

THE CLASSIC YACHT CLUB OF AMERICA, INC.

The Ancient Mariner

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35
years
of
classic
boating
1971 - 2006

Ship's Store to Go Online!

by Past Commodore and Ship's Storekeeper **Eric Horst**

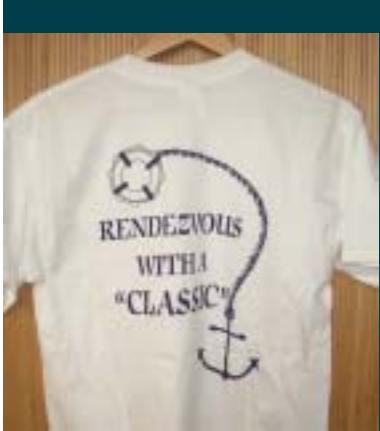
Greetings to all from the bilge of the new CYCA Internet-based Ship's Store! The final touches have been added and the new store is ready for its debut. Watch for an e-mail from the webmaster announcing the grand opening.

I would like to make you all aware of what is in "store" for you with this new set up. First of all, we have over 1,600 items available including all possible sizes and colors. In addition to the usual club favorites, additional choices include special merchandise for both ladies and youth sizes. You will also have the option of adding your name, your boat's name, or both in addition to a choice of three different CYCA logos.

The site is being hosted by Captains Quarters Uniforms from Venice Florida. Richard and Mary Peck own the company and will be happy to answer any questions or concerns you may have about an order. They are easily reached



The CYCA anniversary shirt makes its debut at the Mid-Summer Rendezvous in Chesapeake City (see page 2 for details!)



35th Anniversary T-shirt
back view

We still have plenty of 35th Anniversary CYCA T-shirts in our inventory. But hurry—they're a limited edition and we won't be printing more after this year!

At \$12 each, 2 for \$22 and 3 for \$30, they are the deal of the season! Call, e-mail or come see Eric in Solomon's to make your T-shirt purchases!

by phone (941-488-1039) and have been very helpful and pleasant to work with. For those of you who don't "do" the internet, Richard and Mary will happily take phone orders. The main Captains Quarters site is also available to our members looking for club uniform items like white epaulet shirts and uniform hats.

We are very excited to be able to now reach even more members with CYCA logo merchandise. Even those of you who may not attend the rendezvous can now proudly wear the CYCA burgee on your polo shirt. We will still have selected featured items available at rendezvous, and of course the pins and collar devices, etc. will still be carried by our in-house Ship's Store. 

WANTED Newsletter Layout Person!

CYCA is looking for someone to lay out this newsletter, starting in September. You don't need to be a professional (I'm certainly not!), but if you have expertise in design, *The Ancient Mariner* could certainly benefit from your talents. You can follow the existing layout or come up with a whole new design of your own.

If you'd like to volunteer, contact Fiona Hirschfeld at fiona@bobsfridge.com.

The View from the Bridge

by Commodore **Patrick Dunlap**

Our Late Summer Rendezvous in Solomons scheduled for 18-20 August is going to be another great rendezvous. I know this neither because I'm psychic nor due to anything I've done to ensure this undoubtedly outcome. I am certain due to two simple facts: First, we have a wonderful club comprised of fun-seeking members who make it a point to attend club events and share each other's company no matter the weather or destination. And second, Fleet Captain Mike Haines is in charge and will be ably assisted by Rendezvous Hosts Mary and Ed Bahniuk. But permit me to jump ahead to the following Club event—the Judging Rendezvous on 15–17 September 2006 at St Michaels Marina in St Michaels, MD.

Can we talk? I have never entered a judging rendezvous. Never. Why?
My boat's not ready!

My first classic boat was a 1955 Chris Craft 33' Commander which I handily purchased in truly bristol condition. She never made it into the judging because I got one of those offers you couldn't refuse from a come lately purchaser, and more importantly, in just a few short weeks of ownership I had contracted that dread maritime plague, 'biggerboatitis.'

