



THE CLASSIC YACHT CLUB OF AMERICA, INC.

The Ancient Mariner

INSIDE:

The View from the Bridge

Ice Breaker

Flag Raising

Upcoming Events

Small Craft Article

38

years of
classic
boating

1971 - 2009

The View from the Bridge

Classic Yacht Club Newsletter June 2009

By Commodore Dave Ochipinti

Hard to believe it's already the end of June and we have completed two of our six planned functions for this season. Hopefully you were able to attend both the Ice Breaker Dinner Dance in April and the Flag Raising in early June. A special thanks to Fleet Captain Robyne Reynolds and Rear Commodore Bill Reynolds for their outstanding efforts this season in the planning and execution of these two events. Based on the success of these early events, this year promises to be one of our best in terms of participation and down right fun.

We have added to our ranks this spring with the addition of two new members, Mike and Lisa Heim, and Craig and Suzanne Collins. It was great to see these new members at both events. We welcome you to the CYCA and look forward to your fellowship. I know there are also a few more perspective members in the works who attended the Flag Raising and we welcome them also, the Stewart's and the Chase's. The Stewart's were guests of Bob Blase and Lynn Golden and the Chase's were guests of Ed and Mary Bahniuk. Thanks to everyone, all 20 boats and the folks that drove to the Flag Raising, your attendance under lousy weather conditions was a vote of confidence for the Club.

A few words of thanks are due to members of the Bridge and Board of Governors. I would like to express my appreciation to Audrey Edwards for volunteering for the position of Fleet Chaplain, she will be an excellent advocate for our Club. Governor Dan Ramia was instrumental in organizing the Handbook divider advertising campaign this year which contributed needed dollars to the club's treasury. Past Commodore Eric Horst and Webmaster / Handbook Editor Mike Thielke were also key contributors to that effort.

The next event is at Worton Creek in July, followed by Skipjack Cove Marina on the beautiful Sassafras River in August, and then in September, the Classic Yacht Festival in Baltimore. Make plans now to attend all the remaining events. I promise everyone a great time.

2009 Icebreaker

The Icebreaker dinner at the North East River Yacht Club was a hit based on the turnout, forty two members and guests attended. On behalf of the bridge and board many thanks to those that attended. This was Commodore Ochipinti's first formal function which he handled with aplomb. All of the feed back I got was that the food and service were first rate. The view from the clubhouse at NERYC is always excellent looking down the North East River, even at night. There was DJ who played until about 10:30, took numerous requests and did an excellent job. About a dozen of us danced until they shut the lights off and stopped the music. The Fleet Captain and Secretary did their usual great job with the 50/50 tickets, far better than any begging or pleading that might be done by the Rear Commodore, I suppose looks might be a factor here. Anyway we again thank you for your support and participation, the membership and their enjoyment is what it is all about.

R/C Bill Reynolds



Flag Raising Weekend



CYCA Flag Raising 2009

Although the weather was a bit damp on Friday, June 5, 2009, that did not stop 20 CYCA boats from attending Flag Raising this year at Osprey Point Marina with their vintage vessels. Yes, I said 20 boats out of the 22 originally scheduled to arrive!! Then, there was the Friday night picnic, and the dampness persisted, and yet, about 50 members (of the original 60 scheduled) attended the picnic in the “barn” on the tranquil grounds of Osprey Point Marina (thank goodness for the barn). Although we were a little damp, that did not stop us - we ate, drank, ate some more, and drank some more. Thank you all for bringing varying types of delicious dishes. Your help and participation helps makes these events a success. The Friday evening picnic started at Flag Raising last year seems to be a hit.

And then there was Saturday, although a little cloudy in the a.m., the sun did finally shine on us for the remainder of the weekend. Commodore Ochipinti began the Flag Raising Ceremony promptly at 1700 hours on Saturday afternoon. A special thanks to retired United States Coast Guard Auxiliary Flotilla Commander Allen Morrison (Gov. Chris Morrison’s father) for being present. We had five past Commodores present. Immediately pursuant to Flag Raising, 53 members attended the dinner function at Osprey, including newly inducted members, Mike and Lisa Heim, with their vintage 46’ Uniflite “Sunken Treasure” as well as Craig and Suzanne Collins, with their vintage 33’ Egg Harbor “Veggas.” The dinner prepared by Chef Matty Lazarchick of Osprey Point was nothing short of excellent.

The Getaway Breakfast was attended by approximately 50 members, also in the “barn” which proved to be a cozy setting.

We had one boat inbound on Friday with mechanical trouble and the Rear Commodore radioed Governor John Dutton in “Hope” who was on his way in who simply towed them into Osprey Point with Captain John Kmetz in “Metanoia” as an escort and CYCA members and marina crew got the stricken vessel tied up and she was repaired the next morning, no sweat!

In all, the turnout was great due to the enthusiasm of the membership, which is what makes a rendezvous an event to remember, so, if you did not join us at Flag Raising, please be sure to attend our next rendezvous at Worton Creek Marina on July 17, 18, and 19 for an event I’m sure you will remember.

A special note of thanks to our BBQ Master Dale Harris (Governor) and to ALL who helped in the setting up and cleaning up of this event. Also, an extra special note of thanks to my husband, Bill Reynolds (Rear Commodore) for all of his help and support in the planning and executing this successful event and others as well, thanks honey!!

UPCOMING EVENTS

There are three more rendezvous' scheduled for this year, they are listed below with some details. We hope you will be able to attend as many as possible, the more the merrier.

