

THE HORNPIPE

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CCSC 2004 Board Members

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Commodore's Comments

We have managed to have some nice cruises during this summer of fair winds; and we even managed to have about a quarter of a regatta before the winds failed us. The truncated regatta was followed, though, by a terrific picnic on Hammock Island.

Quite a few people showed up for the picnic. They were, in more or less alphabetical order, Jutta and George Alberts, Janet and Ron Benrey, Barbara and Dick Callis, Bob Cox, Ilyse and Jesse Delanoy, Carol and Bill Durr (also their son and granddaughter), Judy and Steve Foland, Sue and Art Grotz, Judy and Steve Hilnbrand, Cynthia and Duncan MacDonald, Gail and Don May, Usha and Andy Monjan, Jenny Poniske, Robbie and Ed Sabin, Nan Shellabarger, Pat and Ed Shippey, and Jan and Hank Zerhusen.

Gail and Don May did a great job as social chairs for the picnic. Quite a few more people showed up than were planned for, but Gail and Don somehow made the food sufficient for all. Thanks a lot, Mays.

Our club members provided many other delicious dishes including some very scrumptious desserts. Thank you, everyone, for your contributions.

Coming up before the October Hornpipe is due to be published are: the City Cruise to the Baltimore Inner Harbor on September 25-26, with Jenny Poniske and Nan Shellabarger as captains, and the End of Season Cruise to Swan Creek on October 9-10, with Usha and Andy Monjan as captains.

On November 15 it will be time to elect new board members. Please consider running for one of these offices, and let me know if you are interested.

Steve Foland



(Labor Day Cruise Raft-up by Ed Shippey)

Labor Day Cruise

Evergreen (Hank and Jan Zerhusen) was joined by four other boats at anchor in Worton Creek: *Evening Light* (Pat and Ed Shippey); *Windsong* (Barb and Dick Callis); *Aldebaran* (Robbie and Ed Sabin); and *Mary B.* (Jeanne and Ken Montgomery).

Saturday afternoon the breeze was light and on the nose coming up the bay. *Evergreen* made one leg close hauled to the eastern shore, then motored to Worton to arrive early to be anchor boat. We anchored outside, along the north shore, in 11 feet of water with the 33# Bruce and 75 feet of chain. The anchorage was a little roly, but not bad enough to prevent rafting-up.

Jan and Hank went swimming in unusually clear water. There seemed to be no salt taste.

Saturday evening's picnic was great. The Z's provided cooked hot dogs, and the other boats provided complementary dishes. For dessert, the Montgomerys brought a peach upside-down cake, and the Z's provided ice cream. We all managed to squeeze into *Evergreen's* cockpit. For Jan and me, the socializing with fellow sailors is what its all about when we go to club raft-ups.

Sunday morning many visited *Aldebaran*, marveling at the one-inch thick concrete

construction. The Sabins bought the hull and integral deck in 1976, and it has been and still is a "work-in-progress."

Sunday, *Evergreen* and *Windsong* moved on to another anchorage. The Shippeys stayed at anchor at Worton, and the Montgomerys and Sabins headed home.

Evergreen and *Windsong* met at Eagle's Nest, which was too crowded, so we rafted in Sillery Bay. It was too rough to stay rafted so *Windsong* broke off and spent a quiet night in Broad Creek.

This long weekend was supposed to be the start of a week long cruise for *Evergreen*, but we cut it short because of expected heavy weather in mid-week.

Hank and Jan Zerhusen

The 2004 CSCC Regatta

September 11, 2004, dawned clear, cool, and breezy giving all the concerned sailors hope that a lively competition would result as we gathered at Hammock Island for pre-race preparations. The competitors were: *Breezing Up*, captained by George Alberts, crewed by Ed Sabin; *Kayo Jane*, captained by Steve Foland and crewed by Judy Foland, Nan Shellabarger, and Jenny Poniske; and *Solitude*, captained by Bob Cox and crewed by Hank Zerhusen.

The first indication that the regatta was not going to go smoothly was the discovery that the course selected by Don May was going to be difficult to sail as he had used an out of date chart and none of the marks were in place! A quick meeting resulted in consensus of a course beginning at the green and red "BC" can, sailing windward to the Brewerton Channel green "5", back to the Sevenfoot Knoll tower, and thence back to the start, leaving all marks to port. The wind was still a promising easterly 5-10 knots as the fleet left port, with Don May and Bill Durr in *Misbehavin'* doing committee boat duty.

We all motored out to the area of the start, dodging fairly thick traffic of all sorts en route. As we reached the course, the contestants cut their engines and deployed genoas to begin jockeying for advantageous start position. *Solitude* elected to

remain out of the fray, standing off the line as *Breezing Up* made a long tack out and back and *Kayo Jane* elected to make a series of short tacks to stay as close as possible to the line. The first 10 minute start warning at around 1115 hours was aborted with less than four minutes to go, causing some confusion, but the restart was finally understood by all boats and the countdown began.

