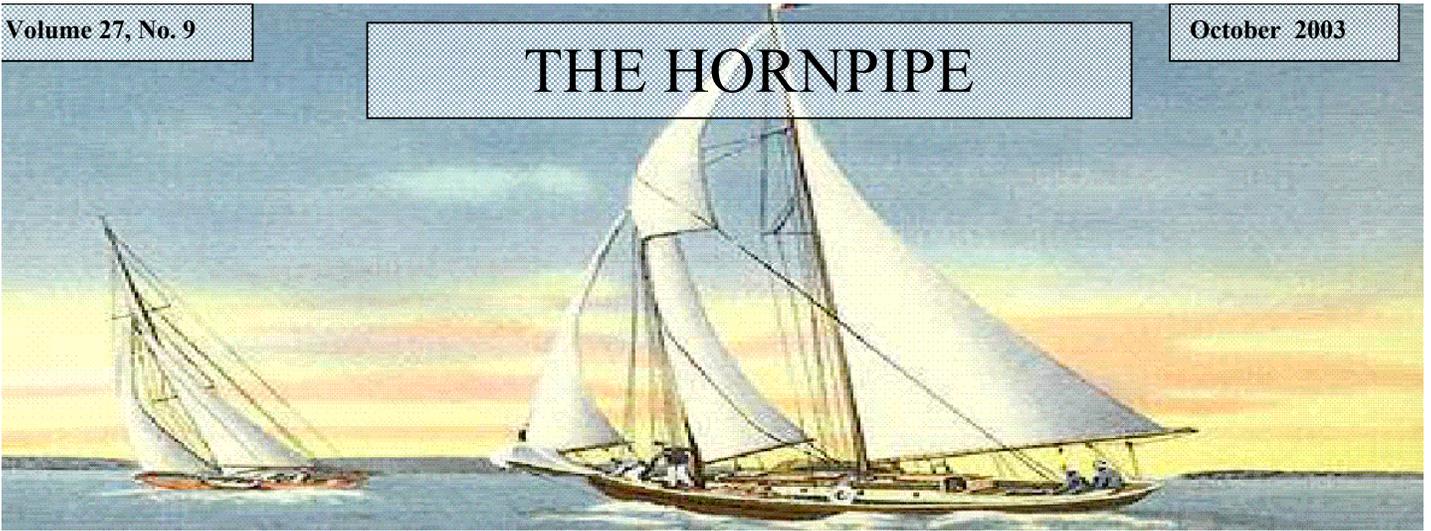


THE HORNPIPE



Commodore's Comments

The Fall sailing season is in full swing. This past Columbus Day weekend was a beautiful one in which to see the changing foliage on the Bay. It also was the weekend for the annual U.S. Sailboat Show in Annapolis; and where I spent Sunday wandering about the boats to find my new fantasy, a four-year-old South African-built 45-foot Shearwater. Then I spent Monday afternoon installing my new boat-show goodies into my reality, my 30-year-old Swedish-built 27-foot Vega.

Puttering about boats is part of the joy of sailing. Let's hope that the weekends will continue to be as nice—we deserve it—until we prep our boats for the winter.

Our next CCSC event, on November 1, is the **Halloween Cruise**, which for most of us is a land trip to an evening of food and companionship at a waterfront restaurant in Baltimore. The details will be forthcoming soon in an email delivered right to your favorite PC.

Also make sure that your calendars are blocked out for our annual **Fall Meeting** on November 17 at the Hickory Ridge Center in Columbia. I will give a presentation, "The Sea Above and the World Below," on my scuba trip to Bimini this past summer. More importantly, we will be having our election for our new Board members. For that to occur, however, we need to have a slate of candidates. Currently,

we need volunteers for the following positions: Commodore, Vice-Commodore, Membership Chair, and Social Chair. I gladly will accept nominations (a.monjan@worldnet.att.net). We also need your seafaring adventures for The Hornpipe, especially to keep us mindful of the joys of sailing the Bay during the upcoming long winter nights.

Andy Monjan

Isabel and Us: CCSCers Defend Themselves

Preparing *Heather II*

Our boat survived Isabel just fine. We removed all canvas, including bimini, dodger, and sails; and put double lines on fore and aft, with the additional lines being attached to adjacent slip cleats, and quite slack. Our storm surge was at least five feet, and the sight of our boat riding in VERY open water with just the tops of the pilings showing was quite spectacular. Hope all did as well!

Duncan McDonald

Isabel Visits Edenton, NC

For those of you interested in the storm and its impact on our little town, we'll give you a brief overview.

First, our boat and how it made out:

We are in a marina on Pembroke Creek at the western end of the Albemarle Sound. The Sound has no tide except for that created by wind. We were, however, in the storm path and took a direct hit that included sustained winds in the 80-90 mph range and gusts between 100 and 130 mph and a storm surge of about 8 feet.

We removed the bimini and wrapped the main tight to the boom. We also wrapped the genoa from above the sheets to the drum. We doubled all mooring and spring lines. Our slip is narrow, so the boat was tied fairly tight.

The after storm assessment revealed some minor gel-coat scratches, two parted lines, and some water in the interior. We also had one logo rubbed off by a fender and some blown out stitching on our genoa UV cover. Overall, we were very pleased with how little damage we had. Considering that a Ranger 26 near us ended up 75 feet ashore and a 28-foot S2 was sitting on top of its pier, not to mention several blown out head sails and mangled piers, we're happy.

