

THE CLASSIC YACHT CLUB OF AMERICA, INC.

The Ancient Mariner

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35
years
of
classic
boating
1971 - 2006

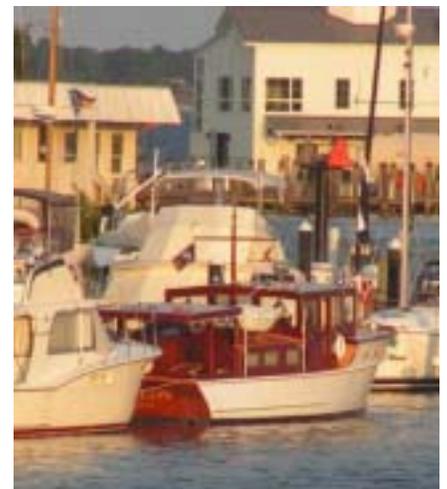
Solomons: A Wise Choice

by Past Commodore and Treasurer **Judy Willingham**

Fleet Captain Mike Haines is racking up points with the selection of this season's rendezvous sites. The latest jewel in his crown was set in place at the conclusion of the Solomons Island event the weekend of August 18-20th. By sheer force of will—or phenomenal good luck—he caused widely predicted summer storms to disappear from the radar until all 18 boats were safely in their home ports.

He may have had some help in that feat from wife Susan and rendezvous hosts Mary and Ed Bahniuk, all of whom certainly aided F/C Haines in the planning and execution of a flawless weekend of fun.

How cool was it? As cool as the “cool ties” presented to each captain and crew member upon their arrival at Solomons Yachting Center in the heat of the afternoon sun. As cool as the air-conditioned comfort of the cocktail party sponsored by West Marine on Friday night. As cool as the Mediterranean blue hues of the pool, a popular spot all weekend. As cool as the view of *Widgeon* from the second floor balcony at Stoney's.



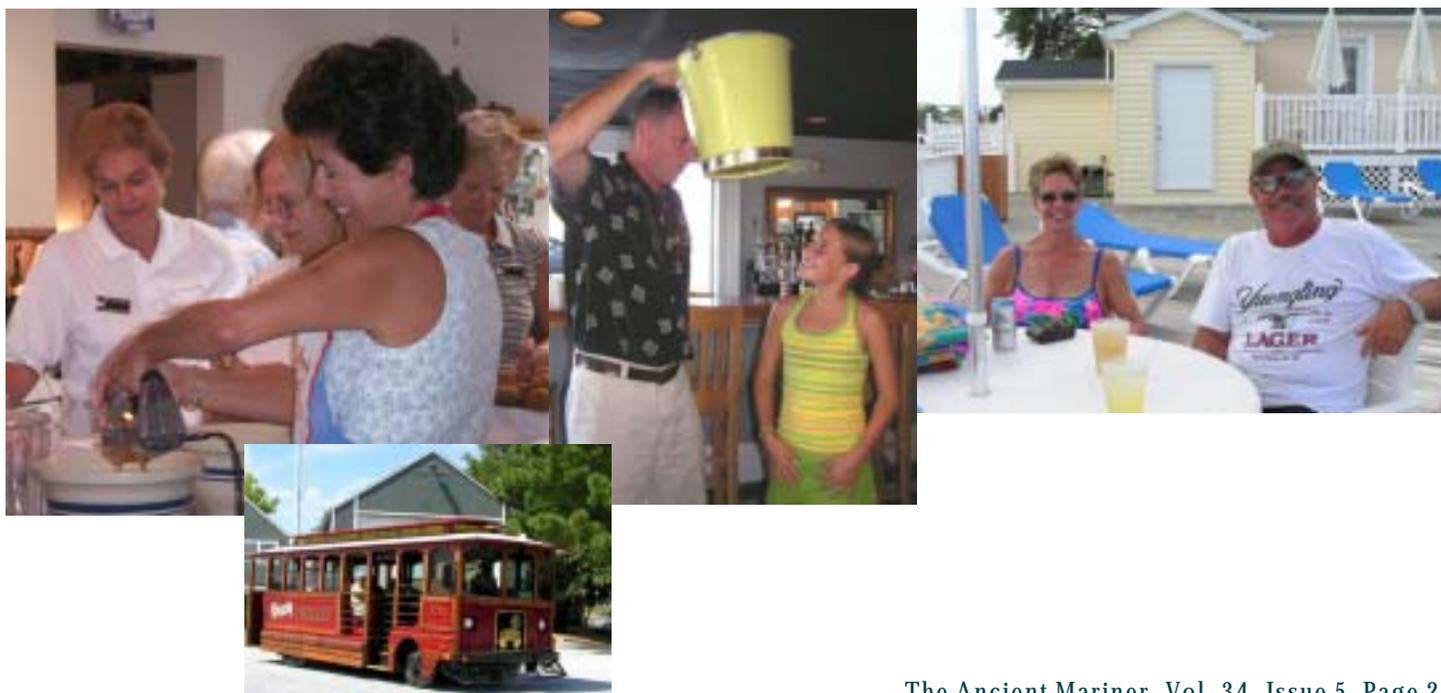


Ahh, but it's summer, so it was also hot, hot, hot. Saturday morning's brunch at the Bahniuks' charming home featured steaming hot waffles, sizzling hot sausage links and spicy hot jalapenos in the made-to-order omelets. Hot music was available at the famous Tiki Bar, as well as at other local venues and on the docks themselves since several other yacht clubs were also enjoying Solomons Yachting Center's newly refurbished facility. Hot crab dip disappeared Saturday night and hot coffee appeared at the Sunday morning get-away breakfast.

