

THE CLASSIC YACHT CLUB OF AMERICA, INC.

# The Ancient Mariner

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## The View from the Bridge

We had a fabulous start to our boating season with two great rendezvous. Thanks to all who attended the Flag Raising or Worton Creek rendezvous. This great participation in our events is the key to our club success!

My sincere thanks to F/C Bill Reynolds and his wife Robyne for the planning and execution of two outstanding weekends. Also my thanks to Governor John Dutton who assisted F/C Reynolds.

Also, thanks to everyone who took the time to do the on-line survey that was emailed to everyone. We got such an excellent response which was a valuable tool for the Long Range Planning Committee. Thanks to the members of our L.R.P.C. for their time and efforts in reviewing the survey data and making recommendations to the Board of Governors. Special thanks to Gov. Mike Thielke who acted as Facilitator for the L.R.P.C. and who did a truly professional job. Each item suggested via the survey was approved by the committee and then the committee recommendations were reviewed by the Board of Governors.


Many of the recommendation have already been implemented which will make us a better club. As always, if you have suggestions or concerns, please contact me.

Your Commodore, Mike Haines 

## Vice Commodore Report: Dave Ochipinti

Thanks to all the new members who attended the past two Rendezvous. The recent Worton creek rendezvous was spectacular in every way. The weather was good, although a little warm, the marina was very accommodating, the food was great, and everyone enjoyed themselves. I have attended many a rendezvous and this was one of the best. Thanks to Bill and Robyn Reynolds for an excellent job.

The attendance from the new members was especially encouraging as we are continually looking for new and active members. In looking back at our membership archives I was surprised to see that in 2005 we had 90 members versus the 72 members we have today. It seems that we have more active members now based on attendance at the last two events, which is great but we can always use more members. We have had a few more referrals from active members this past month and hope to be adding to our ranks soon.

I guess my point is and has been all year that happy members are our best advertisement and greatest source for new members. So take a look around your marina, cull your address books, pull out the Christmas list for possible members and let me know if you think they might be interested in joining. I will be happy to contact any perspective member and answer any questions. Everyone have a good rest of the season and I'm looking forward to seeing many of you at Rock Hall in August. 

 37  
years of  
classic  
boating

1971 - 2008

## UPCOMING EVENTS:

August 22-24

LATE SUMMER CRUISE

Rock Hall Landing Marina

Rock Hall, MD

September 19-21

ANNUAL JUDGING

Harborview Marina

Baltimore, MD



August 22-24 LATE SUMMER CRUISE RENDEZVOUS

Dinner will be held at Osprey Point Marina

Rock Hall Landing Marina - Rock Hall, MD



## Fleet Captain Report

First a note on the recent Worton Creek Rendezvous: by all accounts, it was a success, 19 boats present and 53 members and guests attended the luau dinner function and there were about as many at the cocktail party on Friday night. This was the first event that Dale and DeeAnn Harris' "Mon Ami" was present, and the vessel is all that was promised during her years of renovation as Dale and DeeAnn patiently attended functions without her, spectacular overall and in detail. John and Merrill Dutton's "Hope" suffered a leak at the port chine. She was hauled ashore by Worton Creek Marina on Friday, repairs actually initiated that day and completed the following morning, and the vessel re-floated. That is old fashioned working boat yard service! I remember this from the 1960's working in my father's boat yard, common then, but not now. Kudos to John and Libby Patnovic who own the yard and their shipwright. By the way, John and Libby attended the cocktail party and the luau dinner and were great guests. They noted they were more than happy to have us and hope we will return. They and the owner of the on-scene restaurant Harbor House were amazed at the turnout, far more numbers than other visiting yacht clubs so far this year. Thank you to all who attended. As always, it is the participation of the members and their willingness to "dress ship" that makes it a stand-out event.