Shortly after the sale of the Chris Craft, I purchased my current classic boat, a 1967 Egg Harbor 37' Convertible, *Juanita*. I've owned this "turn key" vessel for some four seasons now. But oddly enough, she is virtually unknown to many club members. One year she was on the hard all season. Another year she wouldn't stop. Of course, she wouldn't go either. Last year, my First Mate Jim, *Juanita* and I all made it to the Judging Rendezvous, but I didn't enter her because "we" didn't think we were ready. Well this year WE are in! Yes, I know given my



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(see page 7)*

track record, it seems a bit presumptuous to speak for “Juanita,” but I think even she would agree we’ll all be there and entered in the Judging Event this year.

Like most of you, I have made a small fortune in my pursuit of classic boating. As the joke goes, I started with a larger fortune. But despite the considerable investment I have made in *Juanita* over these past few years, I must confess it’s not the demonstrable progress I have made in improving her mechanical operations, structural integrity and appearance that account for my change of heart. The real reason why we are entering this year is largely due to peer pressure. What kind of example would I be setting for the club if the commodore’s boat were not entered? Point taken.

So *this* bit of peer pressure comes from someone who truly understands and is one with the concept that the boat is not ready. It’s not the boat that is not ready, it’s you!

Remember, the judges are inspecting your boat, not you! Hey, there’s not one member of the club who can’t find some rough paint or unfinished project on his or her boat. This is true regardless of how gorgeous many of these beauties appear to the unsuspecting eye. We are our own toughest judges. So, I’ve decided (with the help of a big push from my fellow flag officers) to enter the Judging Event this season. Ready or not, *Juanita* is in!

How about your boat? 

***Juanita* poses for a “glamor shot” last year in Oxford, Maryland.**



Boat Genealogy: *Chaney*

This is the fourth in our series of articles that explore the history of the old boats we all love. We've begun with some of the oldest boats in the club.

In this case, the boat is Chaney, a 1929 23' pocket cruising sloop. Many of you have admired Chaney at numerous CYCA rendezvous as she's often in attendance. Here's her story.

Chaney is one of those old sailboats that people fall in love with. She's small, just 23 feet, but she is sturdy (all mahogany over white oak). With a single cylinder Westerbeke conversion of a Petter diesel engine from England she can power at about 5 knots. Under sail, she breezes along at about 6 ¼ knots. Slow, but beautiful, she is perfect for the day sailing or weekend sailing she was built for. Designed by P. L. Rhodes of New York City and built at the premier Nevin Shipyard at City Island, NY she's has been in continual use and with the same name for 76 years!

Oral history suggests that her original owner Harry Larkin of Buffalo, NY commissioned *Chaney* for the use of his twin daughters on Lake Erie. Some time in the mid to late 1930s, she was sold to her second owner, who lived in Vermont. She was raced successfully on Lake Champlain. About 1991, she was sold again to a partnership of a Vermonter and a man who lived in Delaware and managed a marina.

Harland Johnson always admired classic design sailboats. So much so, that he bought a print by well-known Chester County artist, Peter Sculthorpe called "Winter Harbor" showing a small sailboat. He hung the print in his office. About eight years ago, a friend looked at the print and told him that he knew the boat in the Sculthorpe print and she was lying under a tree in Delaware. Tantalized and intrigued, Harland and his friend drove to Delaware to check it out. The boat under the tree was very nearly the same one, except for the number of ports. *Chaney* has two ports on each side. The print boat had only one. Harland instantly wanted *Chaney*!

A chat with the owner revealed that after buying out his Vermont partner, he had moved *Chaney* to Delaware in about 1994; putting her up on land and slowly working on her. Harland made him an offer, but it was refused. Sad, but resigned, he went home and didn't think much more about it. It seems *Chaney* had other



BOAT GENEALOGY TIPS

The Ships Plans Library Archive at Mystic Seaport Museum, CT has more than 100,000 naval architectural drawings (mostly private boats and mostly from the Northeast US) on lots of different kinds of boats.

Check them out. You may find your boat has plans archived there. You can put in an online research request through their web page:

www.mysticseaport.org/library/collections/ships.cfm

ideas and really wanted to get back in the water, because about a year and a half later, the man called and offered to sell her to Harland.

Since purchasing *Chantey* in 2000, Harland has investigated her history through Mystic Seaport, the Museum of America and the Sea in Mystic, CT as well as taking her to their 2003 classic boat rendezvous. They found the original plans for *Chantey* in their Ships Plans Division. The original plans were also published in a *Rudder Magazine* article in August 1929 that categorized her as “perhaps the most interesting designs ever published of a boat of so small a length.” Harland also learned that *Chantey* was one of two nearly identical boats originally constructed. The other one (her sister) sailed the Chesapeake and may have been the one used for the “Winter Harbor” sketch.

