



THE CLASSIC YACHT CLUB OF AMERICA, INC.

# The Ancient Mariner

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35  
years  
of  
classic  
boating  
1971 - 2006



[www.classicyachtclub.org](http://www.classicyachtclub.org)

## Happy Holidays and Best Wishes for a Happy New Year!

### *From Your New CYCA Officers*

*Time flies and this year it seemed to move at jet propulsion speed. So many wonderful events and so many happy times were had by all during 2006. Everyone who led and followed and participated in 2006 deserves credit for a great year!*

*We can all look forward with real anticipation to another grand and glorious year for CYCA during 2007. Our new year began with the October dinner where we installed our new officers. It's a big commitment for which we thank each and every one of them. Incoming officers are:*

#### **FLAG OFFICERS**

Commodore Jim Gartley  
 Vice Commodore Mike Haines  
 Rear Commodore Dave Ochipinti  
 Fleet Captain Chris Ulsaker  
 Secretary Audrey Edwards  
 Treasurer Dee Ann Harris

#### **GOVERNORS AT LARGE**

P/C Patrick Dunlap  
 Captain Ed Bahniuk  
 Captain Ron Edwards  
 Captain Mike Thielke  
 Captain Jim Spaulding  
 P/C Judy Willingham

#### **ALTERNATE GOVERNORS**

P/C Eric Horst  
 Ms. Sue Max

*The Watch Dinner and Ball at the Chester River Yacht Club was really well attended. Many of our members came to welcome the new and toast the outgoing. In addition to installation of officers, several important awards were presented.*

*The Voyager Award is given to members who travel a thousand miles in a single year. That's quite a staggering feat and one to be very proud of. This year, three couples received this prestigious award: David and Kaye Watkins; John and Jo Ellyn Bunting; Dave and Clara Ochipinti. Hats off to them all!*

*Outgoing Commodore Patrick Dunleavy made a special presentation of the **George F. Kramer Commodore's Award**. This award is not presented every year and was presented this year to Susan Haines for her remarkable work this past year on our rendezvous. Mike Haines accepted on behalf of Susan who was home recuperating from an illness. (She's doing well by the way.)*



### **Incoming Board 2007**

(L to R - First Row:) Commodore Jim Gartley, Vice Commodore Mike Haines, Rear Commodore Dave Ochipinti, Fleet Captain Chris Ulsaker, Secretary Audrey Edwards, Treasurer Dee Ann Harris, P/C Judy Willingham, alternate Governor Sue Max.  
(Back Row:) P/C Patrick Dunlap, Captain Ed Bahniuk, Captain Ron Edwards, Captain Mike Thielke, Captain Jim Spaulding.



## Save The Dates!

by Fleet Captain **Chris Ulsaker**

Plans are progressing and I am looking forward to a great 2007. Save the date of the June 9<sup>th</sup> weekend for a Friday through Sunday rendezvous at Annapolis – flag raising, food, alcohol and frivolity! The approved schedule for 2007 is listed below, so please...

## ***Mark Your Calendars NOW!***

### ***2007 RENDEZVOUS SCHEDULE***



***March 10, 2007***  
*ICE BREAKER DINNER/DANCE*  
*Kent Manor Inn*  
*Stevensville, MD*



***June 8-10, 2007***  
*FLAG RAISING RENDEZVOUS*  
*Annapolis Yacht Basin*  
*Annapolis, MD*



***July 20-22, 2007***  
*MID-SUMMER RENDEZVOUS*  
*North East Yacht Club*  
*North East, MD*



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



***September 21-23, 2007***  
*ANNUAL JUDGING RENDEZVOUS*  
*St Michaels Marina*  
*St Michaels, MD*



***October 27, 2007***  
*ANNUAL DINNER/DANCE*  
*and*  
*CHANGE OF WATCH*  
*Chester River Yacht Club*  
*Chestertown, MD*

# Classic Yacht Club of America 2006 Treasurer's Report

by Treasurer **Judy Willingham**



*I am happy to report that, at the end of the 2006 fiscal year, the financial status of CYCA is strong. Thanks to the diligence of the officers and excellent participation from the membership, the Club is in a very positive condition.*

*Shortfalls that occurred due to an occasional failure to meet or exceed projections for income in any line item were compensated for by a modest gain realized by the Fleet Captain, the generosity of our members in our 50/50 drawings and surplus funds in other line items.*

*I have prepared a complete, written report for the Board and have begun to turn over historical records to DeeAnn Harris, CYCA's 2007 Treasurer.*

*It has been my pleasure to serve as Treasurer for the last two years. I thank my predecessor, June Cottrell, for her assistance. I know that DeeAnn will enjoy the same cooperation and appreciation that I have been privileged to experience.*

*In closing, I send you all my very best wishes for a wonderful holiday season!*



## The View from the Bridge

by Commodore **Jim Gartley** 🌿

This article is coming to you from the courthouse in Elkton, MD., while waiting to do my part for jury duty. I just completed winterizing Cherokee Lady, and am already wishing for April so we can go back to living onboard.