We got compliments from members and staff at the Baltimore Yacht Club on our flag raising event, which was a very successful rendezvous and carried out sharply by the members. The invitations were sent out for the late summer rendezvous at Rock Hall. Please note that slip accommodations are limited (approximately 15 slips are available) so please send in your reservations early to assure a slip at Rock Hall Landing. If and when these are filled, we will attempt to see if other accommodations can be made at nearby Waterman's Crab House of Rock Hall Landing Marina but this cannot be guaranteed and the slip rates may vary. The invitations to the final rendezvous will be sent out after the Rock Hall event. This will contain information on the festival and other particulars to be held at Harborview Marina in Baltimore. We are awaiting some specifics on the festival from Rear Commodore Ulsaker. Past Commodore Horst is working on having classic cars on display at the very wide concrete pier as a tie in. We look forward to seeing you in August at Rock Hall for a fun-filled weekend. Until then, be safe and enjoy the summer on your spectacular vessels with your friends and family. That's what it is all about!

F/C Bill Reynolds



## ***Ship's Store News***

***The CYCA "mobile" Ship's Store will be open during the Late Summer Rendezvous at Rock Hall Landing Marina, August 22, 2008.***

***Look for a great deal on the very durable  
CYCA 35<sup>th</sup> Anniversary  
T-Shirts.  
Only \$5.00 each.***

***A good supply of all sizes will be available. Stock up now.***

***Don't forget that we have new stock on  
CYCA Belt Buckles  
\$20 each.***

***Items will be available during the Friday evening Happy Hour gathering.***

***Please visit our "Online" Ship's Store! There you will find a huge selection of items with the CYCA logo. Add your own personalization if you desire.***

***Check it out.***

***<https://>***

***[www.captainsquartersuniforms.com/classic\\_yc/main.html](https://www.captainsquartersuniforms.com/classic_yc/main.html)***

***Or phone the helpful folks at Captain's Quarters Uniforms (941) 488-1039.***

## **Rear Commodore Report**

### ***Alternative format for annual judging***

*The CYCA board of directors, based on the results of the member survey and the recommendations of the long range planning committee, has decided to try a different format than traditional judging in order to encourage greater participation by members and reduce some of the stress of formal competition. This year the September rendezvous will be a festival of classic and antique boats. The marina will be open to the public and our boats will be on display. Each participating member who attends the rendezvous with their boat will be awarded an attractive plaque commemorating the 2008 Festival of Classic Yachts. Additionally, there will be six categories of Member's Choice awards:*

- ◆ Under 40ft: wood*
- ◆ Under 40ft: non wood*
- ◆ Over 40ft: wood*
- ◆ Over 40ft: non wood*
- ◆ Runabouts/Launches*
- ◆ Sailboats*

*Each member will be given a ballot listing the six categories upon arrival at the Rendezvous. Please make an effort to view all the CYCA boats attending so that you can have a fair basis for voting your choices. You can, of course, vote for your own boat and I wouldn't blame you if you did! I would appreciate it if you deposit your ballot in a box on the stern of Flyer by 1pm on Saturday. There will also be an opportunity during this rendezvous for members with their boat to participate in a Fleet Review. Several of our members who are experts in restoration, mechanical systems and finishes will be available Saturday from 9am to 12:30pm to inspect your boat, answer questions and offer free advice! Please indicate in the space provided on the reservation form you return to the Fleet Captain whether or not you are interested in this activity. It is not necessary that your boat be in pristine condition as this is not judging. The experts will provide comments and recommendations that should be helpful in your quest for the perfect boat! Our Festival rendezvous will be listed in the calendar of September events in the Noreaster, and Chesapeake Bay magazine, and we are hoping for some coverage by local media. I am looking forward to seeing as many of you as possible. Your participation will be an opportunity to increase your knowledge of restoration techniques and to view unique boats seldom seen and converse with their owners.*

*Chris Ulsaker, Rear Commodore*



# Saga of Hope (As told by HOPE)

I guess you're looking at the picture of me being escorted to the "hard?" Yes, with the garden hose and four pumps running. But, before I tell you how I became seaworthy again, let me tell you what happened. We left North East, MD at 1:30 pm on a hot and steamy Friday afternoon making our way to Worton Creek Marina to spend the weekend with my sisters. The wind was blowing out of the south about ten knots with an out-going tide. So I was feeling pretty good doing about fourteen knots with my friend Magnolia guiding me to our destination. My stern started feeling a little heavy just north of Still Pond and I felt my Captain running bow to stern often, like twenty times. Then I heard all the pumps running and the "I'll never need" 110 volt pump running off the inverter. My friend Sarah had told me to always carry one. Wow, was she ever right about that.

