

THE CLASSIC YACHT CLUB OF AMERICA, INC.

The Ancient Mariner

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**The
Mariner:
Not so
Ancient**
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The View From The Bridge

by Commodore Eric Horst



The CYCA season 2005 is officially open. Thanks to all who attended the wonderful Blessing of the Fleet and Flag Raising weekend. I want to especially thank **Past Commodores Judy Willingham and Ken Jordan** who served as our very first rendezvous hosts ([see page 6](#)). Ken and Judy helped out with event logistics and information for members, in concert with our **Fleet Captain Ed Rosenthal**. I think all went very well, even our land-based Blessing of the Fleet courtesy of **Chaplain Sue Max**. Our planned boat parade was cancelled due to Friday afternoon weather complications. Please join me in sending a big "thank you" to **Past Commodore Bill Birdsall** who stepped in, last minute, as Flag Raising Master of Ceremonies. Bill did a great job. As your Commodore, I am honored by the dedication and participation of your



CYCA bridge, board and other numerous member volunteers that make our events happen. We are all having a great time in planning the cruises, and we hope to see our entire membership join us in the fun.

Our [July cruise to Annapolis](#) is shaping up to be a wonderful event. Our Saturday lunchtime club gathering will allow members the opportunity to make their own plans for Saturday dinner. Why not host your own casual dinner party aboard? Or, perhaps get to know a few other CYCA members a little better by organizing a group to go to your favorite Annapolis restaurant? We know you will enjoy this wonderful destination. Don't forget our always fabulous Friday evening get together. Please remember to wear your CYCA name tag. We have many new members, and the name tags help us all to get to know each other more easily.

Check out all the flagraising photos. Visit the CYCA online scrapbook at:

www.classicyachtclub.org

See you in Annapolis! 



Welcome New Members

by Vice Commodore Patrick Dunlap

I'm delighted to report that the Classic Yacht Club of America continues to grow. Since March, we have added two more members to the Club. This brings our current membership total to some 90 members!

Captain Jim Baltovich is the owner and chief restorer of *Babaloo*—his 1972 33' Egg Harbor Sportfisherman. Jim recently relocated to Kentmoor, MD, from Norwalk, CT. Jim reports he is about 80 percent complete on his restoration and upgrade of *Babaloo*. Many of you already have had the pleasure of meeting Jim at this year's Mid-Winter Dinner or Flag Raising. Jim's membership was sponsored by Dale and Johnna Wentzel, who also are new members for 2005.

Captain Bill Reynolds and his wife Robyne are new CYCAers sponsored by Governor Mike Haines. Their boat—a 1963 32' Pacemaker FB Sedan, *Almost Heaven*—is “spectacular” according to Mike! I'm looking forward to seeing it for the first time. Bill and Robyne have been on the water for many years and are well known to many wooden boat enthusiasts on the northern Chesapeake Bay. 



Jim Baltovich
1972 33' Egg Harbor
Sportfisherman
Babaloo

William and Robyne Reynolds
1963 32' Pacemaker
FB Sedan
Almost Heaven



How does CYCA keep adding new members?

Some find us on the internet and are at once impressed by the new—and constantly improving—[CYCA website](#). Thanks again to Mike Thielke, our webmaster extraordinaire, for his strong commitment to the Club!

But our best source of new members is you! That's right, most of our interesting and fun-loving new members are friends of our interesting and fun-loving current members. I'll bet you know—or would like to know better—at least one classic yacht owner who for one reason or another you have never invited to join CYCA. What are you waiting for? Need a membership application or have other questions about prospective new members? Just ask! I'll help with the paperwork and processing. That's what the Vice Commodore's job is all about!

See you in Annapolis!

...he was astonished to hear Stephen say, "But I am in no way qualified to be a naval surgeon. To be sure, I have done a great deal of anatomical dissection, and I am not unacquainted with the usual chirurgical operations; but I know nothing of naval hygiene, nothing of the particular diseases of seamen..."

"Bless you," cried Jack, "never strain at gnats of that kind. Think of what we are usually sent—surgeon's mates, wretched half-grown stunted apprentices that have knocked about an apothecary's shop just long enough for the Navy Office to give them a warrant. They know nothing of surgery, let alone physic; they learn on the poor seamen as they go along, and they hope for an experienced loblolly boy or a beast-leech or a cunning-man or maybe a butcher among the hands—the press brings in all trades. No, no. We should be delighted to have you—more than delighted. Do, pray, consider of it, if only for a while..."

