

THE HORNPIPE

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Commodore's Comments

It was terrific to see so many of you at the picnic on Saturday, September 10. We've had a long stretch of terrific weather — sunshine and wind — and last weekend continued to be glorious. ("Glorious" is based on my sailor's attitude towards weather. My garden, on the other hand, is desperately thirsty, but that topic is reserved for my garden club notes.) Saturday was another day for trading stories and tips about the sailing season gone by and the sailing still to come. I'd like to thank Andy and Usha Monjan for making the arrangements and providing the staples, Duncan MacDonald for being such a terrific barbeque chef, and the Durrs for setting up and letting us use their lovely Hammock Island setting for the picnic.

Attendees included George Alberts, Barbara and Dick Callis, Barbara and Matt Coyle, Ilyse and Jesse Delanoy, Bill Durr, Adrian and Tom Flynn, Judy and Steve Foland, Cynthia and Duncan MacDonald, Linda Serf and Patrick McGeehan, Usha and Andy Monjan, Jenny Poniske, Robbie and Ed Sabin, Nan Shellabarger, Pat and Ed Shippey, and Jan and Hank Zerhusen.



CCSC Picnic – Hammock Island – 9/10/05

Our last two cruises are city cruises — Annapolis September 24-25 (we need a captain for this one), and Baltimore October 15-16. I'll be captaining the Baltimore cruise. Tentative plans are to stay at the Inner Harbor Marina and dine within walking distance. I really enjoy having the boat as hotel room in the exciting urban waterfront. Anyone who doesn't want to join us by water is welcome to join us by land — details on the restaurant rendezvous to follow. We're also making

a return visit as a restaurant cruise to the Yellow Fin Restaurant on October 29.

November 14 is our annual meeting, including election of new officers. We're still looking for volunteers — I can assure you no officer position is a great deal of work, but we do need folks to pitch in and pull together events to keep the club going. Anyone interested in volunteering, please give me a call at 301-589-7469. Some of you may be receiving a call seeking you to volunteer — please consider this carefully.

Nan Shellabarger

V-J Day Cruise

Neither Mary Benedict nor Robbie Sabin were willing to join their husbands, Lee and Ed, sailing to Langford Creek on August 13-14 due to hot weather, so Lee and Ed switched to plan B: Lee's neighbors, Robert and Jean, accompanied him on *Nik of Time*, and Ed single-handed it on *Aldebaran*.

We settled for Queenstown on the Chester River — it's not quite as far as Langford Creek. There was wind from the south both days, so it required some tacking on day one but was favorable on day two for the return.

The heat wasn't too bad while underway, since there was some wind. Sleeping on the boat was rough — lying on sweat-soaked sheets until the boat cooled off in the middle of the night.

Naturally, we each went aground in Queenstown harbor. Ed was learning to use his new GPS chart plotter. It worked well, showing the boat's location and large scale features, but could not be depended on too much for close up details.

Ed learned how to put up the mainsail with no one at the tiller. Let the boat drift around under the jib alone. The jib would pull the boat around, then be back winded and get stable that way (had the boat "hove to", which we have read so much about). When the mainsail was loose (did not have wind in it), Ed would crank on the main halyard winch like crazy. Robert was taking digital photos from Lee's boat while this undignified procedure was going on.

Ed Sabin



Ed Sabin waiting for the tide to lift off Aldebaran

Poplar Island

Most of us have sailed on one or the other (perhaps both) sides of Poplar Island. Perhaps some of you remember when one of the Whitbread boats, captained by Dennis Connor I think, ran aground off Poplar Island. While you may think you have seen most of the construction related to adding dredge spoil, you haven't unless you've taken the tour. It's a really remarkable engineering feat as well as a wonderful addition to wildlife habitat. Not only is it doing good things for the Chesapeake, but it also serves as a national model for use of dredged material. The tour is conducted by the Maryland Department of Environmental Services from Tilghman Island. There must be at least eight people, but individuals can join other groups, providing there is room. The person who conducts the tours is Chrissy Albanese. The phone number for reservations is 410 770-6503, and the email is chrissyalbanese@oplink.net.

