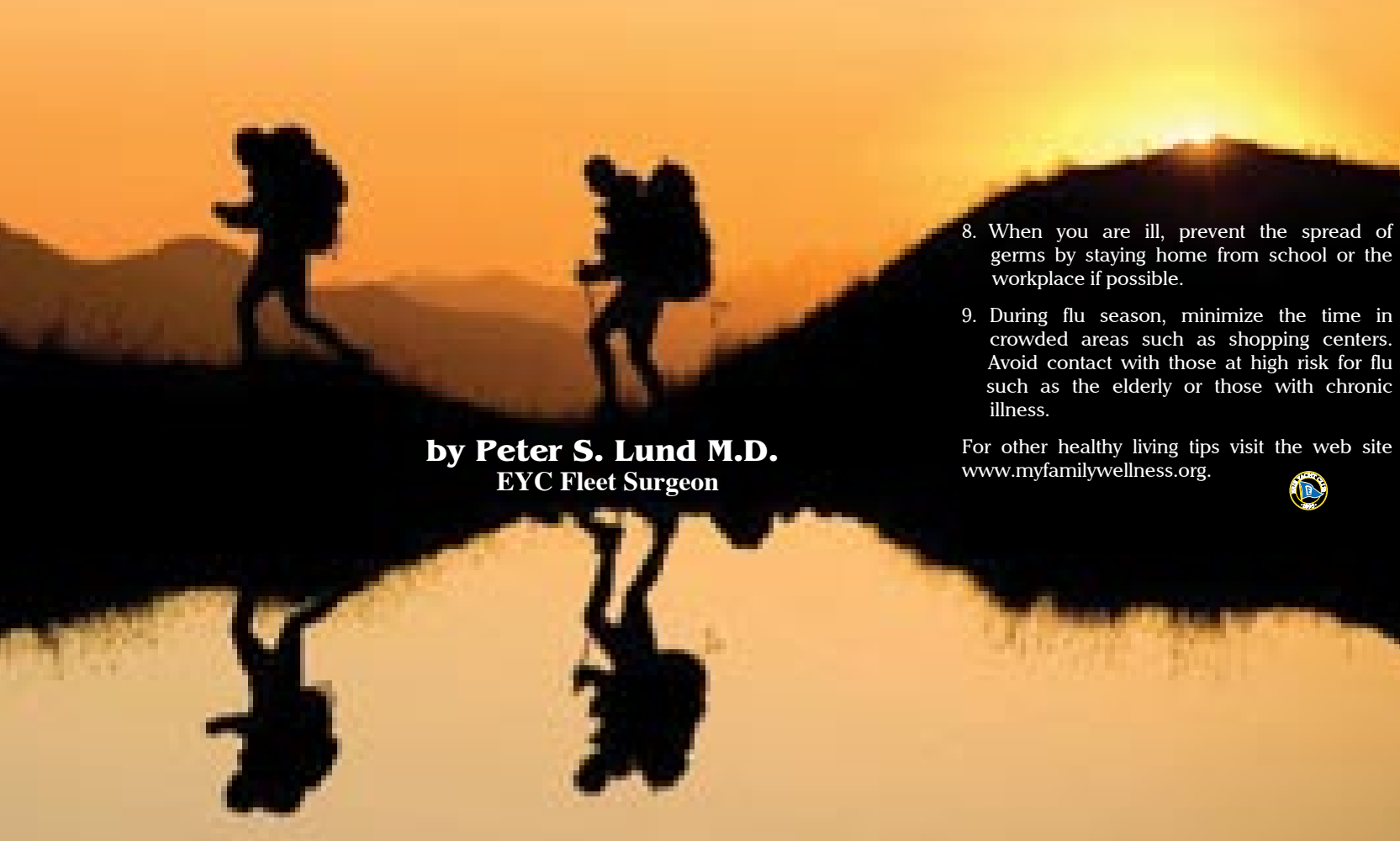
There are many survival, wilderness, and basic safety courses for those who enjoy the outdoors. Contact the Red Cross for basic safety training courses and Pennsylvania residents can also contact the Pennsylvania Game Commission for hunter safety courses in their area. (<http://www.pgc.state.pa.us/portal/server.pt/community/pgc/9106>) I highly recommend these to those who enjoy the outdoors.

