

# The CAT Tales

December 2006



Newsletter  
of the  
Chesapeake  
Catalina  
Yacht  
Club

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## View from the Bridge

Pete Bruzik, Commodore

Can it be Winter already? Where has the warm weather gone! What a year for CCYC!

We have had new events such as the Army Navy Club event in Washington, Amicci's Restaurant with the speaker from the USS JW Brown and a northern tour that included Fairlee Creek as well as the recent Baltimore dinner meeting... plus a lot of repeat regular crowd pleasers.

The club is strong and dynamic. It is the members' participation and willingness to "do" that makes this club what it is. Part of keeping the club a living and breathing entity on the Bay is the flexibility of the group. We all have different wants and desires and enjoy different things – BUT we all enjoy sailing... that is our common bond.

Part of a great organization is keeping things interesting... to that end we have elections to bring in new leadership. I will be stepping aside to encourage the continuation of new ideas. Being a member of CCYC for Kathy and I is like living in the neighborhood where we grew up, if you think of it, our cockpits are the old front porches where we can invite people to come over to talk, eat and drink. Every raft up or party is an opportunity to reach out to new members or welcome old friends to tie up or sit down and share the camaraderie.

That is what it is all about! Friends, FUN and sailing. Personally Kathy and I are looking forward to next season – can't wait! BUT you know the best part? The new season for CCYC starts NOW! Don't sit home this winter! Join us for the dry land events that will get us through the winter months! 🍷

## CCYC Holiday Party December 2<sup>nd</sup>, 4:00 PM Gohrband Landing, Potomac MD



Allan and Hilda Gohrband,  
*Running Free*

The CCYC Christmas Party will be held at Hilda and Allan Gohrband's home on Saturday, December 2nd. Dress is casual and colorful. Festivities will begin at 4:00 PM and continue until the last guest leaves.

The menu will consist of "make your own pizza", chicken cacciatore, and salad with soft drinks, beer and wine. If you wish to bring an hors d'oeuvre or dessert, please contact us via e-mail at [allan.gohrband@verizon.net](mailto:allan.gohrband@verizon.net) so we can avoid too much of the same thing. It's been our experience that those not wishing to cook can easily find a pizza maker ready to share something to various tastes.

The now longstanding and traditional gift exchange will occur, so if you wish to participate, please bring a \$10 gift per boat exquisitely wrapped to encourage its selection.

### Directions

#### From Virginia and the South:

- Take the Beltway (495) into Maryland over the American Legion Bridge
- Take exit 39 to River Road (MD 190) toward Potomac
- Turn right on Bradley Boulevard (MD 191)
- Turn left at the top of the next hill at the traffic light onto Kentsdale Drive, and follow Kentsdale about 8 tenths of a mile to 9900 Kentsdale Drive

on the left.

(Note the difference between Kentsdale and Kendale. While Kendale is a short-cut it is not recommended in slippery conditions.)

From Maryland and points North and East:

- ☞ Follow the Beltway (495) to exit 39
- ☞ Take River Road (MD 190) toward Potomac
- ☞ Follow the directions above.

From North Potomac:

- ☞ Take Falls Road or Seven Locks Road to Democracy
- ☞ Turn left from Falls Road and right from Seven Locks onto Democracy
- ☞ At Newbridge, turn right or left respectively
- ☞ At the stop sign turn left onto Kentsdale and proceed to 9900 on the right.

We look forward to seeing everyone. ☞

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### 2007 Officers Selected

The November meeting was at Abacrombie Fine Food and Accommodations in Baltimore. We started with a special Reception arranged for us and followed with a three course meal, also prepared especially for us. It was a great meal and a better time! Nine boats were represented:

- ☞ Mike and Bev, *Ayewash*
- ☞ Dan and Martha, *Brunelle*
- ☞ Don and Mary Ann, *Coelumar*
- ☞ Bob and Lucia, *Lucia*
- ☞ Mike and Marie, *Prego*
- ☞ Gerry and Jeanne, *Ragtime*
- ☞ Mario and Lori, *Sea Cara*
- ☞ Rich and Claire, *Viewfinder*
- ☞ Dave and Lois, *Walkabout*

We also conducted the election of CCYC officers for 2007. With the votes of members present and the proxies of those absent, the results are:

Commodore	Bob Klimek
Vice Commodore	Jim Bergeron
Treasurer	Diane Benyus
Secretary	Mike Davis

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## Voluntarily Rendering Aid To A Vessel In Distress

**Bob Klimek, Vice Commodore**

There is a first time for everything. It pains me to admit that a month or so ago, I ran the *Lucia* hard aground on a falling tide and had to be towed off. It was stormy and we were coming into Dunn Cove to anchor for the evening. I wasn't paying attention. In defense, that was the first time since I started sailing in 1977 that I have to be towed off a sand bar.

