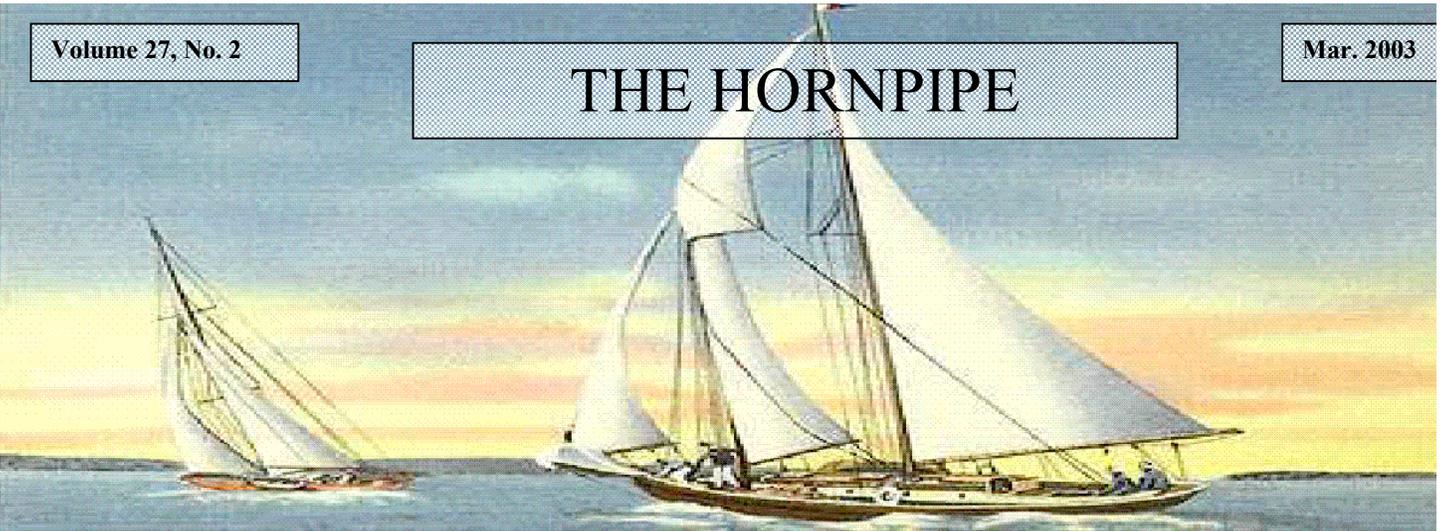


THE HORNPIPE



Commodore's Comments

ALOHA ALL;

As I sit in the sun overlooking the Pacific with its blue colors, gentle swells, surf pounding against the lava cliffs, and the humpback whales breaching and singing, I think of how lucky we are to sail in the Chesapeake. Yes, I know you still are shoveling out your driveways and scooping snow from your cockpits, but the boat catalogs are filling your mailboxes and you are making your lists of paints, brushes, varnish, etc. for springtime in the boatyard. Then it is back to exploring the bays and numerous inlets and creeks throughout our estuary. Here in the Islands those interesting harbors and gunkholes are generally missing; sail trips are along rugged and often hostile shores with limited accesses, or long inter-island trips. Or perhaps I am just rationalizing the fact that soon I must leave this paradise to return to the land of good living.

Well, anyway, we are working on putting together another exciting season of cruises. Make sure that you attend the April All-Hands meeting at Hammock Island on Sunday April 13 from 2 to 6 p.m. The cruising schedule will be presented for you all to volunteer to be cruise captains. The draft schedule will be in next month's *The Hornpipe*. Before then, plan on attending the land cruise to Little Italy on Sunday, March 30, that Tom and Adrian Flynn are organizing. Details of these extravaganzas, and more, can be

found in *The Hornpipe*. In the meantime, aloha and think sailing.

Andy Monjan

Restaurant Cruise

HEY ALL CCSC SAILORS!!

We are coming up to Maryland the last weekend in March and plan to host a CCSC restaurant get-together. We have communicated with Commodore Andy, been approved by the Board, etc., so below is all the information you should need:

Date: Sunday, March 30

Time: 5:30 p.m.

Place: Sabatino's in Little Italy

Other arrangements -- Sabatino's will give us a private room if we have 18 or more people. If not, we will have a separate area. Also, we understand there has been some concern about the "dividing of the checks." We plan to have each person/couple pay for their own food/drink, etc. -- not try to divide evenly.

We know that some of you don't know us -- we've been members of CCSC for many years. In December, 2001, we moved to Edenton, North Carolina, and are now long-distance members. We hope you will join us, and we look forward to meeting you.

We plan to give Sabatino's a number by **Saturday, March 22**. Please contact us at nlkflynn@inteliport.com or 252-482-2741. We hope to see y'all soon.

Tom and Adrian Flynn.

Winter (Summer?) at the Pole

If you would like to see some photographs of how CCSCer **Bob Lowenstein** spent the balmy summer months at Antarctica this year, you can go to the following web sites:

<http://astro.uchicago.edu/~rfl/spole3/>

(Be sure the tilde (~) is represented.)

Or .

<http://astro.uchicago.edu/home/web/rfl/spole3/>

Bob and his wife, **Suzanne Bucher**, sail the *Magdalena*, a Cape Dory 32 slipped at Hammock Island Marina. Bob is an astronomer for the University of Chicago's Yerkes National Observatory in Williams Bay, Wisconsin, where he and Suzanne live. Spending each Antarctic summer at the South Pole is one of the ways that Bob kills time between sailing seasons on the bay. Even commuting from Williams Bay to the Chesapeake Bay, Suzanne and Bob manage to work in about six weeks of good Chesapeake Bay sailing each year. That's considerably more sailing than some of us locals manage to do each year.

