

# THE HORNPIPE

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### Commodore's Comments

It's February, and in our part of the world spring is clearly on the way. This weekend, I was poking into some of the still-mysterious recesses of my boat, when I heard the thumps, whirs, and finally roaring of my neighbor's engine starting up. The creek is still covered in ice, so it was something of a quixotic move on his part, but it made the sailing season seem that much closer.

We have a lot to look forward to this year. Dick is pulling together a terrific set of cruises, including a long one farther south than in recent years. He'll be looking for captains to volunteer for each one. Andy has scheduled a restaurant land cruise to Baltimore on March 19 — that's close enough to the official beginning of spring that we may need to stage a sock burning as a prelude to dinner. We've set a date in April for the picnic at Hammock Island — this would be an especially good time to bring along any prospective new members. Read on for previews of the coming events, and I hope to see you in Baltimore.

By the way, we are entitled to a fifty percent discount on the Boat U.S. membership cost. Any

CCSCers can claim that discount by citing our Group ID Number, which (still) is GA80210S.

Also, for those of you who have not paid your dues to Ed Sabin and/or have any changes for Jenny Poniske on your listing on the membership spreadsheet, please get your dues to Ed or your changes to Jenny ASAP.

*Nan Shellabarger*

### Bertha's Mussels

Our next land cruise will be dinner at Bertha's in Fells Point on Saturday March 19 at 7:00 p.m. Bertha's is located at 734 S. Broadway, Baltimore. Their telephone number is 410-327-5795. Bertha's is a tradition in Fells Point, one of the classic bars in this classic area. They are known for Bertha's mussels, but you can order whatever you want from their standard menu. We will have a private room, and if you can't hear our laughing and talking, then ask for the Monjan party.

*Andy & Usha Monjan, Social Chairs*

**Book Review**  
***The Tidewater Tales, A Novel***  
**John Barth**

Got a few months? Try tackling The Tidewater Tales by Eastern Shore native John Barth. I bought it at the Maritime Museum at St. Michaels to have something to read during my crab-cake lunch, but its 655 pages took me three years to get through. By comparison, the 850+ pages of Harry Potter's latest only took seven hours.

This is a novel of love, the Cold War, pregnancy, and sexual violence, all wrapped up in stories within stories and sailing on the Chesapeake. It begins with a cry from the hero and narrator,

“For pity’s sake, Kathy, set me a task!” — thereby setting *her* one.

The whole book continues with conundrums and riddles within riddles. John Barth is famous for having characters who tell stories, and then the characters in the stories also tell stories, and again and again. This book is filled with digressions and appearances by unexpected characters, including CIA operatives, Odysseus, Don Quixote, lesbian terrorists, and Scheherazade, she of the 1001 stories told in 1001 nights. Most of the present day action takes place during a two-week cruise in June on the Chesapeake Bay aboard a “hard-chined, wide-beamed, tiller-steered, engineless wooden centerboard sloop of traditional local design” named, appropriately enough, *Story*.

John Barth is both an excellent story teller and an experienced local sailor, and he appears to have mellowed over the years. Much of the book is a charming love story filled with likeable characters and realistic sailing (warning: and explicit sex), but those people who are bad are *very* bad and you bump up against them in the narrative like running aground when you thought you were in the channel.

The language makes it all worthwhile. Here is an extract describing the Chesapeake Bay experience:

“...in a few hours’ daysail, you may pass a nuclear submarine, a four-masted square-rigger, a Windsurfer, a Texas Tower under tow, a Chinese junk converted for cruising, a syndicated million-

dollar “maxi” racing machine, a kid in a kayak, a Monrovia freighter bound for Sri Lanka, an oyster-dredging skipjack built in 1889 and still working, a round-the-world cruiser manned by one young woman, a drug-running super speedboat, a hydraulic clammer, a U.S. Navy rowing shell, a fishing charter boat packed with half a hundred black gentlemen anglers, a ten-Brownie war canoe, a Russian Caribbean cruise ship, an air boat, a flying boat, a hydrofoil, a Hovercraft, a missile frigate, a water-skier, a paraglider, and a man bent upon walking from Annapolis to St. Michaels in Styrofoam pontoon-shoes of his own design. All those we’ve seen, and more, over the summers, from *Story*’s cockpit, but we had never before seen...”