As the seconds to the start ticked down, it appeared that *Kayo Jane* was going to be in the best starting position, upwind of both *Solitude* and *Breezing Up* and just skimming the line, ready to sheet in and head up across the line. However, it was not to be. Miscalculation of the expected start resulted in reaching the end of the starting line and the decision to do a quick jibe and tack to regain position. The maneuver was completed and *Kayo Jane* was back on a starboard tack with the advantage over *Breezing Up*, who was gliding in on port. The horn still hadn't sounded, and *Kayo Jane's* starboard genoa sheet slipped out of the self-tailing winch causing her to fall off too much, to again overrun the starting line, and to repeat the jibe and tack maneuver.

In the middle of that, the horn actually blew and *Solitude* made straight for the line and, unchallenged, began the race alone! Bob, surprised at *Solitude's* advantage, kept asking if the race had, in fact, started. He was assured by all that he was legitimately in the lead. Some minutes later, *Kayo Jane* finally managed to get on course and across the line with *Breezing Up* hard on her heels.

Kayo Jane started eating up *Solitude's* lead, being able to point higher, but was being closely challenged by *Breezing Up*. Then another bit of ill luck arrived in the form of a barge steaming up the Craig Hill Channel just as *Kayo Jane* and *Breezing Up* were crossing. *Kayo Jane* elected to stay on port tack and cross on a long diagonal, hoping that we would clear. *Breezing Up* came about to starboard in order to make a nearly right angle crossing further north. Both boats successfully avoided a close encounter.

Up until this point, the wind had been quite favorable, nearly due east and better than five knots, but now it started fluking southerly and back, causing the fleet to fall way off to maintain way,

then get caught heading too far the other direction after tacking to get back on course.

Shortly after noon, it died altogether. *Kayo Jane* was about halfway to the first mark, *Breezing Up* was about a half-mile in trail, and *Solitude* was behind her. We all bobbed in discouraged circles for a while, with the crew of the *Kayo Jane* rashly disregarding maritime tradition by lustily whistling for the wind and even spitting on the mast! A couple of cat's paws answered the call, but not enough to continue the race. *Breezing Up* eventually hailed the fleet, graciously conceding defeat to *Kayo Jane* and suggesting that we ought to crank the engines and head for home. We all agreed.

Back at Hammock Island, despite the failure to finish, everyone agreed that a fine time had been had by all, especially as the spirit of comradely sportsmanship exhorted by our commodore had been observed, both between rivals and, more importantly, on board each vessel. The only disgruntlement in evidence was directed at the wind, as we all enjoyed our lunch.

Linda Jensen

Trip to the Maritimes (and Maine)

Although we didn't SAIL, as we CCSC'ers think of sailing, on our trip to Nova Scotia, PEI, and New Brunswick in August, we did spend a fair amount of time either on the water or looking at it from some pretty spectacular sites. Our "on-the-water" events included the overnight ferry from Portland to Yarmouth, a trip to the bird islands for views of Puffins and Guillemots, and a fun and totally wet jet-boat ride at reversing falls in St. John NB. On the bird island trip the mate (captain's wife) threw fish to a number of friendly bald eagles that recognize the boat and the mate's voice and came in real close for the handout.

Although we enjoyed fabulous views throughout, the Cabot Trail is just as spectacular as advertised, and included a close-up of a bull moose by the roadside. We stayed at a B&B in Lincolnville, ME, and were told by the owners that we should go up to the nearby mountain park and get a view of Camden Harbor. We did, and it was WELL worth it. We were amused as we watched a

windjammer schooner coming back from a day trip. The crew (probably with help from the passengers) lowered sail, and suddenly the headsail was in the water. It took awhile to retrieve...not too Bristol! Our host, also a racing sailor, told us of how the harbor at Camden is very crowded, and that he has run aground trying to avoid huge boats at moorings surrounding the green entry channel marker.



Cabot Trail



Camden Harbor

Although the trip might have cut into our sailing on the Chesapeake, Heather II was in the hospital (sick engine) while we were gone, so we didn't really miss anything. T'would be fun to sail up there, but not without radar!

Cynthia and Duncan MacDonald

Swan Creek Cruise – October 9-10

Join us in the last CCSC cruise of the season to Swan Creek October 9 to 10. We can have an easy cruise and raft together on Saturday for happy hour and share treats. Hopefully, we will be between hurricanes and tropical depressions. We will monitor channel 67 during the last quarter of the hour starting at 1445. Contact us at home (301-596-9176) or email me at a.Monjan@worldnet.att.net to let us know if you will be joining us. Free bottom check and prop barnacle removal on Sunday morning with prior reservations.

Andy Monjan

THANKS TO ALL OF YOU WHO HAVE CONTRIBUTED TO THIS AND PAST ISSUES OF THE HORNPIPE. WE HAVE FOUND THESE STORIES MOST ENTERTAINING. WITHOUT YOUR STORIES AND INFORMATIVE ARTICLES, HOWEVER, WE WILL HAVE VERY LITTLE TO REPORT IN OUR UPCOMING NEWSLETTERS, SO PLEASE KEEP SENDING IN YOUR ARTICLES.