Ozone a Mio

Just opening the companionway hatch on the *Kayo Jane* would reveal to the unfortunate person who happened to be the opener that the poor old *KJ* suffered from a bad personal-hygiene problem. In addition to the wafting aroma of diesel fuel, there was a fairly bad head-odor problem that had been exacerbated, just a tad, by my carelessly overflowing the waste-holding tank.

Believe me, that is not something that you want to do very often. I learned from Judy that the cleanup of that type of mess was and has

been, since the first of the Napoleonic wars, the captain's duty. I couldn't find anything in my books to contradict her, so I bent to the task.

I had read in *Practical Sailor* about using ozone machines to eliminate odors aboard, so I decided to price the machines in the assorted marine-supply catalogs that clutter our house to Judy's exasperation. Some searching was required, because the ozone machines are listed variously as "air purifiers," "ozone generators," etc. I found that Defender, West Marine, and Boat U.S. would be glad to let me have one of the things for from \$219 to \$469. Too rich for my blood. *Kayo Jane* would have to continue to make do with the chemicals that I had been using to hide the odor.

The problem with odor-hiding chemicals, though, is that many people find them more odious than the original stench. I was concerned that using them may have increased the incidence of lee-rail, personal chumming among my guests, so I decided that I would have to start saving my shekels toward the purchase of one of the ozone generators. Then I got the bright idea to check the Internet to see if I could save some money. I found, to my amazement, that ozone generators are a relatively hot item on Ebay. They are sold for people to use in homes and offices, and the Ebay prices beat the marine stores cold. I placed a bid on a machine and "won" it, as they are wont to say on Ebay. I can't remember my bid, but I will probably err on the liberal side when I say it was around \$125. Shipping and handling wasn't included in the bid-price (Boo!), so I had to pay that. If memory serves, S&H was around \$10.

The ozone generator arrived via UPS a few days after the close of bidding, but such non-maritime duties as the holidays, etc., intervened, and I had to wait awhile before I could test it on the boat.

It was mid-January before I got to Hammock Island for the big test. I hooked up shore power, placed the machine in the reeking forepeak, and busied myself with other chores to await the results. I had a 12-volt adapter that would have powered the machine, but I wanted to spare my batteries for the ordeal of surviving the remaining winter, so I plugged it into shore power. After the machine had been operating for about twenty minutes, I ventured forward to

check the transponders to make sure there were no leaks. Sticking my head down into the forepeak bilge, I detected no odors at all. No waste odors, no concealing chemical odors, nothing.

Certain that my smeller was broken, I left the boat for a short stroll around the island to rejuvenate my nostrils. When I returned to the boat and opened the companionway hatch, an aroma that was slightly reminiscent of a department store greeted me. Seriously. Now, I wasn't immediately transported to the lingerie department in Nordstrom's, but I did encounter the fresh, clean smell that I associate with classy stores.

I got to thinking about it and remembered that, for years, many stores used ozone generators to urge their customers into making more purchases. Ozone is an "upper", and folks were being "upped" without even knowing it. The danger of long exposure to concentrated ozone finally came to the fore, and stores were prohibited from using O₃ to increase business. But that is probably why the image of a department store popped into my head.

Recalling all that sent me to the instructions that came with the generator to see what mayhem I had rendered unto my corpus by sitting aboard while harmful gasses filled the cabin. I was reassured by discovering that the emissions of the generators are now strictly controlled by international agreement. Also, that the machine had an on-and-off operation feature that would reduce the emissions by fifty percent if it was to be used in a small, enclosed space, which was defined as "such as in an automobile."

The paperwork that came with the machine was written in pidgin English, but translating "the very smallest of insects" as perhaps being bacteria, I was able to get a pretty good idea of what the machine would and would not do. Regarding the job that the generator

would do on *Kayo Jane's* odors, I determined that the problem would have to be broken down into the categories of chemical odors and biological odors.

With the biological odors, the ozone actually attacks the source of the problem, killing the odor-causing bacteria and rendering even raw waste odor free. Spraying the ozone through the cabin seems to have exactly the same effect that spraying Clorox on everything would have. The machine even came with a warning to avoid putting "clothing and just about everything" directly in front of the ozone output port because of the bleaching properties of O₃.

Okay then, what about the diesel fuel and odor-concealing chemicals? Well, apparently the machine only breaks down the "long molecules" that are suspended in the air and that we perceive as odor. The breakdown of the molecules renders them imperceptible to us. Obviously, the ozone won't oxidize all of my diesel fuel, because then I would have no way to run my engine. However, the principal sources of diesel-fuel odor, the thin coatings of oil on the sole, etc., that result from spillage, will, over time, be oxidized to the point where they are no longer sources of the aroma found to be so noxious by many, including me. In the meantime, I will have to use the generator periodically to break down the odorous molecules that will be suspended in the interior air of the boat. I can gratefully dispense with the floral odor-hiders that proliferate aboard.

Deployment of the machine could be somewhat problematic for some, because O₃ is 1.8 times denser than air. For boat owners, however, this is a blessing. You can be sure that the ozone is flowing to the most remote corners of the bilge, a major source of onboard stink.

All in all, I am pleased with my purchase; and I am eager to find out just how well it works over the long haul.

Steve Foland