From *Master and Commander*, by Patrick O'Brian

Duties of the Fleet Surgeon

by Jim Rosenthal, MD

In the Royal Navy of the 19th century, the ship's surgeon was responsible for treating the illnesses and injuries of the entire crew. In addition to the maladies we know of today, battle injuries were common. So were scurvy and various infectious diseases, some associated with the portside pursuit of pleasure, some associated with travel or simply bad luck. Very few effective remedies were available for any of these problems.

Surgeons were not the same type of practitioners as physicians; surgeons essentially performed operations. The administration of physic, or purgatives, was the province of physicians, who were more highly trained and better regarded by society. Ordinary warships would carry only a surgeon, who was trained in amputations and other drastic surgical procedures. He was also trained to use the chest of medicines put aboard ship by the Navy Office, virtually all of which were completely worthless and devoid of effect other than placebo. Many of them were only colored powders, such as chalk. The surgeon's training might be a matter of weeks or months, no more. Then again, there was not much to teach. It is a testimony to the hardiness of

This year, for the first time, CYCA has a fleet surgeon on board. Jim Rosenthal, MD, has stepped forward to take on this duty. Here he provides us with some background on the duties a fleet surgeon was traditionally expected to perform.

We know some otherwise sedate CYCA members may view the security of having a doctor nearby as license to get a little wilder than usual. So you may wish to pay particular attention to this little gem of historical precedent:

The ship's surgeon was often called upon to perform surgery without benefit of anesthesia.





Fleet Surgeon Rosenthal

Is he preparing to secure a patient for surgery? Well, at least the operating environment looks sterile.

To be custodian of the ship's supply of alcohol was not only a significant responsibility, but also a temptation to which many ships' surgeons succumbed enthusiastically.



the sailors and officers of the time that any of them survived the medical care inflicted on them.

Perhaps most important, the ship's surgeon was the custodian of the spirits locker, wherein resided all the ship's alcohol. In addition to being served out daily as grog (a mixture of rum, water and lime juice, to prevent scurvy), alcohol in its various forms was important as an anesthetic and foodstuff.

I have been unable to find a description of the job of fleet surgeon in my readings, which consist almost exclusively of historical novels like *Master and Commander*. The physician of the fleet does get mentioned—presumably his job involved supervising other physicians and surgeons as well as setting standards for their practice, although I suspect his chief responsibility was to provide medical care for the officers at the top of the naval authority. So, since my “diligent” searching has failed to turn up a job description, I am perforce required to invent my own.

Thankfully, the job of Fleet Surgeon is unlikely to require treating wounds sustained in naval battles (unless falling aboard ship while inebriated is considered a wound sustained in battle, in which case we may all be in trouble). Nor do I expect to have much to do with sawing off limbs injured in the everyday running of the ships, resuscitating those who fall overboard and drown, addressing those diseases of pleasure acquired in faraway ports (such as Cambridge, for example, or Baltimore, a den of vice for sailors if I may be permitted to say so), or any of the other ailments often encountered in the British or American navies of the 19th centuries. (Ailments of the French do not merit mentioning.) What I expect to be called upon to do is show up, look knowledgeable (which anyone who knows me will know well to be a struggle indeed) and answer questions as they are put. I am available for emergencies of any kind, although I hope not to see many. I am cognizant of the honor the Classic Yacht Club has conferred upon my professional capabilities, and in return will answer those duties as best I can. And, of course, I shall be punctual and diligent about opening the spirits locker when politely requested to do so. 

Are You Ready?

It's time to take a good look at your boat and plan to polish, wax, and paint the sections that may not be quite what you think they should be. **The Annual Judging Rendezvous** is only two months away, and you know as we get older that the months go by much faster than they used to!

Not Ready to Be Judged? Console yourself with some retail therapy!

The **Ship's Store** is being stocked with some new merchandise, as well as some popular items from last year. We've loaded it onto Cherokee Lady and it will be on display at rendezvous like last year. Make sure you bring extra cash or checks. We don't want you to walk away empty handed.

We are very excited and know we will have a great year with CYCA! 

Rear Commodore Jim Gartley
Ship's Storekeeper Debbie Gartley

CYCA Is a Boat U.S. Cooperating Group

Earlier this year, CYCA became a Boat U.S. Cooperating Group. What does that mean to you? How about money in your pocket — not to mention peace of mind when you're on the water!

Because CYCA is a cooperating group, our members are eligible for discounted membership in Boat U.S. This year our reduced rate is \$9.50 (the regular membership rate is \$14). If you're already a Boat U.S. member and wish to renew at the reduced rate, just reference the Classic Yacht Club of America and our group number (GA84908Y) on your check.

For information on the many benefits of being a Boat U.S. member (including marina and fuel discounts as well as the valuable services of TowBoat U.S.!), visit their site at www.boatus.com.