**MID SUMMER RENDEZVOUS
JULY 17, 18, 19, 2009
WORTON CREEK MARINA in WORTON, MD**

This will be held at Worton Creek Marina. This was a smash last year as a Luau. This year it will be Margaritaville and promises to be just as much fun. As with last year, it will be outside under a canopy with the food cooked right there and it was delicious last year. The event is on top of a hill next to the Harbor House restaurant and bar and the pool overlooking the marina and harbor and is a great view. The flyer for this will be in the mail soon, if not already on the way. Please join us for a cheeseburger (among other good stuff) in paradise.

**LATE SUMMER RENDEZVOUS
AUGUST 14, 15, 16, 2009
SKIPJACK COVE MARINA in GEORGETOWN, MD**

This event will be held at the Skipjack Cove Marina on the lovely Sassafras River. It is a beautiful ride up this river if you have never been there with plenty of deep water between the markers. It is not however that far from the bay, around 10 miles. This also has high ground overlooking the harbor and marina and on the hill is Signals restaurant and bar and a very large pool. Dinner on Saturday will be at the nearby Granary restaurant, a local landmark with excellent food.

**CLASSIC YACHT FESTIVAL
SEPTEMBER 18, 19, 20, 2009
HARBORVIEW MARINA IN BALTIMORE, MD**

This event is a repeat of last year and was very popular with the membership. It is at the Harborview Marina. There is a large pool on a barge at the end of the pier. The main pier is wide enough and of concrete that cars can be driven on it and last year there was a classic car show ties in which the marina may do again this year. This will have the annual members' choice voting for your favorite boat in each category. The membership picks the winners. This is a difficult task for you because there are so many good boats to pick from but it is fun and very interesting with many boats having quite a history behind them. The winners will be announced at dinner Saturday night at Tabrizi's restaurant at the head of the dock and permanent awards given at the Change of Watch dinner. Inner Harbor is a short walk away with plenty to see and do if you wish.

In summation all of the events have been planned with your having a good time in mind. Remember, that no amount of planning results in a good event unless the membership joins in and has a good time. We hope to see you at as many events as you can attend and that you will enjoy creating new memories.

Concerns Regarding Electrical Items Aboard Small Craft

By R/C Bill Reynolds

I was asked a couple of years ago to do a short article on some of my concerns regarding electrical items aboard small craft that I usually cite for rectification if needed when I inspect them. This was sent in but never made it into the newsletter so I thought I would include here. Many of these items are easy to rectify but can be very important from a safety standpoint. Many older boats have no reverse polarity indicator at the AC distribution panel, some have a buzzer buried behind joinerwork that probably has not worked in years (that was the case with my Pacemaker). A simple fix for this is to obtain a circuit tester from a hardware store (few bucks) and plug it into all the outlets aboard to make sure there is closed ground and correct polarity, repair any defects found. Once it has been determined all outlets are wired correctly, check at least one outlet every time the shore power is connected, even if wired correctly shore side deficiencies can be transferred aboard and you “never know” at transient ports of call.

Any outlet near water or conductive metals should be protected to mitigate the chance of accidental shock or electrocution to crew members. The best way to do this is to install a GFCI receptacle wired in accordance with UL standards (do not do this in a gasoline engine room as the units are not ignition protected unless they are a hospital grade GFCI), the other way but less effectively is to install hinged insulated covers over the outlets. Obvious places this protection would be required are in heads, galleys, weather decks and bilges. GCFI outlets should be checked monthly to be sure they are operable, I quite often find them defunct.

Check your shore power inlet and cord ends periodically for signs of heat transfer (darkened areas where they connect). If this is found the components should be replaced, this not only happens from overcurrent demand (too many amps being drawn thru the line for its rating) but also low voltage on the dock (I have installed an AC voltage gauge on my boat to identify this as this condition can also burn out air conditioner compressors).

Any electrical motor or compressor should have an external ground wire on the metallic case, run to a known good ground. In the event of an internal short circuit this will provide a path for the leaking current and mitigate the chance for shock or electrocution to any crew member that might touch it. The wire should be no more than 1 size under the 120 volt feed wire but I use #8 gauge or larger as the larger the wire the more current it will carry. Air conditioners, auxiliary generators, battery chargers and the like are good candidates for this.

Concerns Regarding Electrical Items Aboard Small Craft Cont.

soline powered vessels it is crucial to have a good path to ground for metallic fuel tanks and fill necks. This carries away static electrical build up and mitigates the chance for a spark discharge during refueling (you can imagine the results of a spark at a venting fill pipe!). #8 gauge copper wire is the minimum for this. Many older boats used copper pipe with a copper braided sheathed flex section (these are typically not methanol resistant and should no longer be used) to the engine to establish ground continuity. Many older boats used galvanized pipe fills to the tank which electrically connected the tank to the fill neck.. In any event a simple test to confirm good ground continuity is to use a multimeter between the tank as well as the fill neck and a known good ground (underwater ground shoe, the engine block assuming no non conductive isolation damper at the shaft coupler). The connections should never be made to the negative terminal of a battery. Many times as components are replaced over the years the ground continuity is lost and resistance at connections can also cause loss of effective grounding which is dangerous. Best to test the components once a year to be safe.

An item I often see is electrical wires tie wrapped to fuel hoses. If there is an overcurrent demand and the copper conductors overheat and melt thru the hose you can imagine the results, particularly for gasoline. Electrical wires should be bundled and strapped well away from fuel components preferably below them were melting copper conductors cannot fall down on them. If it is necessary to strap above use rubber insulated metal straps to contain the conductors (plastic tie wraps will melt).

When running a new wire be sure to size the wire for the length of the run and the amperage draw and overcurrent must be at the power source to protect the feed wire (a fuse on the back of that new VHF or depth finder does not protect the wire from the power source to the radio!).

Finally, the use of wire nuts is frequent in older boats. This does not meet ABYC standards and is simple to rectify. Wire nuts will vibrate loose on boats and thermoplastic crimp connectors are the best choice preferably with heat shrink tube over them.

