



THE CLASSIC YACHT CLUB OF AMERICA, INC.

# The Ancient Mariner

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## Mark your Calendar!

August 24-26, 2007  
LATE SUMMER  
CRUISE  
RENDEZVOUS  
Rock Hall Landing  
Rock Hall, MD


## St. Michaels Preparation

by Dave Ochipinti  
Rear Commodore

As we are steaming full blast into the summer months ahead, it's a great time to complete those projects that we have been putting off all year. You know what I'm talking about, that last coat of varnish, the white trim around the windows, finally cleaning the teak decks. Hey, they're old boats and they require our love and attention.

The St. Michaels judging and rendezvous is fastly approaching and I encourage everyone to show off your boats. We are all proud of our boats no matter what stage of restoration they are in, so let's share them with everybody. With the advanced PR we get at St. Michaels I'm confident we'll see some folks from the general public admiring our hobby. So let's make plans now to complete that last bit of work in preparation for the "big show" in September. 

## We've Got News!

Theresa Winslow wrote an extensive and informative article about CYCA and our love of old boats which appeared in the Annapolis Capital recently. You can link to it from the "Press Releases" section of our web page. 



At  
the  
Dock



ALMOST HEAVEN  
Bill & Robyne Reynolds

A picture-perfect Day!



FLYER - Ulsaker's Cruiser



HOPE - Dutton's Cruiser



BELLA NAVE



DUCHESS



Cocktail Time



Fleet Captain Ulsaker



A Gorgeous Harbor!

07.20.2007



Yummy Time

07.20



DUCHESS at Sunset



Viewing the Fun!

07.20.20



A Breathtaking Sunset!



View from the Hilltop




## The View from the Bridge

by Commodore Jim Gartley

Our event in North East was wonderful. Only one thing was missing – Dress Ship. We’ve been really lax about getting this done at our events. I would like to see all of our boats dressed at events for several reasons.

Dress Ship is a real opportunity to show off our boats to the public. Many people wander around the marinas just looking for our wooden boats. What could be nicer than to just look for the flags. It’s beautiful, it’s helpful to the public and it makes it easier for our members to find each other as well. We often are spread out around the marinas, so a colorful display of flags helps us even to locate each other.

So, in Rock Hall, bring those flags and let’s DRESS SHIP! 

Commodore Jim Gartley

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## Welcome to our Newest Members!

Sarah L. Bartlett and Chris Mason from Alexandria, VA – 48’ Hatteras 1981 “Annabel Lee.”

Dale and Amy Gross from Camp Hill, PA – Associate Member.

George Garrison from Delmar, DE – 47’ Greenwich 1966 “Golden Parachute.”

Jon and Barbara Lines from Chester Springs, PA – 53’ Hatteras 1981 “Freebird V.”

Bill Donohue from Annapolis, MD – Associate Member – Owner of Classic Water Craft.

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## A Note from Mike Haines of the New Members Committee:

One of the best ways to continue to maintain the strength of our club is to have new members joining us. The vast majority of our new members have come by referrals from existing members. So here's a call out to all of our current members -- Do you know someone with a boat that's worthy of CYCA? If so, invite them to explore joining our club. One of the nicest ways to do that is to invite them to attend the evening cocktail party at one of our summer events. It's a wonderful way for them to enjoy themselves, see some of our boats and meet our great members!



## The "How to's" of a Good Survey

I have been doing this full time for 19 years most of which as a NAMS certified member. For the purposes of the article, we will deal with the pre-purchase survey which is the most in depth type whose purpose is to assure you are investing wisely.

The first objective is obtaining the “right” person for the survey is to do some research. Do not rely solely on the list given to you by the selling broker particularly if it is short list, this relates back to the old adage of the “fox guarding the chicken coop”. Finding the “right” person may not be easy. Ask friends who have long term boating experience, ask service managers in marinas who do quality repairs, particularly if they have no yacht brokerage departments (please note this is not casting a shadow on yacht brokers in general, as in any other profession there are good and bad but remember they are the sellers agent, the surveyor is yours). Talk to prospective surveyors about what they are going to do. They should be willing to talk with you about this (and should be willing to answer questions after you receive the report as well) and today with one touch e-mail do not be afraid to ask for a sample (expect the customers name, location and name of the vessel/HIN/registration etc. to be blanked out for confidentiality reasons). Your presence should be welcomed at the survey, if they object find someone else.