And that's it, in a nutshell. Friday, Saturday, Sunday, hot food, cold drinks, good friends — and then you're on your way home again. Let's face it; the rendezvous are simply too short. There just never seems to be enough time to talk to everyone, do everything, see all the sights and still shop, sleep or both.

Our members, however, managed to squeeze an awful lot of activities into one weekend. In addition to the aforementioned swimming pool, there was plenty of shopping, sightseeing, socializing and snoozing going on. Boats were tended and meetings attended. New members were welcomed and old members were welcomed back. And all this activity took place with beautiful Solomons Island as the backdrop.

You've got just one more opportunity to get in on the fun. Our entire season builds towards the Judging Rendezvous in fabulous St. Michaels. Make a wise decision and choose to cruise! 



Recipes from Mary and Ed's Brunch

Mary's Bran Muffins

Mix together:

5 cups flour
2 cups sugar
5t baking soda
2t salt

Blend together and add to dry mix:

1 cup oil
4 eggs beaten
1 quart buttermilk

Add one 13-oz package raisin bran.

Bake 20 min in buttered muffin pans at 400 degrees.

Batter keeps in refrigerator for up to 6 weeks.

Mary's Waffles

Mix together:

3 1/3 cups flour
4 t baking powder
1 1/4 t salt
5 T sugar

Add:

2 1/2 cups milk
1 stick melted butter

Separate 5 eggs. Add yolks to batter.

Beat whites until stiff and fold into batter last.



Member Ginny Knott
serves the
mmmm-muffins!

Sharing Recipes

I'm not much for cooking, so I don't keep many recipes. What a coincidence then to find that Mary's bran muffin recipe is exactly the same as one I've been using for the past 15 years! Mine came from an inn in Newport, RI; I'm sure Mary's is equally well traveled. It just proves that good recipes are made for sharing!

As a health nut, I've modified the muffin recipe slightly: I use whole wheat flour and half the amount of sweetener (1/2 cup Splenda, 1/2 cup sugar for a total of 1 cup sweetener). I also halve the amount of oil by substituting 1 1/2 cups ground flax seed for 1/2 cup of the oil. I brought the batter on a week-long cruise last year and cooked up a few each morning.

If you have a recipe that's suitable for making or bringing on board, send it to us and we'll print it!

- Fiona Hirschfeld

The View from the Bridge

by Commodore **Patrick Dunlap**

Just a reminder that the Members Choice Award will be up for grabs again this year at CYCA's 2006 Judging Event at St Michaels Marina in St Michaels, MD, 15 – 17 September. Remember each club member may cast his or her ballot (limit one vote per vessel) for the most outstanding vessel entered in the Judging Event. Would you like to hear the name of your boat called out following dinner on Saturday night? Well just like they say about the Maryland Lottery, "You got to play to win!"

The Judging Rendezvous is now less than two weeks away. Preliminary entries along with Club scuttlebutt indicate the number of boats in this year's judging should be impressive. Are you excited, yet? I certainly am! Remember, this is my boat's **FIRST** time as an entry in the Judging Event. Your Flag Officers are looking forward to seeing a big turnout at our Club's traditionally best-attended rendezvous.

Whadayamean you haven't entered your vessel in this year's Judging Event?!! Yes, there's still time to enter, but only if you act **RIGHT NOW!** Please take a moment **RIGHT NOW** to complete your Judging Entry form. I would like to extend a special word of encouragement to our newest members to join me in participating in this fun and educational process. See you in St Michaels! 



Last year, Dave Ochipinti won member's choice award with *Metanoia*. Here, the captain shows off some finishing touches on his new boat, 1966 Chris Craft *Bella Nave*.



Boat Genealogy: *Muriel Eileen*

This is the fifth 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 Muriel Eileen, a 1926 65' Chesapeake Bay Oyster Buyboat. Most CYCA members' boats were designed for pleasure, but Muriel Eileen has spent much of her life working.

The *Muriel Eileen* was built by J. W. Smith, a well-known deck/buyboat builder in 1926, in Bena, Gloucester County, Virginia in the Guinea Marsh, for the Lord Mott Oyster Packing Company of Baltimore, Md. Mott was owned by Roy E. Roberts, who named the boat after his two daughters Muriel and Eileen.

In 1928, Mott sold the boat to one of his captains, who continued to haul in her until 1944 when Captain Johnny Ward of Deltaville, VA bought her. Captain Johnny was a well-known crab dredger who, with his sons, hauled James River seed oysters in the summer and dredged crabs in the winter. For some of her time the *Muriel Eileen* was used as a "buy" boat which meant that Captain Johnny bought oysters and crabs off smaller boats and hauled the cargo to the city for sale. The boat supplied fresh oysters and crabs for eating and packing in Baltimore and in Urbana, Virginia. In 1981, Captain Johnny sold the boat to Pat Willis of Huntsville, Virginia and the boat became a fishing charter operation until 1991.