The next subject which is important is getting

our shots. As many Pennsylvanians send their children back to school, we are all reminded of the importance of immunizations for our children but we often forget about ourselves. By staying up-to-date with our immunizations we as adults protect ourselves, our family, our friends, and our community from serious, life-threatening infections. Most immunizations are recommended early in childhood but others are recommended during adolescence and as adults. Some require boosters, throughout our lives. Over 1500 Pennsylvanians die each year from complications from seasonal flu. Get your flu shot; it may save your life.

Here are nine simple tips to decrease the spread of the flu:

1. Get an annual flu shot. This protects yourself and others.
2. Wash your hands thoroughly with soap and water before and following food preparation.
3. Be careful what you touch. Hands transmit germs.
4. Cover your mouth and nose with a tissue when you cough or sneeze. If you do not have a tissue, cough or sneeze into your upper sleeve, not your hands.
5. Put your used tissues in a wastebasket.
6. Clean your hands after coughing or sneezing by washing with soap and water or clean with an alcohol-based cleaner.
7. Get plenty of rest, eat properly, and dress appropriately for the weather.



by Peter S. Lund M.D.  
EYC Fleet Surgeon

8. When you are ill, prevent the spread of germs by staying home from school or the workplace if possible.
9. During flu season, minimize the time in crowded areas such as shopping centers. Avoid contact with those at high risk for flu such as the elderly or those with chronic illness.

For other healthy living tips visit the web site [www.myfamilywellness.org](http://www.myfamilywellness.org).



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The EYC Fleet leaving Port Dover and returning to Erie.



continued from page 5.

The author with crewmember, Amanda Wright, bring coffee back to the crew before the return race to the EYC.



and many with wounded face down crew due either to the prior night's festivities or the sudden unfriendly seas. The moment that is memorable to our crew is when we had come off a wave peak and fell into a deep trough which suddenly stopped the boat. The physics of inertia became vividly apparent when the foredeck crew still moving forward put his head through the #3 Jib. He was obviously saved from being ejected from the boat when his shoulders would not fit through the smaller opening in the Kevlar sail. You can still see his image drawn on the sail as a remembrance of the event with both the sail and V/C Gerry Urbaniak surviving the ordeal.

The upcoming twenty ten event will be the 50th year since the inception of the cup. Will 2009 cup holder Matt Wolford and his crew aboard *Muireann* defend their title? Come join us in the fun, make some memories and find out! And borrowing a line from Nike "Just Do It"!

### Side Bar

The Erie Brewing Company originated in Erie in 1847 under various names (Eagle Brewery) and was formed in 1899 when brother brewers Frederick Koehler and Jackson Koehler joined together. The business thrived and later just survived however in 1978 it ceased mixing malted grain, water and yeast in their fermentation tanks and closed the doors and taps of the Rathskeller Room due to "economic conditions". The Koehler label and recipe eventually was sold to national brewer Charles Schmidt and later Miller Brewing but the beverage is no longer produced. The Erie Company produced up to 300,000 barrels per year under a number of labels including Koehler Pilsner, Koehler Lager, Yacht Club, Jackson Koehler Imperial Cream Beer, Olde Pub, Old Dobbin Ale, Koehler Imperial and Koehler Bock among

others. The brewery occupied space on both sides of 2100 State Street until its demise and eventual leveling of the brewing building in 2006. The office buildings remain and will now become the home of a lawn equipment company however the 1.2-acre site of the former brewery building remains vacant. One of the memorable brewery landmarks etched into my mind was the large electric sign depicting a Koehler Beer bottle perpetually filling a glass high above 10th Street in Erie.

### The Winners

1961, *MELMARE II*, FRANK ZURN  
 1962, *MELMARE II*, FRANK ZURN  
 1963, *MALMARE II*, FRANK ZURN  
 1964, *CURLEW*, CHUCK BLAKELY  
 1965, *XANADU*, JERRY METCALF  
 1966, *XANADU*, JERRY METCALF  
 1967, *ENIGMA*, KENNEDY ECKERD  
 1968, *KAHILL*, FRANK ZURN