Duncan MacDonald

August 27-28 Tilghman Creek Cruise

Early in the previous week the weather predictions looked GREAT! As the weekend approached, it looked gloomier and gloomier. Four boats had planned to come, but two, the Alberts and

Delanoys, thought better of it. NEVER BELIEVE THE WEATHERMAN! Well, at least don't be surprised if the predictions aren't too accurate.

We, the MacDonalds, left Cambridge with the sun shining and motor-sailed down the Choptank into more and more threatening cloudiness. Soon it was raining, but not too hard. It stopped before we reached Knapp Narrows, just in time to lower the main. Then no more rain all the way up Eastern Bay and into Tilghman Creek, with even a bit of sun. After two unsuccessful tries the anchor grabbed immediately on the third. The Sabins showed up about 4:30 p.m. After a brief rest we gathered on *Heather II* for hors d'ouvres generous enough for the four expected couples — no dinner required!

Yes, it rained off and on all night, but was dry when we awoke. Predictions still called for storms in the afternoon, so we left about 9:30 a.m. Had a great sail down Eastern Bay until the wind finally turned straight on the nose. We tacked for awhile, as did the Sabins, but finally motor-sailed. When last seen, the Sabins were also motoring towards Bloody Point as we turned south into Poplar Island Narrows. We anticipated a nice broad reach up the Choptank, but by then the wind had died. By the time we docked in our slip the sun was shining brightly.

WHAT storms?!

Duncan MacDonald

September 3-5 Labor Day Cruise

Barbara and I left Magothy Marina on *Windsong* at 10:00 a.m. on Saturday and sailed on a 10-knot breeze out of the NNE. The wind died off of Love Point, so we motored to the bend in the Chester River then sailed to the Corsica River. We anchored just inside the Corsica River about 3:30 p.m. and were soon joined by Duncan and Cynthia MacDonald on *Heather II* and Ed and Pat Shippey on *Evening Light*. About 5:00 p.m. Nan Shellabarger and Jenny Poniske aboard *Mutima* joined the raft in time for cocktail hour, which, with all the good food became dinner. I received a call on the radio from Andy Monjan, who intended to join us but, because of a late start, decided to anchor in Swan Creek.

After a quiet night rafted up, on Sunday morning Nan and Jenny headed for home port, Ed Shippey broke off to do some fishing, and the MacDonalds and Callises motored to Chestertown on *Heather II*. We anchored opposite the Chestertown Marina and took the dinghy ashore for lunch at the “new” old Wharf Inn. We motored back to the Corsica River to raft up with *Windsong*.

Monday morning *Heather II* headed for home port in Cambridge, *Evening Light* stayed at anchor, and *Windsong* headed for the Magothy River. After leaving the Corsica River, I raised the sails and joined the dozens of other sailboats sailing out of all the creeks and anchorages. After 15 minutes of motoring around the “bend,” we had a wonderful sail at five to six knots all the way to the Magothy Marina.

Meanwhile, the MacDonalds were making their way to Cambridge.

{We got to the Kent Narrows Bridge just as it opened at 10:00 a.m., and hardly slowed down, since we had the current with us. “That’s the way they do it around here!” stated the bridge tender. We motor sailed to Knapp Narrows and had no problem there either. Then we sailed up the Choptank to about Chlora Point and motor sailed to Howell Point. We dropped the main and the engine died. We couldn't restart it so let out about half the genny and sailed to the marina entrance, planning to sail into the slip with about 15-18 knots from the north. However, we tried the engine once again and it started. Never a dull moment. — **Duncan MacDonald**}

I'm sorry that more CCSC cruisers could not join us for what were the best sailing conditions of the season. Let's hope that there will be a few more good days for sailing yet this year.

Dick Callis

THANKS TO ALL 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.