The town of Edenton was not so fortunate. Most houses sustained some damage, the bulk from trees blown on them. A lot of tin and copper roofs were blown off. Waterfront houses received the brunt of the surge, and virtually all flooded. Most are unlivable and will need to have their first floors rebuilt. Several families are displaced. The private piers, with one or two exceptions, are gone.

Edenton is a town known for the many large, beautiful, 100-year-old trees that line the streets. Minimally, 50% of those trees are gone. The devastation is difficult to describe.

We are getting back to normal, and the town is cleaning up and repairing and rebuilding. The damage to our house was very little compared to many and is being repaired.

Our assessment of hurricanes: **NOT FUN—AVOID AT ALL COSTS!**
Tom & Adrian Flynn

Preparing *Aldebaran*

At the top of Bodkin Creek (main branch) we were fortunate. The ground is high, so flooding did not seem to do much damage. The wind did not have as much power up there either—something like a hurricane hole I guess.

Some chaffing on two mooring lines was about all the damage that we sustained, plus a tree that partially fell on our vacant shack on the shore. But since we were planning to tear that shack down anyway to build a retirement home, that was not a problem. In fact, better now than later.

Ed & Robbie Sabin

Evergreen Storm Preparations

Over the years, Jan and I have paid more and more attention to storms and to storm-survival articles and books. We also have observed what marinas can look like after storm surges, as shown in the Boat-US insurance magazine. As we saw Isabel approaching, I became convinced that this was "THE ONE." A huge storm surge would be pushed up the Bay, and it would deepen as the Bay narrows above the Bay bridge. I was expecting a 10- to 12-foot surge, with the docks and pilings at Hammock Island completely submerged.

After much agonizing about the options, we decided to anchor out rather than risk being battered in the slip.

On Sunday and Monday we stripped the boat, plugged the dorades, and took storm anchors to the boat. I took off from work Tuesday, and we motored to Jubb Cove to anchor.

We set up two anchors in series (i.e., inline). We set a 55-pound Danforth anchor, followed by 20 ft. of 3/8 chain. To the end of the chain I attached a 45-pound CQR; then 100 ft. of 5/16 high-tensile chain; then two 5/8-inch nylon 30-foot-long snubbers as

shock absorbers. One snubber was set tight and the other was set slack, to be a back-up in case the tight snubber chafed through. Both snubbers were protected from chafe by 3-ft. lengths of fire hose over conventional canvas/Velcro chafe protectors. We set the anchors as we always do, by backing down at full throttle in reverse and observing a "range" on shore to be sure we are not moving.

It worked. *Evergreen* did not budge.

I don't know if all the trouble was necessary. There's a story about a man who always draped a rope around the doorways of hotel rooms to keep elephants out, and it worked every time.

Jan and Hank Zerhusen

Readying the *Kayo Jane*

When the next hurricane comes around, Judy and I will be able to claim some beforehand expertise in preparing for it. Isabel, though, goes in the Durr's column for us. Thanks to the multiple and timely email advice received from Bill and Carol, we had plenty of time to effect the numerous recommendations that were forthcoming from Hammock Island Marina.

Stripping sails; doubling dock lines, high and low; securing the boom; taping ports; securing halyards, sheets, etc.; putting out numerous fenders; stowing and securing loose gear on deck and below; removing such valuable equipment as EPIRB, radios, autopilot, GPS, spotlights, etc.; served to ensure that the *Kayo Jane* survived the storm winds and the 8-foot tidal surge without a scratch.

Steve Foland

Life Rafts

I went to the Boat Show on Friday. The highlight was a discussion and live demo at the Winslow Life Raft booth (I have a Winslow on board). I learned a few things

that might save my life--mainly this: ***Unless you do things right, in a heavy blow you will lose your life raft before you can board it.***

Talk about a "sinking" feeling!

You really need to secure the raft's painter to the boat as your first action. *And tie a knot, don't use the clip.* Don't worry about the sinking boat taking your raft down with it (at least, with a Winslow)--the D-ring attaching the painter to the raft is designed to give out at 500 pounds of load. The raft has a knife in a pouch near the painter to cut the painter if necessary.

Also, I always thought it was immersion in water that caused the raft to inflate, but it isn't. A sharp pull on the painter at the raft connection point starts the inflation. The raft tubes will be cold after inflation due to the expansion of gas used to inflate it—a light "frost" will form on the outside. It will also sound like the raft is leaking, because the raft slightly over-inflates at first and slowly releases some of the excess gas.

In Winslow's opinion, the most dangerous (and most common) mount for a life raft is in a canister on deck, ahead of the mast. If the raft deploys, it can get caught in the rigging of a sinking boat. The manual release that pops the canister only opens it up, so that you still need to wrestle the raft into the water. Hydrostatic releases begin to inflate the raft when the boat is nine to fifteen feet underwater—a bit late. Winslow recommends a soft valise rather than a hard-canister container, and they recommend stowing it in or near the cockpit with the painter secured to a heavy pad-eye. Except for the pad-eye, which I'm going to add on the inside wall of my lazarette, that's my set-up.

Regarding servicing, Winslow recommends repacking every year, but I found that's mainly because the package can get wet and deteriorate over time. It's actually ("unofficially") good for at least two years under reasonable conditions, and

they now vacuum pack them with an official three-year service window. They say three years to be safe, but it could go longer between servicing, although you need to watch the expiration dates on the pre-packed equipment, such as signal devices. Winslow

also includes Fed-Ex shipping both ways in their service charge.

If this sounds like a commercial for Winslow--it probably is.

George Alberts