Next would be how the survey is done. The time it takes to survey the vessel varies with size and complexity, an average 30’ fiberglass cruiser takes me about 5.5 hours in the field, if someone can do this in say 2 hours they are likely missing something. It should involve a thorough visual and non-destructive (i.e., sounding with a mallet and using a moisture meter) analysis of the composition and condition of the hull structure, superstructure, a sea trial, visual inspection to electrical systems, fuel systems, as well as test operating equipment. It should involve a haul out to inspect underwater machinery and the bottom. Remember however that a surveyor can only tell you about what he can see or test using non-destructive testing means. Many areas of more modern boats are inaccessible (one good thing about the classics is they are generally more accessible). Do not do the survey on a rainy day (on and off light showers are usually okay, I use a chamois) it precludes a good visual inspection of the exterior and the use of a moisture meter where applicable. If a surveyor tells you it is okay to survey a vessel on a sub-freezing winter day you have the wrong person (without going into detail ask Vice Commodore Haines about this and one of our first conversations, he tells the story better than me). Ask questions by all means but space them out don’t overwhelm the surveyor so as to distract him.

The next subject is what the survey shows. It should note any deteriorated wood or delaminated fiberglass including problems with core material as used in fiberglass, any apparent improper repairs sighted, the condition of the hull support system, an overall view of the electrical system with any obvious faults (do not expect an analysis referencing ABYC standards for all wiring and components, this is another world. I once retained an ABYC certified electrician to analyze a 28’ boat with electrical problems I investigated for an insurance company, his bill to do this was \$4,000.00 plus over several days but he did everything AC and DC in the boat). The survey should also detail the fuel system, hardware, equipment and its condition on testing and an opinion of the machinery during sea trial, however a separate engine survey may be recommended (always on diesels in my opinion due the expense of repairing them). Wood boats are more complex than fiberglass with different parameters, make sure if you are having a wood boat done the surveyor understands them (bottom fasteners have to be extracted

Continued on next page...


## "How to's" Continued...

for examination to them and the wood, again Vice Commodore Haines can tell a good story on this when he interviewed me and he put some of the best questions to me ever asked by a prospective client). The same notation applies to steel and aluminum, ask Rear Commodore Ochipinti about this and my conversations with him (I do not do pre-purchase surveys on metal boats, but he wound up with the right surveyor after being given some bad advice regarding who to use on Bella Nave). At the end of the survey should be the recommendations. They should explain what is required to make the boat safe and seaworthy and in most cases why. Typically cosmetic issues unless severe are not addressed here. The report should also place a value on the vessel with the references used.

The final topic requested is what to pay. This varies, I charge \$18.00 to \$22.00 per foot for pre-purchase and around \$10.00 to \$12.00 per foot for insurance surveys, wood being generally higher than fiberglass and it depends on the travel time and size of the vessel. I do not charge for mileage but some do today because of fuel costs. Do not under any circumstances select your surveyor on price alone this is truly a bad economy. Pick based on qualifications and you will get the most bang for the buck. Space does not permit here but I have scores of examples after several thousand files of how boat owners wound up with horrendous boats, some not repairable because they chose the wrong surveyor (usually price or hastily without researching). Typically insurance will not cover costs to repair worn out, engines deteriorated structures, etc., so choose wisely but don't overpay.

Hopefully this gives an overall view of how to go about choosing a surveyor and what it should accomplish in the space allowed.

Regards to all,


Bill Reynolds 

## An Update on Blue Note

Blue Note, my 1971 36 Hatteras convertible, is getting new engines. The Caterpillar diesels which were installed in 1997 were not as reliable as I would have liked, so they were taken out and are being replaced by new Cummins diesels. I am competing with Bill and JoEllen Bunting for the "Most sets of engines in the same boat" award, I think, but theirs last longer than mine do. While the engine replacement is being done, she is getting new exhaust systems (the old engines were noisy as well), and the steering hydraulics are also being replaced.