But, I must say that I am very excited about our new Bridge, Flag & Board members/officers. They are all wading, very nicely, into their new duties. Mike Haines is having CLASSIC withdrawal. He was so used to last year's preparations as Fleet Captain being hectic, and this year is calm by comparison. Dave Ochipinti has offered to help the Fleet Captain with the planning of our two winter dinners. Chris Ulsaker is busy planning for our Rendezvous. Our two lady Flag officers each have a broken bone. Audrey has a broken finger and DeeAnn has a broken ankle, along with her new job as club Treasurer, but she is limping along.

The Board will have two more meetings prior to Flag Raising, so we will have a great year. The GOAL of the Board is to complete the work and then have fun.

Hoping everyone has a **GREAT HOLIDAY SEASON.**

*Jim*





## Sealing Potable Water Tanks 🌿

By Ed Bahniuk - previously published in *PASSAGEMAKER* Jan/Feb 2000

Two things that are common to all proper passagemakers are large capacity water tanks and their inclination to leak. Stopping those leaks and keeping the water on the inside of the tanks seems to be a growing problem that on some boats can be heart wrenching.

Our problems started after my wife's comment that the water coming from the tap was full of "icky stuff" whenever we had a rough passage on our 1972 Grand Banks 42 Classic, *Mustard Seed*. She is Hull #288.

Examination of the tanks showed a lot of residue which stirred up during nasty weather. Draining the tanks didn't get rid of the sediment, as the drains are located about an inch above the bottom of the tank, letting the residue remain on the bottom of the tanks.

I really screwed things up by taking a pressure washer to the tanks through the access ports. We figured we could stir up the offending residue, which could then be drained out of the water tanks. Unfortunately, what we found was that this sediment residue had been sealing a multitude of pinholes in the bottom of the tanks. After the pressure washer treatment, both water tanks started to resemble

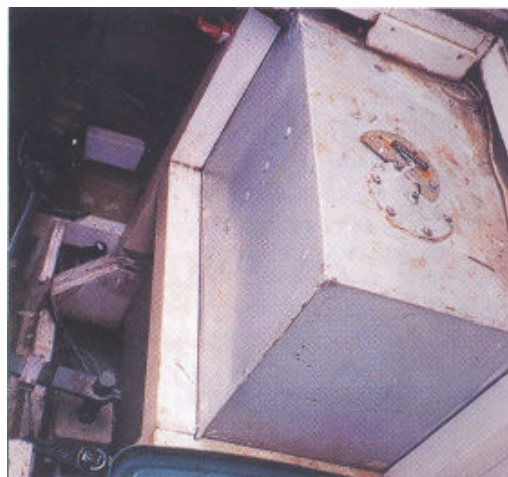
## Sealing Potable Water Tanks (Continued)

the colander we keep in the galley.

There was no turning back now. The two 190-gallon tanks would have to be replaced.

### Now What?

Replacing these two aluminum tanks was not going to be a walk in the park. The Grand Banks 42 has both tanks mounted in the lazarette. That makes them easy to see and fill, but they are solidly fitted with numerous struts and braces.



It was clear that a major task was about to ensue. It actually looked as if the tanks were installed and the boat built around them. There did not appear any way to remove them without cutting them out — or hauling the boat and removing the rudders and steering mechanism and internal struts.

A call to Grand Banks verified my fears. They confirmed that the tanks were installed early in the construction process, and that subsequent removal was a difficult project.

So I started to look for alternative methods of sealing the tanks while keeping them in place.

### Alternative Medicine for Potable Tanks

The problem was to find a substance that could be poured or sprayed into the tanks and which would then seal the bottoms of the tanks.

Epoxy was considered but rejected because of its rigidity. It would likely crack and break up when the tanks flexed while they were being filled, when we were under way, or during winter storage when the aluminum tanks would contract and expand. Additives could be added to the epoxy, but the resulting loss of fluidity might prevent the epoxy from flowing properly around all of the internal baffles of the tank.