David Cantera grew up on the Chesapeake. His dad is a long-time wooden boat enthusiast who still owns a 55' Trumpy built in Manatee. Having just graduated from college in October 1991, 23-year-old David was itching for a boat. A friend of his showed him a 15-month-old copy of "Boats & Harbors," a commercial boat journal. In it was an ad for the 65' *Muriel Eileen* Oyster Buyboat. David called the owner and found that the boat was still available. That day, he and his friend drove to Deltaville, Virginia to see her. She was in good shape, certified for 49 passengers but had no survey. David couldn't turn her down and became her proud new owner.



He was fortunate to learn much of her history. The *Muriel Eileen* that David bought was known as “Little” Muriel Eileen. In 1929, a twin boat was build that in 1935 was cut in half and extended to 85' at the Humphries Yard in Weems, Va. That boat was known as “Big” *Muriel Eileen*. In about 1960 the 85' one was sold to an owner in Cape May, NJ.

The *Muriel Eileen* has some interesting features. Her side planks run stem to stern with no butt joints. The plank replacements done over the years by David have been made with recycled long-leafed yellow pine recovered from old warehouses mostly in Philadelphia. On the top of her mast is the original ball that came from the top of a Duck Pin bowling ball from the lane in the Sting Ray Hotel in Deltaville, VA. The boat has never been raised by anything other than a rail, usually at the 110-year-old Hartge’s Yard in Galesville, MD. Some work has been done by Graham Ero the well known Still Pond builder and repairer of wooden boats. The *Muriel Eileen* has had three engines. The first was a 50 hp Regal gas engine with no gears – direct to shaft. The second was a Fairbanks Morse 75 hp diesel engine. The third and current engine is a 1944 Caterpillar D13000 115 hp 900 RPM inline 6 cylinder diesel with a gasoline pony motor.

On a recent two-week vacation around the Bay, David met many men who had known of or actually worked on the *Muriel Eileen*. It is impossible for us boaters nowadays to imagine a Bay full of these work boats, hauling and dredging oysters and crabs from port to port. But it is sure nice to dream about!



Welcome New Members!

by Vice Commodore **Jim Gartley**

This year, we've welcomed a steady stream of new members to the club—there's no better proof of the fun we're having and the great work we're doing preserving antique and classic boats of all types. The recent addition of three new members and one new boat just underscores this concept.

A warm welcome to **John and Merrill Dutton**, who keep one of our cherished beauties in the fold: They are the new owners of *Hope*, the 1956 38' Chris Craft Corsair formerly owned (and lovingly tended) by **Ron and Audrey Edwards**. Ron and Audrey seem to have a thing for 1956 Chris Craft: This month, we also welcome their new boat, a 1956 Chris Craft Capri runabout.

I'm also pleased to welcome another sailboat to our growing number. **Eric Horst** introduced new members **Ricks and Diane Savage** to CYCA. They have a 1959 41' Rhodes Bounty II, *Sarannah*. It really is fantastic to have more sailboats in our midst!

We also have new associate members joining the fun and expanding the scope of our club. **Mark and Sue Stevenson** own a 1983 38' Gulfstar named *Victoria*. They were sponsored by Mark's dad, **Mike Stevenson**. Welcome to our family Mark and Sue! 



Top to bottom: Ron and Audrey Edwards' new Chris Craft runabout, Ricks and Diane Savage's *Sarannah*, Mark and Sue Stevenson's *Victoria*.

At left, John and Merrill Dutton's *Hope*.

Next Stop: St. Michaels

by Fleet Captain **Mike Haines**

I'm grateful to our members for the overwhelming response to this year's rendezvous events. You're a great group to plan events for!

Our next event, the annual judging, is traditionally our most popular rendezvous of the season. This year we're returning to the beautiful waterfront village of St. Michaels—the heart and soul of the Chesapeake Bay. We'll be staying at the St. Michaels Marina, and space is limited. So if you plan to come by boat and haven't returned your reservation form yet, please give me a call to ensure slips are still available. I don't want to disappoint anyone!

For more information, check out the CYCA website or contact rendezvous hosts P/C Eric Horst and Mike Thielke.

Although St. Michaels is our last boating event of the season, it's not the end of our fun. This year's Change of Watch Dinner on October 21 will also be a dinner dance. So for those of you who missed the Mid-Winter Dinner, there will be another chance to put on your dancing shoes! Look for information coming soon on the website and in the next issue of this newsletter. 



What's This?



OK people...put on your thinking caps and make a guess. This is the first in what we hope will become a series called, "What's This?" Our first entry is from Mike Stevenson. No hints were provided, so you are on your own.

Send your guess to SailingRose@verizon.net.

And if you have an item you would like to challenge others with, send along a photo.

So...what is this thing anyway? We'll reveal the answer and perhaps a winner in the next issue.