When Towboat US arrived, Lucia promptly made it clear that neither the crew nor our C-400 were in any peril. Perhaps she was being overly cautious, but upon reflection I took a look at the requirements to support a claim for salvage by those who render aid to a vessel in distress.

The law applicable to a claim for salvage is the general maritime law. Salvage is the reward or compensation allowed by the maritime law for service rendered in saving maritime property at risk or in distress, by those under no legal obligation to render it, which results in benefit to the property if eventually saved.

In the absence of an express contract defining the rights and duties of the parties, three elements are necessary to a valid salvage claim: (1) a marine peril; (2) service voluntarily rendered when not required; and (3) success, in whole or in part. It has been said that in order to support a claim for salvage, it is essential that the ship be in imminent danger of being lost. However, the test for "imminent" danger has been considerably ameliorated under the maritime law, and the courts permit a showing of reasonable apprehension of danger to establish the peril necessary to support a claim for salvage even in the absence of any immediate danger to the distressed vessel.

One vessel towing another is the most common form of maritime cooperation. Mere towage is compensated on an equitable basis payable to the towing vessel and paid by the vessel towed. However, towing a vessel in danger is a salvage service, to be generously compensated and payable not only to the vessel but to her crew and others, the award being a charge against the towed vessel.

The courts may allow a claim in admiralty for marine salvage without showing any particular

concern for the degree of peril necessary to support the salvage claim, but then they will greatly reduce the amount of the award when the nature and extent of the peril to the vessel and salvors appear to have been minimal. In the case of towing, for example, to an amount little more than a fair towage charge for the salvors' efforts.

Service to a vessel in distress does not require evidence the vessel might have escaped from danger by means other than such service. In short, the necessity of a salvage service is not an element of a valid claim for salvage, which claim will be awarded if peril existed, and successful service was voluntarily rendered. For instance, towing vessels away from a dock when there is evidence of a fire nearby which is being attacked by a fire department and never in fact reaches the dock and in cases of towing a vessel shown to be safe where she is but uncertain of her position. In both circumstances the towing is nonetheless held to be a salvage service because of the apprehension of danger.

The fact of a ship's master flying a distress signal or sending out an SOS or of his and the crew's conduct showing apprehension of peril does not usually show that the situation was in fact one of danger. However, evidence of such conduct can shed light on what the peril of the situation at the time was in fact and might support a claim for salvage.

A vessel sinking or in danger of sinking is generally held to be in a situation of peril sufficient to support a claim for salvage by someone who rendered aid to a vessel in distress. The aim of salvage is to save and one who has rendered aid before it is a do-or-die situation assures the greatest likelihood of recovery with the least peril. Consequently, a relatively minor service voluntarily rendered, even with the help of others, if a vessel was in fact in peril, will support a claim for salvage, although perhaps the award will not be made in a large amount. Of course, the aid rendered must have been meaningful.

The above is a quick overview. In the case of our almost \$1,000 tow the service was not and could not have been a salvage because we had an oral contract with TowBoatUS before they arrived – and I had witnesses -- that we would pay a certain amount for the service. Furthermore, we were not in peril and the service was certainly not voluntary.

Nevertheless, Lucia was correct to make sure it was not a situation of salvage, as lawyers are apt to say: "out of an abundance of caution!"

Here is what Boat US recommends: "BoatUS Towing Service Providers are required to inform the captain of a boat before beginning any work if the procedure is salvage, not towing. If this isn't possible due to wind and sea conditions, the towing company should tell the captain as soon as possible. However, boaters should not assume they will always be told. Boaters should always ask whether the job is towing or salvage before they accept a tow. If the answer is "salvage," the boater should ask if the company - or "salvor" - will give a fixed price or one based on time and materials before beginning the job. If so, get the price in writing or, if an oral agreement, try to have someone witness it. Ⓜ

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## Membership renewal

**Mike Davis, Secretary**

As we come to the end of this sailing season ☺, we can start looking forward to the start of the next season ☺. That includes planning new cruises and going to parties. That also includes renewing your membership and alas, paying dues. CCYC dues are \$35 for each calendar year (January to December). The money is used to cover rental of the meeting places, speakers, the cost of publishing the newsletter, some of the expenses of CCYC parties and other business of running the club.

There is a Membership Renewal Form in this newsletter that includes all the information I have on file about you and your boat. I would appreciate it if you would take the time to check over the information and correct anything that is wrong or missing. This will be the information we use to contact you and to list in the Member Directory.