Calls to companies listed in the yellow pages specializing in water sealing were not turning up any good solutions, until finally I found a salesman who told me of a coal tar product that was very popular for waterproofing. He faxed me a spec sheet that showed ideal bonding and flexibility characteristics. The sheet also stated that the product was excellent for the sealing of water tanks.

I decided to pick up the stuff personally so I could talk with someone who had actually used the product before. I had to buy their minimum quantity of five gallons, and the clerk directed me to back my truck up to the loading dock so they could load it for me.

My Buick looked out of place among the large trucks being loaded at the dock, and no one seemed anxious to engage me in a conversation on the nuances of marine repairs. So I decided not to pursue getting first-hand experiences on using the sealant aboard a boat.

## Sealing Potable Water Tanks (Continued)

The trip back to the marina went quickly as I was feeling pretty smug that I had the problem in hand. I was anxious to finish the job and resume cruising.

Just before I began the actual pouring operation, I decided it would be wise to carefully read all of the instructions and fine print on the label of the containers. The instructions were brief, but the warnings were voluminous!

After reading what the Surgeon General and the California EPA had to say, I got the feeling that I would regret pouring this stuff into my water tanks. A call to the manufacturer confirmed that the substance was indeed toxic. "Do not put our product in contact with water you will drink. We once lined an aquarium with the compound. While it sealed the tank just fine, it killed all of the fish."

### I Find Microseal®

My search began again, and this time I expanded my search by going to the Internet. After countless dead ends, I found a product called Microseal® that is used to seal minute cracks in foundry castings. It has the consistency of nail polish remover, and smells very similar. It is actually a plastic in thin liquid form, and has unusually high capillary action. Microseal fills fine pores, micro-cracks, and joints between fitting pans and seams. Best of all, it hardens into a pressure-tight seal.

The plastic is dissolved in Methyl Ethel Ketone (MEK) solvent, which evaporates and leaves the sealant to bond in the tank. A gallon of Microseal was poured into each tank and sloshed around to ensure that all the corners and seams were covered. We left the boat to evaporate and harden for three days, which is the amount of time it takes for the MEK to be fully dissipated from the compound.

Now our water tanks were completely sealed, and— best of all— the problem was solved without removing the tanks!

### How I Did It

To be successful in this project, the tanks have to be dry and free of all dirt. I opened the access port to each tank, drained the water, and then used a wet/dry shop vac to suck up as much of the remaining water as I could.

I left the access ports open and let the tanks dry out for a week before pouring the Microseal into the tanks. It is advisable to pull the outlet taps out of the tanks to prevent the sealant from clogging or sealing the valves shut. I put plugs into the outlets while I was sloshing the Microseal around.

The fluidity of Microseal allows it to be sprayed which is helpful if you have pinhole leaks in some location other than the bottom of the tank. I considered using a garden sprayer to cover the sides of the tank, but found this unnecessary as all of the leaks were on the bottom of the tank.

A word of caution: I was tempted to blow hot air from a heat gun into the tank to speed up the process. This should definitely NOT be considered because of the low flash point of MEK. If you used a heat gun, you could easily have a disastrous



## Sealing Potable Water Tanks (Continued)



*Ed looks pretty happy now that he doesn't have to rip out his teak decks and aluminum tanks.*



explosion. You would then find it very easy to get access to your water tanks... as you watch your lazarette hatch disappear over the horizon. So it is important to observe the warnings on the extreme flammability of the MEK.

The second concern pertains to the intense fumes from the evaporating MEK. This is similar to the ingredients in solvent found in model airplane glues that gained such notoriety with glue sniffers. Keep your distance from the open tanks while the solvent is evaporating, or you may find yourself taking a trip on your boat without leaving the dock!

The literature that came with the Microseal states that it is suitable for all metals including iron, steel and zinc. It is chemically very resistant and impervious to water, acids, alkalis, oil, alcohol and grease. The literature does not mention diesel fuel, but perhaps this may be a solution for leaking fuel tanks — although I hope not to have any first-hand experience with that problem!

I've kept about a quart of the Microseal to experiment on sealing some persistent deck leaks. If this proves to be successful, I'll let you know.

FDA-approved, Microseal is non-toxic and odorless, once it is dried and hardened. The product is sold exclusively by the Microseal Company of Rome, New York. Their telephone number is 315/337-2720. Microseal costs \$36 a gallon which certainly offers the least expensive means to solve a very pesky problem.