Hope you enjoy it.

*Nan Shellabarger*

**2005 Cruise Schedule**

The cruise schedules presented here are the first cut and are subject to change. I welcome any comments or suggestions for changes in the dates or destinations. I urge all members to consider being a cruise captain and suggest a theme for each cruise. For those who cannot make the full two-week cruise, they are welcome to drop in or out at any point. You can contact me at any time after March 17. I hope to have the schedules firmed up by the time of the spring picnic, proposed for April 23 at Hammock Island, and will take the names of volunteers for captains at that time.

4/23	Spring Picnic	Hammock Isl.
5/14-15	Shakedown Cruise	Eagles Nest
5/28-30	Memorial Day	Wye River
6/18-19	Best Wine <\$10	Rhode River
7/2-17	July 4 <sup>th</sup> Cruise	South to
	Rappahannock (see details below)	
7/23-24	Captain’s Choice`	??
8/13-14	VJ Day Cruise	Langford Cr.
8/27-28	Captain’s Choice	??
9/3-5	Labor Day	Chestertown
9/10-11	Regatta	Hammock Isl.
9/24-25	Annapolis Cruise	Mooring
buoy		
10/8-9	Baltimore	Inner Harbor

**10/29 Land Cruise Baltimore**  
**11/14 Year-End Meeting Hawthorn**  
**Ctr.**

**Two-Week Cruise to Rappahannock**

<b>Sat., 7/2</b>	<b>Dun Cove</b>	<b>28 mi.</b>
<b>Sun., 7/3</b>	<b>Solomons Is.</b>	<b>29 mi.</b>
<b>Mon., 7/4</b>	<b>Solomons Is. Fireworks</b>	<b>0 mi.</b>
<b>Tues., 7/5</b>	<b>Patuxent R./St. Leonards</b>	
	<b>Sotterly</b>	<b>6 mi.</b>
<b>Wed., 7/6</b>	<b>Coan River</b>	<b>37 m.</b>
<b>Thur., 7/7</b>	<b>Reedville</b>	<b>27 mi.</b>
<b>Fri.-Sat. 7/8-9</b>	<b>Corrotoman R./Bells Cr.</b>	<b>32 mi.</b>
<b>Sun., 7/10</b>	<b>Indian Cr./Fleets Bay</b>	<b>24 mi.</b>
<b>Mon.-Tues. 7/11-12</b>	<b>Crisfield Somers Cove</b>	
	<b>Marina</b>	<b>33 mi.</b>
<b>Wed., 7/13</b>	<b>Solomons/Mill Cr.</b>	<b>41 mi.</b>
<b>Thur., 7/14</b>	<b>Little Choptank/Hudson Cr.</b>	<b>23 mi.</b>
<b>Fri.-Sat., 7/15-16</b>	<b>Oxford</b>	<b>15 mi.</b>
<b>Sun., 7/17</b>	<b>Cambridge</b>	<b>10 mi.</b>
<b>Mon. 7/18</b>	<b>Home</b>	<b>39 mi.</b>

**Some Thoughts On Sailing**

A lot of my friends play golf and were trying to encourage me to take up the sport after I retired. I thought about it and have come to the conclusion that sailing is a lot like golf. With golf, the object is to put the little white ball in a hole. Sailing you want to put the little white boat in a gunk hole. In both sports, you start by selecting a

course for the day’s activity. Wind and weather conditions may influence either selection. Once out on the course you choose the best driver for the situation; wood, wedge or putter — geneoa, jib or spinnaker. In both sports you want to stay out of the rough. Similarly, one wants to avoid the sand traps. On the golf course they are well charted and easy to locate and avoid, while in sailing the hazards are usually covered by water and you do not know where they are until you are in them. One difference, though, is that in golf, you want to keep the white thing out of the water while in sailing you want to keep it in. However, there is one major difference: In golf, the ultimate goal is to make a HOLE IN ONE, while in sailing that is the ultimate disaster.

*Dick Callis, Vice Commodore*

***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.***

*Judy Foland*