1969, *BALLERINA*, DICK EISENBERG  
 1970, *KELLY*,  
 1971, *BANSHEE*, RICHARD GORNY  
 1972, *PIQUOD*, HOWARD MISKILL  
 1973, *FINESSE*, DOUG JAMES  
 1974, *FINESSE*, DOUG JAMES  
 1975, *SPIRIT*, WILLIAM BLOOMSTINE  
 1976, *RAZZMATAZZ*, DONALD LASHER  
 1977, *DIABLO*, BOYD BERT,  
 1978, *DIABLO*, BOYD BERT,  
 1979, *FINESSE*, DOUG JAMES  
 1980, *AIRBORNE*, RICHARD O LOESEL  
 1981, *CONSTANCE*, JOHN WOLFORD  
 1982, ~  
 1983, ~  
 1984, *FINESSE*, DOUG JAMES  
 1985, *CONSTANCE*, JOHN WOLFORD  
 1986, *LAKE SHARK*, JOHN BLOOMSTINE  
 1987, *CONSTANCE*, JOHN WOLFORD  
 1988, *EYERLY*, JOHN DUNN,  
 1989, *LAKE SHARK*, JOHN BLOOMSTINE  
 1990, ~

1991, *SMOKE*, BUD MILLER,  
 1992, *FOXYLADY*, ERIC AMBRO  
 1993, *OUTLAW*, MIKE MASHYNA  
 1994, *ANDICAPP*, CHRIS WOLFORD  
 1995, *TRADER*, GERALD DEIMEL  
 1996, *RISKY BUSINESS*, JOHN WILLOW  
 1997, *ANDICAPP*, CHRIS WOLFORD  
 1998, *ANDICAPP*, CHRIS WOLFORD  
 1999, *GRAFFITI*, PAT HUNTLEY  
 2000, *POWDER HOUND*, RON HAMILTON  
 2001, *BOOMERANG*, BOB NETKOWICZ  
 2002, *POWDER HOUND*, RON HAMILTON  
 2003, *POWDER HOUND*, RON HAMILTON  
 2004, *RAVEN*, DAVE HEITZENRATER  
 2005, *RAVEN*, DAVE HEITZENRATER  
 2006, *DOWN TIME*, RUSS THOMPSON  
 2007, *EVOLUTION*, PAT HUNTLEY  
 2008, *NEWS*, BLAKE RAGGHIANI  
 2009, *MUIREAN*, MATT WOLFORD





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The EYC Racing Team above includes l to r Mike Bloomstine, Coach, Margret Szelwach, Nick Pardini, Sean Bloomstine, Anna Bloomstine, Taylor Hoover, Claire Christensen, Michall Szelwach, and Sam Wagner, Coach.

# Junior Bay Week

by Michael D. Bloomstine



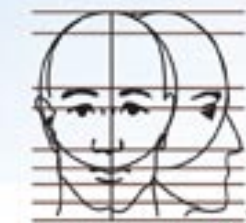
Nick Pardini and Taylor Hoover give a thumbs up with the 1st Place Trophy ... "Good Show!"

This year the EYC Race Team had much more quality than quantity. With only 7 sailors attending the I-LYA Junior Bay Week, the EYC Race Team sailed in both the 420 and laser radial fleet. Taylor Hoover and Nick Pardini, Margret Szelwach and Sean Bloomstine, and Anna Bloomstine and Michal Szelwach all sailed in the 420 fleet which consisted of 35 boats. Claire Christianson sailed in the laser radial fleet which consisted of 22 boats. Taylor Hoover and Nick Pardini placed 5th in the 420 fleet. Margret Szelwach and Sean Bloomstine placed 7th and Anna Bloomstine and Michal Szelwach 16th. Claire Christensen placed 11th in the laser radial fleet. A very great showing from the EYC team this year, with great corinthian attitudes and sportsmanship-like actions.

After Bay Week two 420's from the team attended the Area E semifinals in Crescent Sail Yacht Club in Detroit, MI. Taylor Hoover and Nick Pardini along with Margret Szelwach and Sean Bloomstine sailed two long days of sailing. The competition was much stronger than they were used to and the courses were longer and more mentally draining. In the end Margret Szelwach and Sean Bloomstine placed 8th and Taylor Hoover and Nick Pardini took 1st place which qualified them for Bemis finals in San Diego. Finals are August 14th-19th and they will have the chance to sail against the top competitors from around the country in their age group. Wish them luck!!!



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The author sorting "Vida Joven" coffee beans by hand.



The yard crew pulling poles out of mountain clay by hand. The man with the shovel is 70 and outworked everyone.