It's impossible to know where boat names come from, but it seems very likely that *Chantey* is named after a “chantey” or shanty, the work songs with marked rhythms, sung by groups of sailors while hoisting sail or anchor or pushing the capstan.



Harland and *Chantey* take in the sights of St. Michaels from the water at last year's judging rendezvous. They won Best in Division I (antique classic wood boats built 1945 or before).

Enter—Ready or Not!

by Rear Commodore **Ed Rosenthal**

Well, here we are nearing the end of July and not a minute too soon. That means we are only weeks away from the 2006 Judging Rendezvous slated for 15-17 September at the St Michaels Marina in St Michaels, MD.

Last year we had a strong turnout for members attending by boat, however many chose not enter the judging. "Why is that?" I ask myself? Myself answers, "It's too much work!" or "My boat isn't ready!" Allow me to digress a moment regarding the condition of my classic boat, *Kassie B II*.

Many of you will recall *Kassie B II* was significantly damaged in a storm while enroute to the rendezvous in Annapolis last season. That was some four weeks before last year's Judging Rendezvous. The required repairs were added to my "deferred maintenance" list. That list ranges from painting the six-year-old deck paint to finishing the hard top. And oh, that's right, she has to run for the judges to be able see her! The prep list for the Judging Rendezvous will vary for each of our members. I do know one thing, I will be there this year! I want to hear people say, "I remember when . . ." or "Isn't she a beauty!" or "I bet she'll look even better next year!"

As rear commodore this season, I can offer this guidance as to whether or not you should participate in the Judging Event: If your vessel floats, and runs to St. Michael's, she's ready! Everyone who plans on coming to St Michaels with the club should enter the Judging Event. I will be working closely with Fleet Captain Mike Haines to ensure we accommodate all who wish to attend. Remember, the judges are evaluating your vessel, not you! And each vessel is rated on a point system based

Want to be this happy?
Enter the 2006 Judging!



Owner Carol Mazza reacts to news that *Top Hat* has won 2005 Judges' Choice and Perfect Score Awards—in addition to Best in Division III.

on the highest standards for that vessel. It is not a direct competition among all of our member boats, except of course for the Special Awards such as Member's Choice and Judge's Choice. The entire procedure is spelled out in the Handbook section (beginning on page 11) of your CYCA Yearbook. Check it out! Questions? Call me!

I know what you're thinking: "I can't!! I don't know where to begin!" Everyone, just calm down. I understand that many of you own and operate classic boats that look like they were delivered yesterday. But many of our vessels are better described as works in progress. We all understand that owning, operating and maintaining a classic yacht requires dedication, time and money. So let's start with the basics: a good cleaning and sorting out. I find this time is great to throw out things I managed to drag aboard all year and really do not need. I clean places I forgot existed. This is actually a good thing, trust me.

The Judging Rendezvous should be the perfect event for all of us to demonstrate our pride in our classic yachts. We want this to be fun, not an ordeal! As Rear Commodore last year, Jim Gartley referred to this event as "The Show." I echo his sentiment. We want the public to see a fascinating cross section of nautical history gathered in an historical maritime setting dressed to the nines. Forget the judges, ribbons and plaques. The accolades you and your boat undoubtedly will receive from both other Club members and the general public only enhance your pride of ownership. ☺

CYCA ANNUAL JUDGING RENDEZVOUS

When: September 15-17

Where: St. Michaels, MD

Who: All of you (hopefully!)

Why: It's fun!



Do these judges look tough to you?
Jim Hogan, Harvey Cook and Guy Beckley enjoy some R&R after the 2005 judging event.

Next Stop: Solomons

by Fleet Captain Mike Haines

I'd like to start by saying a big "thank you" to all the members who are making our rendezvous so much fun. We've never had this many members join at events —probably because our events keep attracting new members! Either way, definitely shows in the fun everyone is having.