## Time to Assess Our Strengths!

by [Captain Jim Spaulding](#)

*Winter snows give each of us an opportunity to put our busy lives back into perspective and prepare for a New Year. Your club also has its rebirth each year at this time, with a change of the guard and plans for our boats to be refreshed for another exciting season.*

*Just as we assess our strength and plan our own lives, the club likewise needs to assess its strengths and take stock of the things that are most important to us. As we look at ourselves, it is clear that our real strength lies in the membership of the club.*

## Time to Assess Our Strengths! (Continued)

*We have tens of thousands of days of boating experience on hundreds of boats, in many parts of the world, represented in our membership. Many of us have dozens of years of boating which adds up to hundreds of training courses and thousands of experiences from the school of hard knocks in our membership.*

*There are many ways for us to enjoy each other's company and the boats that bring us together, but one of our nicest pleasures is hearing the great stories others in the club have to share.*

*This survey is designed to learn what interests we have in common, and what skills, experiences and knowledge we are able to share. We will store the data in a computerized **N**autically **O**riented **T**raining **M**embers' **I**nterest, **S**tories, **S**kills and **E**xperience **D**atabase (**NOT MISSED**) for planning purposes, and publish a summary on the CYCA Web Page.*

Surveys can seem intimidating, but this one is designed to gather a tremendous amount of important information and still be easy to do. It will only take a few minutes to identify yourself and your Boat, along with some history and background on the first page. You may also add any comments or ideas you may have about this program.

Instructions are repeated at the bottom of the page for ease of reference. The second page is the heart of the survey organized into three columns. The center is a list of subjects, and the left and right columns are for your entries.

For Example, if you would like to: attend a presentation, join a discussion group, read newsletter article, or call a CYCA Subject Expert for Help, then circle the number (1-5) in the left column that indicates your degree of enthusiasm for that subject.

In addition, if you know something about the subject and would like to share your knowledge by: doing a presentation, leading a discussion group, writing a newsletter piece, or answering questions on the subject, then circle the number (1-5) in the right column to show your degree of enthusiasm.

With our unique backgrounds, the CYCA 2007 Interest and Skills Survey is important to all of us, so please take a few minutes to fill it out when it arrives with your dues reminder. Two copies are enclosed so everyone can indicate their personal preferences.

Please return the Survey(s) in the envelope with your Dues payment, at your earliest convenience. After the results are tabulated in a database, someone will contact you to discuss your contribution when events are being planned.

It's going to be another great season!




# 2007 CYCA Yearbook Data Requests

by **Mike Thielke**, Yearbook Editor

*During the coming weeks you will receive a request to update your membership information that is on file with CYCA. This information includes correct names, addresses, phone numbers, and the all important email addresses. Information about members' vessels is also verified. You will receive either an email or postcard listing the information already on file. It's requested that you review the current information and then confirm any corrections prior to the publication of the 2007 CYCA Yearbook insert pages which will be distributed by the Mid-Winter Dinner in March.*

*Deadline for receipt of updated information for inclusion in the 2007 Yearbook is February 15, 2007.*

*There will be one minor change to the 2007 Yearbook. There seems to be little need for the inclusion in the Yearbook of Boat Phone numbers in addition to Cell Phone numbers. Therefore, the listing of Boat Phone numbers will be eliminated from future member info. If you have not already done so, please take a moment and review your Member Information included in the current issue of the CYCA Yearbook. In addition to updating the information, you can update the Yearbook photo of your vessel at this time. You may forward an email message to [mthielke@dmv.com](mailto:mthielke@dmv.com) or mail the form below to: Mike Thielke at 200 Tubman Drive, Easton, MD 21601. Thanks for your help in making the CYCA Yearbook as accurate as possible. *

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Name(s):	
Street Address:	
Mailing Address:	
City, State:	
Zip:	
Work Phone:	
Fax Number:	
Cell Phone:	
Email Address:	
Year Membership Began:	
Membership Category:	
Boat Name:	
Boat Description:	
Home Port:	
Division & Class:	

## Boat Genealogy

by Editor, **Cheryl Spaulding**

This is the seventh in our series of Genealogy articles. Our previous articles have featured the boats of our members. This one is about a couple, Dwain and Kay Watkins, who just sold their boat Fancy Free — the 1970 55' Chris Craft they purchased in 1975. They are retiring from boating, or at least “big” boats.