It was hard to think with all of the radio chatter going on, especially since I knew something was wrong, but where was the water coming in? Turns out the radio chatter was the way Captains assessed the chaos that was occurring in my belly. The 110 pump was moved to the bow and my stern was much lighter. But the water was still coming in somewhere at the bow. With all of the pumps running I was stable just at the time we turned into Worton Creek. By the way my Captain was handling the pumps, but the hero for the day was my First Mate/Pilot. She always comes through when the going gets tough.

We arrived at Worton Creek and Magnolia had contacted Bella Nave who had been in touch with all the right humans to have me looked over as soon as I docked. So here I am being lead to the "hard." Placed in the sling and moved to take a rest for eighteen hours. I started drying off quickly because it was really hot, I mean real hot. So where was the water coming in? The port chine board had given way about five feet south of the bow. A stretch of thirty six inches was exposed allowing gallons and gallons of water to enter. Almost Heaven looked me over and said the wood the chine board was fastened to looked good. The big guy, human type, named John, laid out the plan to repair, but it would have to wait until morning. My First Mate and Captain slept on board that night, which made me feel like everything was going to be OK. A few of my sisters had invited them to stay over on their vessel, which was really nice.

Saturday morning about 6:15 a.m. a carpenter, named Dan started repairing and putting me back together. My Captain was still running around from bow to stern, I'm not sure why. About 11:00 a.m. I was back in the water with a fine new length of mahogany to replace the missing chine. It was great that all of my sisters had worked together as a team to make this story end happily. Hope that I can help them out some day. So what are the lessons of this true story? Always run with a friend, carry a 110 pump, get repaired at Worton Creek Marina and join a great club like CYCA, 'cause they got your back. HOPE out.



HOPE's Saga raises some important issues for the rest of us to consider. HOPE's positive outcome could have resulted in tragedy for others. Hope's double hull allowed her to limp into port. In the case of our single hull boat, Rose, the loss of a board could cause her to go straight to the bottom. There are many war stories in our club about holing a boat underway, but the most terrifying I have heard is from Ed and Mary Bahniuk who had a boat holed in the ocean 60 miles off shore. Read about their adventure in this issue.

We read articles about these things in magazines, but perhaps it is time to take good advice to heart. Our old boats are wonderful, but they also require care for their longevity and for our own safety. Following is an excerpt from a U.S. Naval Institute (USNI) article, "We're Sinking!" by Vincent Pica.

When I wrote about why four out of five boats sink at the dock, I promised you that there would be another article on that 5th boat – the one that sinks underway. This is far more dangerous since you and your crew are aboard and not driving up to the marina to find your mast sticking up out of your slip.

What Do I Do Now??

- 1. Put Your Life Jackets On.** Right away, direct everyone to don their life jackets. As I have noted before, on my vessel, I have a heavy weather/type-I life jacket on the back of my helm seat. Across the back, where the crew can read it, it says, "If you see the captain put this on, try to find one for yourself."
- 2. Don't Be Bashful.** Immediately get on the radio and call the USCG. Tell them where you are, how many people are aboard and where the water is coming from. Why how many people? Because if they get there after the boat goes down, make sure they pick up everybody. No one gets left behind.
- 3. Stop the leak.** If water is coming through a hole in the hull, try to stop it. Jam towels, cushions, extra life-jackets – anything – into the hole. Brace the plug with a shoulder only if you have to (you want to avoid having anybody below when the boat sinks). Use a spar, oar, bimini cover pole, boarding ladder – anything – to jam your plug(s) into that hole. An old sailboater's trick is to jam a sail into the hole from the outside. Let the sea pressure work for you. Not a lot of power boaters carry sails on their Bayliner – but it may give you an idea. You won't stop the water but you will likely slow it. It's going to take time for help to arrive, so you have to start doing things to buy yourself more time. Buy time by slowing the ingress of water. You may have to slow down to contain the water pressure on your plug so you are doing a trade-off here – less water but more time to shore. Start with less water and evaluate who is winning – you or the sea.
- 4. Trim the Boat.** If you hit something, it's likely that the hole is in the forward part of the boat and possibly near the waterline. Trim the boat up and try to get the hole out of the water. If you can, you win and the sea loses.
- 5. Any Port in a Storm.** If you're losing the battle after doing everything above, beach the boat if you can. Who cares what happens to the boat at this point? We might be talking about living or dying now. Life first, property last.
- 6. Create a Ditch Bag.** If the situation continues to deteriorate, say your prayers but don't leave the boat until it sinks out from under you. But have a "ditch bag" ready, including, if possible, cell phone, handheld radio, fresh water, dry clothes, medical kit, flash light and flares. It's always good to have a ditch bag ready whenever you go "outside." Hit a 45' container that's fallen off an ocean-going cargo ship on its way from Brazil to Maine and you won't have to take your shoes off to count the minutes you have left on your boat. When you have a leak in your boat, secure the crew, call for help and try to stop the leak. **You're the captain.**