Chesapeake City was a big hit with members (see photos at right). We filled all our allotted slips at the marina. Saturday's rain cleared in time for about 80 members and guests to enjoy dinner and dancing on the deck of the Chesapeake Inn. If you missed the fun there, it's not over yet! There's still time to register for our Late Summer Rendezvous August 18-20 in Solomons, Maryland.

One of the reasons events seem to get better is our hosts keep outdoing themselves! Solomons hosts Ed and Mary Bahniuk have helped arrange sponsorship from West Marine for Friday's cocktail party. Ed has also arranged discounts at West Marine for members (visit the rendezvous page on the CYCA website for details). Ed and Mary are hosting a brunch at their home on Saturday morning; then there's a full day to enjoy all the treats Solomon's has to offer—and there are many! Whether you're a history buff or shopping aficionado, you're sure to find something to meet your needs. Dinner on Saturday evening is at Stony's Kingfisher restaurant. We'll have our customary getaway breakfast on Sunday morning, so members can relive the good times and grab a bite before heading home.

The cost for the entire weekend is only \$49; dockage is \$1.75 a foot plus utilities. See you there!



For more pictures from Chesapeake City, visit the CYCA website.

**WELCOME
NEW MEMBERS!**



**Richard and Erica Lowery
1928 41' Rand and Thompson
Power Cruiser
*Temma***

**CYCA TAKES OVER CHESAPEAKE CITY
JULY 2006**



Saving Money Using Fuel Economy: A Practical Solution

by Governor **Chris Ulsaker**

As the price of fuel increases, it is helpful to have a better understanding of factors that effect fuel consumption and things that boaters can do to achieve an improvement in efficiency. Many boaters strive for an average cruising speed without much consideration of sea state or wind. Anything other than calm winds and sea surface creates drag that makes the engine work harder to achieve a constant speed. Often boaters fall back on a cruising rpm that seems to achieve a desired speed range under average conditions.

The only accurate way to control fuel consumption is to use a fuel flow gauge. Today's digital fuel flow gauges are very precise, relatively inexpensive, and will allow the boater to fine tune cruising speed for optimum efficiency. For boats with two engines, it is not necessary to have two gauges, as with the engines synchronized in cruise one can merely double the indication of the single gauge. This saves on installation cost as a dual gauge system is more expensive.

Once the system is installed, a few trial runs will illustrate how your particular engines vary in fuel flow at different rpm's and as sea conditions change. Since all boats have a maximum hull speed when in full displacement, pushing the throttles up to try for eight knots instead of seven and a half can result in an amazing difference in fuel flow. My boat can trawl at seven knots in calm conditions with about 1400 to 1600 rpm. Try to get eight or nine knots and it takes 1800 to 2000 rpm. The fuel flow increases as much as three gallons per hour! On plane, boats vary in efficiency depending on their hull design. Since many of us have old wooden cruisers with soft chines, incremental

This article was written by our member, Chris Ulsaker. Chris Captains DC-10s for Fed Ex, so he knows lots about fuel.

Thanks Chris!

We know that our membership is full of people with knowledge that can be shared.

How about writing something for the newsletter that can help others? Contact Cheryl at: CherylSpaulding@comcast.net

increases in speed can be very costly if you strive for a rate higher than optimum speed. You will quickly find optimum speed by driving the boat at different speeds and noting the corresponding fuel flow. Increases of as little as 100 rpm per engine can result in one or two gallons per hour with only an increase of perhaps 0.2 knots. Whereas there is a tradeoff between miles per hour and fuel consumed, it usually applies to boats that are much faster than most of ours.

Once you have established rpm, fuel flow and speed that work for your boat, you should easily be able to save several gallons per hour in cruise and establish an economical trawling speed for running back and forth to your favorite cove or anchorage. Currently, Boaters World has a Lowrance fuel flow gauge that will work for single or dual engines, priced at \$150. I found a Navman unit online for \$128. Installation is straightforward and anyone with average skills should have no difficulty doing it their self.

It almost goes without saying that this discussion assumes that your engine is properly tuned and operating at peak efficiency. The flow gauge only interprets the amount of fuel demanded by the engine. Obviously it will allow you to find the best flow, whatever the state of your power plants, but a periodic tune-up can work wonders!

Happy boating. 



Chris and Wanda Ulsaker enjoy some cruising time aboard *Flyer*, their 1960 31' Richardson.