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Kitchen cooks making "Gallo Pinto" (beans and rice) for every meal.



Nicaraguan, 'Reiana', getting hand sorted and packed coffee ready for sale.



# Nicaragua

continued from page 11.

the bathroom without stepping on a tarantula or coming in contact with "Kermit" who was about twice the size of any bullfrog I had ever seen.

Few of the people we met had automobiles. Gasoline is \$4.25 a gallon. The average daily wage is \$3.00. A police person makes about \$100 a month and they walk. Most people walked, some rode bicycles and those who could afford to rode the public buses to the markets to buy what they could not grow or raise. Often one person would go to the market for the entire neighborhood. Dogs don't bark, cows don't moo and horses don't whiney -- because most are too ill from parasites.

Unlike most countries, Nicaragua sits on numerous fault lines resulting in repeated earthquakes. Nicaragua is also dotted with active volcanoes that erupt at will. When we

stopped to view one of the active volcanoes we were told to back our vehicle into our parking space and be prepared to climb under it if the volcano began spewing rock. It was spewing gaseous fumes and smoke when we arrived. Years ago, not just in movies, they would give human sacrifices to the volcanoes until the Catholic Church came in and built a tri-sided cross from the top of a mountain looking down on the Mayasa Volcano and encouraged the people of Nicaragua to let the Catholic God be the sacrifice.

Howard Hughes came to Nicaragua and planned to put the Panama Canal through that country until an earthquake occurred while he was there. He left and never looked back. It is highly doubtful that anyone would come to this country to provide life improving opportunities. The country is too uncertain, it is too

unstable. It is uncertain and unstable not just from the environmental conditions but also from "Vive la Revolutione" touted repeatedly on bulletin boards that line the roads. The Sandinestian Liberation Army, the party of the current el Presidente, is alive and well in Nicaragua. With all these things working against the ordinary citizens of Nicaragua what is the source of their hope, their joy, and their happiness?

We concern ourselves about our stock portfolio, national health, changes at the Erie Yacht Club that might affect our boating, eating and partying opportunities. The Nicaraguans worry about providing a home and food for their children. I have traveled to a number of places in my lifetime. I have visited other third world countries and seen poverty and shanty towns and starvation. But, I've only

seen it. Driving past and hearing a tour guide talk about the poverty does not penetrate your mind and your heart like my current experience. I never met, talked with or lived with the people who experienced this life, until now. The upfront and personal involvement with these people who want nothing from us but to be our friends, changes ones perspective. Fifteen of us left that poor, poor country jealous. Jealous of the passion and zeal that our new friends have not for what this life offers or doesn't offer them but for what they are absolutely sure lies ahead in the next life. Their goal is so simple, it's to help others. To give encouragement to the young people of their country. To make a life of desperation become a life of hope.

If you would like to help the young people in Nicaragua you can send a donation to Young

Life X306, P. O. Box 520, Colorado Springs, Colorado 80903. Or go on the internet and buy a bag of Vida Joven (Young Life) coffee that is grown on the side of a Nicaraguan Mountain adjacent to the camp where I worked and ate and slept. The coffee is 'better than Starbucks' and is hand sorted and packed (I know because I helped with the sorting and packing) and it is great coffee.

I know people who have visited this country and found the beaches beautiful and the resort areas to be wonderful and relaxing. I didn't visit those areas but I would encourage you to enjoy all that this country has to offer. We left from Atlanta airport and it was only about a 3 1/2 hour flight. It does help if you know a little Spanish since most people don't habla ingles.

Gallo Pinto is Nicaragua's most popular dish, eaten at any time of the day.

- 2 tbsp vegetable oil
- 2 lrg onions - thinly sliced
- 2 cups cooked red beans
- 1/4 cup water
- 1 cup cooked white rice

Beans: cook 1 cup of dry red beans with 6 crushed cloves of garlic and water in a pressure cooker for 15 to 20 minutes. Sauté the onion in a pot. Add in the cooked beans and water. Cook for 5 minutes at a low heat whilst stirring. The beans must remain whole. Now add the cooked rice and simmer for a further 10 minutes, still stirring. Enjoy. Like macaroni and cheese is to the South -- Gallo Pinto is to Nicaragua.