At the Winter Dinner, Dwain and Kay were awarded the “Voyager Award.” Accepting the award, Dwain gave some statistics about their boating history that amazed me. First, I was surprised that anyone could track their boating history in such minute detail; and, second, I was surprised at just how far they had gone.

In their 44 years on the water, they have traveled 102,702 miles. That’s equivalent to four times around the world at the equator. They have continuously run their boats a total of 2,637 days, or 7.2 years under way.

Their boating career began with a 31' Chris Craft Roamer, steel hull. They kept the boat only one season, trading it in on a wooden hull Chris Craft 37' Double Cabin. Their third boat, in 1968, was a 55' wood hull Chris Craft Constellation. Their fourth and final boat was **Fancy Free**.

About eighty percent of their boating has taken place in the Chesapeake from Northeast, Maryland to Newport, Virginia and everywhere in between. Several trips were made to New England, the Florida Keyes and Wilmington, North Carolina where their daughter lived. Other trips were to Cape May, NJ or Ocean City, NJ. Just this past year, they made 35 trips, totaling 1,231 miles.

The rich history and journey of this couple is entwined with that grand body of water we call The Bay. What a great privilege it is that we all have been blessed with such a magnificent body of water and the boats to travel on it. We salute those who have gone before us! Good luck Dwain and Kay. Come and visit with us on your 55<sup>th</sup> wedding anniversary this coming June.

*It is so known through the length and breadth of its watershed. The Bay. There is no possible confusion with any other body of water, no need for more precise description. It is after all, the continent’s largest estuary. Its waters are rich, the main supply of oysters, crabs, clams and other seafood for much of the Atlantic seaboard. Its shorelines cradled our first settlements. It is the Chesapeake.*

From “Beautiful Swimmers” by William W. Warner.

*Ship's Store debuts new CYCA neckties  
to rave review.*



The newly designed CYCA neckties, both mens' and ladies' cross tie styles, are now available.

More than half of the initial inventory was sold at the 2006 Annual Dinner!

But don't despair, there are plenty available for last minute gift giving.

The traditional mens' necktie sells for \$35.

The ladies' cross ties are \$30.

Contact Ship's Store Keeper P/C Eric Horst

Email: [eric@bayport.biz](mailto:eric@bayport.biz) or phone (410) 212-5264 to place your order.

Don't forget our new online Ship's Store  
with 1600 new items, including special styles for ladies and kids!  
Visit [www.classicyachtclub.org](http://www.classicyachtclub.org) and click on the Ship's Store link.

You may also contact Captains Quarters Uniforms, our online  
Ship's Store host at (941) 488-1039.

Mary and Richard Peck will gladly answer any questions  
and will be happy to take your order by phone.





#1 - Div. I - Class 2: Best in Div. & Best in Class, Members Choice Award and Judge's Choice Award to Richard & Erica Lowery; #2 - Jim Gartley presents Div. III - Class 1, 2nd place to Jim Rodgers and P/C Patrick Dunlap; #3 - Div. II - Class 2: Best in Div. & Best in Class, Loretta Mills Memorial Award and Best in Fleet, Best in Divs. I and II Combined and Weir Memorial Award to P/C Bob and Renee Holsclaw; #4 - Commodore Jim Gartley presents Div. II - Class 2: 1st place to Mike Haines; #5 - Div. II - Class 4: Best in Div. & Best in Class - Dan Sheedy; #6 - Div. III - Class 1: Best in Class - Rick and Donna Clausen; #7 - Div. III - Class 1: 2nd place to Mike and Joan Stevenson; #8 - P/C Patrick Dunlap presents 2007 Commodore - Div. III - Class 2: Best in Class award to Jim and Debbie Gartley; #9 - Div. III - Class 4: Best in Fleet, Div. III, Best in Div. and Best in Class and Voyager Award



## 2006 Award Ceremony



# 2006 Award Ceremony

(Continued)

#1 - Dwain & Kaye Watkins - Voyager Award; #2 - Ed & Mary Bahniuk - Perfect Attendance; #3 - Div. III - Class 3: Best in Class to P/C Eric Horst; #4 - Chris Ulsaker; #5 - George F. Kramer Commodore's Award to Susan Haines - accepted by Mike Haines; #6 - Audrey & Bob Edwards; #7 - Judy & Ken Willingham.



As 2006 draws to a close, we wish you a  
Happy, Healthy and Prosperous 2007!



**Changing of the Guard**

L to R: Jim Gartley, Judy Willingham, Patrick Dunlap,  
Audrey Edwards and Mike Haines.