## Flag Raising

Each year, we begin our season with Flag Raising. Most of us have been to this ceremony. It is that one time during which we take a few moments from our busy lives and schedules to pay homage to our fellow CYCA members; those still with us and those who have passed on. We pay tribute to the flag of our Country and that of our home base, Maryland. While it is a time to get together for a party, it is more about the passing of life and the strength of our Nation and of our Club than anything else. If you have never come, put it on your schedule for next year. I assure you, you will have a little frog in your throat when the red, white and blue flag is raised and that cannon goes off.

Your Editor,  
Cheryl Spaulding



*When I heard the story of the Dutton problem with their boat Hope, I remembered a hair raising story I had heard from Mary and Ed Bahniuk. I asked Ed to write about it. What he learned is good advice for all of us.*

## LESSONS LEARNED

As a youngster I recited the Boy Scouts motto as a mantra but really never understood the significance of "Be Prepared." It is now my watchword as we continue our cruising experiences.

March 1998, Mary and I left Panama City, Florida on "Mustard Seed", our 42' Grand Banks, on a return trip to Virginia. We left home six months earlier and were feeling pretty comfortable with the boat and its systems, maybe too comfortable. The decision was made to cross the Gulf of Mexico and head for Sarasota rather than take the longer rim route around the top of the Florida Panhandle. A pre-dawn departure was planned to travel the 200 miles in 26 hours. The weather gods were shining on us and the deep azure Gulf lay before us for a much anticipated leisurely cruise.

The seas were flat initially and we made excellent progress. Nothing struck the fishing line we were trailing in hopes of catching lunch. The engines droned for the first eight hours with little for us to do but make hourly engine checks and stare at our fishing lines. It was early afternoon when I passed the con to Mary on the Flybridge to make an afternoon engine room check. It was a shock to raise the hatch and see the steel deck submerged in sea water. "The automatic bilge pumps must have quit" was my initial reaction but a quick look showed water being pumped overboard in a steady stream. I went below and turned on a high volume standby pump that was plumbed and wired. I was now pumping at a rate of 40 gallons a minute but not making much progress. I was so focused on getting rid of the water and stopping the leak that I failed to tell Mary what the problem was. She was on dutifully maintaining course and speed. In hindsight, this was my first of many mistakes.

The water in the bilge had risen to about 14 inches. Water was coming in faster than three pumps could eliminate it. I even put the manual hand pump into service which met Coast Guard requirements but proved to be too difficult to use and too physically demanding to maintain. I only lasted about five minutes before giving up but this had given me time to analyze other potential solutions. The engines were humming away unaffected. Why not take advantage of the engine pumps? I closed the Port engine sea cock and removed the engine water intake hose which had to be cut away as it was frozen on its fitting. As soon as the engine pump started I realized how powerful these pumps were. Even though the bilge was afloat with everything that was not secure, the water level stopped rising.