All of this work is being done at Slane Marine, in High Point, NC. Their shop is the foremost restorer of vintage Hatteras Yachts — appropriately enough, since Tom Slane's father, Willis, actually started Hatteras Yachts in 1959.

I hope to have Blue Note — quieter, faster, and a bit more economical with her new engines — back in May, after sea trials, etc. down in North Carolina.

Jim Rosenthal 

# From the Editor:

By Cheryl Spaulding

## Dressing Ship and Other Flag Issues

I have to share with you my ignorance about “dress ship.” How bad could it be? Well, the first year we brought Rose to an event for CYCA, I bought flags from a regular store...you know the ones....yellow, blue, green, orange and white. We used them to “dress ship.” As you can see below, poor Rose looked like she was for sale in a used car lot. It was certainly bright and colorful, but not exactly the right thing to do. We just did not know what was required.

So, in response to our Commodore’s request that we actually “dress ship” at events, here is some information that might be useful. I have to admit to you that we’ve never gotten it right yet, but I promise to when we get Rose back in the water.

First, you need the right flags which can be easily purchased from a marine supplier. At West Marine, a 30’ set of “Decorative Strand of Code Flags” is \$29.99.

The ship is dressed at 0800, and remains so dressed until evening colors (while at anchor only, except for a vessel’s maiden and final voyages, and participation in a marine parade or other unique situation). In dressing ship, the national ensign is hoisted at the stern staff. A rainbow of flags of the International Code is arranged, reaching from the water line forward to the water line aft, by way of the bowsprit end (or stem if there’s no bowsprit) and the masthead(s).

While we on this subject, let’s talk about the club Burgee. When and where is this supposed to fly? Our club Burgee is flown from the bow staff, affixed to a halyard, or at a spreader halyard. Only one burgee is displayed at a time. It should be hoisted at any event we attend for CYCA.

What about an American flag? The National ensign flown at the flag staff at the stern of the boat should be one inch on the fly for each foot of overall length. On Rose that means a 25” flag. We’re going to have to get a bigger flag pole for that.

When our boats travel around the Bay and beyond, we are representatives of a rich history of wooden boats. Why not also participate in the rich history of yachting and dress ship, fly the right American flag and hoist our club burgee and dress ship as well?



# Flag-Raising Event in Annapolis, MD

Judy Willingham, PC

Being asked to serve as Master of Ceremonies for this year's Flag Raising ceremony in Annapolis was a distinct honor and one of the perks of being a Past Commodore. Being asked by the Newsletter Editor to write an article about the event is, I suppose, one of the perks of being a former Ancient Mariner Editor. Knowing how difficult it can be to find someone to summarize the fun, fanfare and food, I simply couldn't refuse Cheryl's request.



With an eleven year history of attendance at Flag Raising ceremonies, I qualify as something of an expert too. So, I can say with authority that this was a beautiful event. Never mind that I'm predisposed to enjoy myself, since the Flag Raising rendezvous is my favorite gathering. I can impartially say that this year's ceremony was impressive and soul stirring. Commodore Gartley tweaked the script a little so that other Past Commodores in attendance served as the Honor Guard. With the fabulous backdrop of beautiful Annapolis Landing Marina on Back Creek and a delightful breeze blowing, the flags were raised, the cannon fired and the fleet blessed in traditional fashion, and a fine dinner on the porch followed.

The cocktail party on Friday night was an example of CYCA tradition as well, with the usual appealing and tasty appetizers that our members provide served with delicious, chilled beverages to offset the oppressive heat. Fleet Captain Chris Ulsaker wangled the best possible location for the evening — the shady outdoor patio of Annapolis Yacht Club, demonstrating his flair for planning and attention to detail. An impromptu musical performance by one of the guests really added to the fun!

Rendezvous hosts Dick and Erika Lowery had planned a lovely Getaway Breakfast, another CYCA tradition, for Sunday morning. That was modified to accommodate the early departure of all the boats due to the Bay Bridge Swim. The nice thing about traditions is that they can be adjusted to suit the circumstances from year to year, but the feelings remains the same.

I always leave a Flag Raising rendezvous feeling proud, grateful, inspired and excited. The season is open, and the fun has just begun!

Note from Editor: Apologies but missed event, go to the website to enjoy all the wonderful photos.