And Your Hosts Are...

You may have noticed references to event hosts in the past two rendezvous mailings. No, you haven't accidentally crashed a weekend at somebody's posh country estate. (Although Fleet Captain Ed Rosenthal *does* have a garden party planned in Annapolis!) It's just a new way for CYCA members to extend a friendly, warm welcome. Each rendezvous will be "hosted" by a couple who have a close connection to the place the event is being held. They'll welcome you at the dock and tell you where to go (remember, we said *friendly* here!), recommend places to eat, and put you in touch with friends who've already arrived. So you'll be able to relax and enjoy the fun without worrying you'll get lost on the ghost tour! 

Do You Rendezvous?

Don't miss the fabulous garden party, the live music, the pub crawl, the ghost tour . . . or any of the other highlights of Annapolis. Join us at the Midsummer Rendezvous from July 8-10.

There's still time to register at:

www.classicyachtclub.org

Flag Raising attendees line up out the door to sample that event's barbecue.



What to Expect at a Rendezvous

by Fleet Captain Ed Rosenthal

Ahoy all! I especially want to say Hi and Howdy to our new members. We are in for mucho fun this season. Those who are new to our club cruises may wonder what to expect at a rendezvous. So, as your cruise director, here's a profile of a weekend in the life of a CYCA cruise:

Boats typically arrive on Friday afternoon – or earlier. This year we will have a host or hostess to help you to your slip and direct you to the marina office for sign in and other facilities. Starting about 5:30 p.m., the club usually has a dockside get together where members bring a covered dish and the club (usually) provides beer, wine, and soft drinks. This goes on until ? Members are then free to enjoy dinner on the town or relax on their (or their friends') vessels for the remainder of the evening.

Saturday is the main event. This year most of the events are in the early afternoon, leaving the evening open for whatever (or whomever!) is your pleasure. Dress is always casual and comfortable. Sunday we have a getaway breakfast that can range from a simple continental delivered to your vessel to a simple continental on the dock! As Fleet Captain, I stress that it will be *simple*. I do not do Sunday mornings very well - or most mornings for that matter.

I encourage everyone to participate in the weekend's activities, and maybe even coordinate an outing. A morning jog or walk, maybe an evening theater outing, baseball game, a night at the Improv or concert: I would be delighted to assist in coordinating any such event. [Editor's aside: Please note that Ed Rosenthal, our "I-don't-do-mornings" fleet captain just said he'd be "delighted" to coordinate a *morning jog*. Any takers?]

I look forward to meeting new friends and sharing the experiences that are truly the meaning of belonging to our Yacht Club. 

Spruce Up Your Knowledge—and Your Boat

So how did you do on Captain Bob's Naughtycal Boat Quiz ([The Ancient Mariner, March 2005](#))? Feel like your boating knowledge could use a brush up? Now you can fix that in just 4 hours. The Chesapeake Marine Trades School has designed a series of seminars especially for boat owners. Seminars will be held most Saturday mornings through September 2005. Some of the offerings are listed at right.

These seminars are a great gift idea for friends and family into whose care you may be entrusting your precious vessel this summer. So if you want your college student to learn anchoring skills or are finding your mate in a fankle* over your lines, you don't have to go through the pain of teaching them! Check out the full list of seminars and register online at www.cbfi.org/BoatOwners.htm. 

*Scottish slang meaning all tied up—but maybe that appeals to you!

JULY 2005

Seamanship and
Marlinspike

Weather

CPR, First Aid, and
Automated External
Defibrillator

AUGUST 2005

Marine Safety

Anchoring and
Ground Tackle

Boat Handling
Techniques

Environmental
Boating

Writers Wanted!

Have an idea for an article? Growing a bit bored of my ramblings?

Now's your chance to write for *The Ancient Mariner*! Email me at fiona@bobsfridge.com with your submissions or story ideas. The pay is lousy but you get to drink on the job! (Just don't tell the commodore.)

The Ancient Mariner Enters the Modern Age

If you were at the midwinter dinner, you heard me mention that we have plans to end the printed version of CYCA's *The Ancient Mariner* newsletter with this issue. This will save the club hundreds of dollars in printing and mailing costs each year. Lots of you told me that you read the March newsletter online, and a few of you said you printed it out so you could have a color version. So digital seems to work for many of you. But you don't need to go digital if you don't want to. You can still receive a printed copy of *The Ancient Mariner* in the (regular) mail, **you just have to let me know**. Write to me via email at fiona@bobsfridge.com or the old-fashioned way at: 632 Biddle Street, Chesapeake City, MD 21915. 