Mary, sensing trouble from my failure to return topside, came below. She was worried I had fallen overboard. She reported that the autopilot had failed. This was the first of a cascade of electrical problems as the water surged throughout the engine room. Taking stock of the severity of the problem enabled us to consider what was happening and what we should do to remain afloat (or get help if we were unable to do so.) We called the Coast Guard with a "Securite" message. The station

at Apalachicola was responsive, but my anxiety level was increasing as the duty Yeoman apparently was filling out his form from the questions he asked. "How many people on board", "Were we wearing our life jackets" This was the first time I had ever heard a CG official use that term instead of the official PFD. "What was our location", "What was the color of the boat"... As the questions droned on, my anxiety continued to rise. I passed the microphone to Mary who took command of that electronic black box from then on. I turned my attention to finding the source of the leak.

Access to most portions of the hull on the Grand Banks is made by removing teak parquet hatch covers. The water that was filling our bilge was traced as I lifted hatch after hatch. The origin of the leak was discovered in one of the few inaccessible places — under a hatch cover. Proof positive that Murphy's law is a truism.. I found a prodigious spray emerging under the bath tub and behind a butt block adjoining two hull planks. Two unsuccessful attempts were made to stem the leak with caulking and epoxy putty. The only thing that had any effect on the leak was when I applied pressure to the block with my hand. Everything I tried to jam on top of the leak was to no avail. I wished for an automobile jack when a thought struck me of an improvisation that I could try.

I placed one of those orange foam life jackets that we all carry to comply with CG requirements, but never wear, over the leaking area. Then I jammed a deflated fender under the bathtub and over the jacket. Inflating the fender applied enough pressure on the butt block to slow the water ingress and allowed the three bilge pumps to get ahead of the stream. We were sea worthy for the moment, but knew it was now time to load the dinghy with emergency supplies and loosen the tie downs so that we could make a quick departure, should the leak worsen.

Mary maintained our forward progress at the helm while altering our destination from Sarasota to the nearest port of Tarpon Springs to shorten our time at sea. While I was fussing below deck, she maintained radio watch but was no longer able to raise the Coast Guard, and the only radio traffic was static. At this point we were sixty miles off-shore with little hope of radio contact. There were no other boats in visual or hailing distance — or none that responded to our pleas for assistance.

It had been over an hour since our last contact with the CG when we had advised them that we were in danger of sinking. I was now anxious that we reestablish radio contact. Mary then noticed that the crackling static had a pattern, every twenty minutes the radio would come alive with a short burst of static before it went silent. "I think they are trying to contact us but we can't hear them." Blind transmissions were answered with more static. An old trick from my Army days when radios were always unreliable came to mind and I made another attempt. "Coast Guard, this is the Mustard Seed transmitting in the blind. If you can hear this, click twice" We looked at each

other with silly grins as our call was responded by two clicks of the CG microphone button. We were now able to communicate. Mary's hunch was correct. They could hear us, but we couldn't hear them. We continued our transmissions by making positive statements and requesting acknowledgements. This continued until we got within range of the shore base station when we made a complete report. Mustard Seed was hauled into Tarpon Springs where the seam was properly caulked and sealed and our journey continued.

### The lessons learned:

1. Husband and wife must be familiar with operating the boat and all the safety systems on board.
2. Both must be comfortable and knowledgeable with radio procedures.
3. An "Abandon Ship" package must be assembled in one container with handheld radio, flares, flashlight, signaling, water, EPIRB, etc. for ready availability instead of trying to find where you last stored them.
4. "Inflatable Fanny Pack" PFD's THAT ARE WORN, are better than PFD's stored under a seat somewhere.
5. If a piece of canvas can be fixed to the boat over the side at the approximate location of a leak, the pressure of the water would force the canvas into the hole and stem the flow. We subsequently rigged dingy cover with extra grommets so that it can be secured with lengths of line. We learned that little can be done to stop a leak from the inside. There was no means of holding the only available canvas against the hull to take advantage of this fix.
6. We learned that there are readily removable plugs that can be installed in the water intake hoses to enable the engines to be used as backup bilge pumps.
7. I learned that the hand water pump which was located under the Starboard door step was useless as an emergency pump because of the difficulty and physical effort required to operate it.
8. A "Leatherman" utility tool is an invaluable instrument if it is on your belt and not in a drawer somewhere.

***There are probably hundreds of "Lessons Learned" in this club. Why not write about yours?  
Just send an Email to  
SailingRose@verizon.net.***