Additionally, we have a supply of CCYC burgees and they're available to members who do not already have one. The cost is \$25 per burgee and you can include it with your dues. Ⓜ

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## Food Glorious Food!

Lucia Casale, *Lucia*

Can we eat gourmet and not get fat? Well obviously I haven't figured that out yet, but Bob and I are embarking on yet another diet, so we'll see. Here is a dish you can prepare in the time it takes to make the pasta. Don't wrinkle your nose until you try it. As my Grandmother would say "It's Good Mangia!"

### Farfalla Pasta with Sun Dried Tomatoes and Goat Cheese

#### Ingredient list (Per person)

- ☞ 2 oz. by weight of dry (uncooked) pasta
- ☞ 1 oz. by weight of sun dried tomatoes packed in olive oil (drain and chop). No need to squeeze dry
- ☞ 1 oz by weight good goat cheese
- ☞ 8 Green Cracked Brine Olives roughly chopped. (The olives usually have the pit in, but it is easily released. You can find them in the condiments aisle of most grocery stores. Be sure you get the olives packed in Brine and Green only.)
- ☞ 1 clove garlic, minced
- ☞ 1 tsp. of Olive Oil just to coat the nonstick sauté pan
- ☞ 8 oz. of Chicken Broth for every 2 oz. of dry pasta. (Pacific Brand tastes the best but Campbell's canned is a good substitute.)
- ☞ Black Pepper to taste
- ☞ Italian Flat Leaf Parsley rough chopped for garnish (optional)

#### Cooking Instructions:

Do not add salt to the preparation. The olives, tomato, cheese and broth are very savory; no additional salt in the preparation is required.

1. Prior to starting the pasta, divide the goat cheese into each individual serving bowl. Cut/crumble into small chunks. This way no one is cheated on the cheese. Goat cheese is sticky hence if divided into serving size straight from the frig and allowed to warm to room temperature in the

individual serving bowl, the cheese will be ready to mix into the pasta at the end of the process.

2. Cook Pasta in the Chicken Broth instead of water. Be sure you use sufficient broth that the pasta does not stick together.
3. In a medium size nonstick sauce pan lightly sauté the garlic, tomatoes and olives. All you really want to do is warm this mixture up.
4. When the pasta is nearly cooked (fork tender but not quite ready) drain to almost dry. Reserve some of the cooking broth in case your mixer is too dry.
5. Toss the sun dried tomato mixture into the pasta pot (with the pasta) and put back on medium heat. Toss gently but frequently. Let those flavors marry together. If the mixture looks too dry then add back some of the broth.
6. When the pasta is done divide into the waiting serving bowls. Toss the pasta until the cheese is incorporated but still a bit chunky.
7. A few grinds of black pepper and a sprinkle of parsley and its gourmet!

#### Nutritional Facts Per Serving:

426 calories  
19.4 g. of fat  
4 g. saturated fat  
13 mg. cholesterol  
741 mg. sodium  
50 g. total carbohydrates  
2 g. fiber  
5 g. sugar  
13 g. protein

I tried this recipe with 2 oz. of cheese per person and thought it was too rich, but add more cheese if you like.

If not dieting serve with copious amounts of wine and bread! ☞

# CCYC - 2006 Financial Statement

Diane Benyus, Treasurer

\*\*\*Projected as of Nov 17, 2006

**2006 Beginning Balance.....863.59**

**INCOME**

Dues 2006 .....1,590.00

**EXPENSES**

Burgees

Income collected '06 ..... (205.00)

Burgee Exp - Order # 3 .....339.50

.....134.50

Hats

Income collected '06 ..... (150.00)

Hat Exp - Order # 3 .....244.65

.....94.65

Events

March mtg (Army & Navy Club) ...200.00

Icebreaker (Quiet Waters Park) .....114.53

Octoberfest.....122.30

Christmas Party.....200.00

Administrative

Newsletter .....229.88

Awards, Officer Flags, Misc.....322.00

Total Expense.....1,417.86

**Net Income 2006.....172.14**

**Projected 2006 End Bal\*\*\* .....1,035.73**

<b>Finances</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006***</b>
Beg Bal	392	223	349	740	864
Income - Dues	1,015	1,190	1,400	1,350	1,590
Expense	1,183	1,065	1,008	1,227	1,418
Net Inc/(Exp)	(168)	125	392	123	172
End Bal	223	349	740	864	1,036

**Number of Member Boats**

Begin Year	-	29	35	40	39
Not Renewed	-	(8)	(8)	(8)	(6)
New Members	-	14	13	7	14
End Year	29	35	40	39	47

<b>2006 Inventory</b>	<b>Burgees</b>	<b>Hats</b>
Begin	4	1
2006 Order	12	18
Sold	-8	-11
End Inventory	8	8

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