## September Calendar of Club Events

- 2nd Thursday Sunset Happy Hour  
Lake Erie Tri-State Mopar Club  
6pm-9pm • Entertainment by  
Acoustic Gypsies
- 5th Champagne Sunday Brunch  
11-2pm • \$12.95  
Lobster & Clam Bake • 5-9pm  
Entertainment by Untouchables
- 9th Thursday Sunset Happy Hour  
6pm-9pm • Entertainment by  
Key West Mini
- 12th Champagne Sunday Brunch  
11-2pm • \$12.95
- 13th Monday Night Football at the Club  
8:30pm • Beer Special
- 14th Past Commodores Dinner • 6:15pm
- 16th Thursday Sunset Happy Hour  
6pm-9pm • Entertainment by  
Uncharted Course
- 19th Champagne Sunday Brunch  
11-2pm • \$12.95
- 20th Monday Night Football at the Club  
8:30pm • Beer Special
- 23rd Thursday Sunset Happy Hour  
6pm-9pm • Entertainment by  
Sam Hyman
- 26th Champagne Sunday Brunch  
11-2pm • \$12.95
- 27th Monday Night Football at the Club  
8:30pm • Beer Special

**Enrich  
Your LOG.**  
Tell us your story...  
everyone has got at least one.  
Contact any member of the  
LOG staff listed on Page 3

**It was Fun  
being a  
"Boomer"  
Until Now ...**

## New Song Titles

submitted by John Hauserman



Herman's Hermits  
*"Mrs. Brown, You've Got a Lovely Walker."*

Ringo Starr  
*"I Get By With a Little Help From Depends."*

The Bee Gees  
*"How Can You Mend a Broken Hip."*

Bobby Darin  
*"Splish, Splash, I Was Havin' a Flash."*

Roberta Flack  
*"The First Time Ever I Forgot Your Face."*

Johnny Nash  
*"I Can't See Clearly Now."*

Leo Sayer  
*"You Make Me Feel Like Napping."*

Abba  
*"Denture Queen."*

Leslie Gore  
*"It's My Procedure, and I'll Cry If I Want To."*

Willie Nelson  
*"On the Commode Again."*



## October Calendar of Club Events

- 2nd Commodores Ball • 7pm  
with Tennessee Back Porch
- 3rd Champagne Sunday Brunch  
11-2pm • \$12.95
- 4th Monday Night Football at the Club  
8:30pm • Beer Special
- 10th Champagne Sunday Brunch  
11-2pm • \$12.95
- 11th Monday Night Football at the Club  
8:30pm • Beer Special
- 16th Oktoberfest • 6pm • with the Mad  
Bavarian, Heimat Kang Band  
German Food • All you can drink  
beer special w/ commemorative mug
- 17th Champagne Sunday Brunch  
11-2pm • \$12.95
- 18th Monday Night Football at the Club  
8:30pm • Beer Special
- 20th Haul-Out Blues Bawl • 5-9pm  
Dinner Specials • Music by the  
Rodger Montgomery Blues Band
- 24th Champagne Sunday Brunch  
11-2pm • \$12.95  
Kids Halloween Party 11:00am
- 27th Monday Night Football at the Club  
8:30pm • Beer Special
- 31st Champagne Sunday Brunch  
11-2pm • \$12.95

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A few years ago my wife and I visited Presque Isle, Maine and this year opted for an automotive circumnavigation of Lake Huron with a stop at Presque Isle, Michigan. We took several days to make our way along the Michigan shores to Mackinac City where we took a passenger ferry to Mackinac Island. Our next stop was the Soo Locks at Sault St. Marie. Here we took a tour boat thru the Soo Locks where we observed great lake freighters and "salties" locking through. We locked through with the 224 foot training vessel "State Of Michigan" from the Great Lakes Maritime Academy at Traverse City. We then drove into Canada to Manitoulin Island and stayed overnight in South Baymouth waiting for an auto ferry to transport us across the Georgian Bay to Tobermory, Ontario. The name of the ferry is Chi-Cheemaun.

Chi-Cheemaun means "big canoe" in Ojibway, and big she is as shown in the photograph.

She is 365 feet with a draft of 13 feet and a bow thruster of 800hp. It carries 140 cars and 638 passengers and a crew of 31. At South Bay, it loads and unloads cars out the stern while in Tobermory, the bow tilts upwards and loading is done from the front.

During the night before we departed, we had stayed at a motel across the street from the loading area and wind and rain moved in. By 10am the next day, there were white caps on Lake Huron and a fog that reduced the visibility to about 1-2 miles.

The ferry pulled in from Tobermory exactly on time so we knew the passage was not going to be too bad. We had made reservations a few weeks ahead of time and were efficiently guided onto the boat to park the car.

The boat docks up an inlet and has to back in for loading so there was a great use of bow

thrusters as it maneuvered in to pick up cars. It then had to do a 360 degree turn in the channel to face back out into the bay. We were finally on our way and as the wind hit us abeam at 20-25 knots, there was only a slight heel to the vessel but she moved full speed ahead at 16 knots according to my handheld GPS. This is her maximum cruising speed.

They have an electronic chart display in the lounge area that shows the ships position at all times. A restaurant and a store for gift shopping were also onboard. While it is permissible to be on the outside deck, the weather this day was not conducive for sunning oneself.

Part way through our 2 hour journey I re-

## Polaski's Opt for Circumnavigation of Lake Huron

*by Gene Polaski*

quested, through a cadet working aboard, to visit the bridge. He got permission from Captain Adams and escorted me there. I wanted to compare the navigation instruments to Erie's Bayfront Center For Maritime Studies (BCMS) ship's bridge simulator since I do training on it. (See EYC Log Jan-Feb 2009 for an article on the simulator.)

The ferry uses electronic chart display (ECDIS) and radar with automatic radar plotting aid (ARPA) functions. I had a good discussion with the Captain as to how they plan their voyage and what radar functions they use such as parallel index lines, variable range markers (VRM), electronic bearing lines (EBL) and guard zones. Surprisingly they seem to use mostly compass steering as opposed to a preplanned voyage with GPS waypoints. My visit was short due to the fact we were nearing the end of our journey. I would have like to have spent the whole trip there, getting in the way and supervising!

The Chi-Cheemaun pulled into Tobermory and without any fanfare, opened her bow (called a bow visor) and off we went to drive down the Bruce Peninsula to Port Huron, our final destination. For a small car and two passengers (senior rate, off season) the cost was \$62.

The Chi-Cheemaun has had a variety of experiences over the years including having an airplane crash in front of the ship, heart attacks on board, cars that won't start when it's time to leave (frequently happens). She has hauled wind turbines (hundreds of them are on the Bruce Peninsula), semi trailers with cattle, prefab homes and full logging trucks.

It was an enjoyable and exciting part of our wedding anniversary trip.



# The Husband Store

submitted by  
Rick Berger, BYC Treasurer

A store that sells new husbands has opened in New York City, where a woman may go to choose a husband. Among the instructions at the entrance is a description of how the store operates:



"You may visit this store ONLY ONCE! There are six floors and the value of the products increase as the shopper ascends the flights. The shopper may choose any item from a particular floor, or may choose to go up to the next floor, but you cannot go back down except to exit the building!"

So, a woman goes to the Husband Store to find a husband. On the first floor the sign on the door reads:



**Floor 1** - These men Have Jobs

She is intrigued, but continues to the second floor, where the sign reads:

**Floor 2** - These men Have Jobs and Love Kids.

'That's nice,' she thinks, 'but I want more.'

So she continues upward. The third floor sign reads:

**Floor 3** - These men Have Jobs, Love Kids, and are Extremely Good Looking.

'Wow,' she thinks, but feels compelled to keep going.

She goes to the fourth floor and the sign reads:

**Floor 4** - These men Have Jobs, Love Kids, are Drop-dead Good Looking and Help With Housework.

'Oh, mercy me!' she exclaims, 'I can hardly stand it!'

Still, she goes to the fifth floor and the sign reads:

**Floor 5** - These men Have Jobs, Love Kids, are Drop-dead Gorgeous, Help with Housework, and Have a Strong Romantic Streak.

She is so tempted to stay, but she goes to the sixth floor, where the sign reads:

**Floor 6** - You are visitor 31,456,012 to this floor.

There are no men on this floor. This floor exists solely as proof that women are impossible to please. Thank you for shopping at the Husband Store.

**PLEASE NOTE:**

To avoid gender bias charges, the store's owner opened a New Wives store just across the street.

**Floor 1** - Has wives that love sex.

**Floor 2** - Has wives that love sex and have money and like beer.

**Floors 3, 4, 5 and 6** have never been visited.



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