

THE HORNPIPE

VOLUME 29, NO. 10

OCTOBER 2005

CCSC 2005 Board Members

Nan Shellabarger, Commodore	(nshellab@earthlink.net)	301-589-7469
Dick Callis, Vice Commodore	(olencz@comcast.net)	410-730-7590
Cynthia MacDonald, Secretary	(DunMcDnld@aol.com)	410 799-9517
Ed Sabin, Treasurer	(esabin1@comcast.net)	410-255-7362
Jenny Poniske, Membership	(jennyp7@hotmail.com)	412-963-6200
Usha & Andy Monjan, Social Chair	(am39m@nih.gov)	410-531-3832
Judy & Steve Foland, Hornpipe Editor	(Foland@aol.com)	301-261-6613

Commodore's Comments

Where did the summer go? I woke up yesterday to see the dogwoods in my yard had turned red overnight. At least the drought has broken — just in time for *Mutima's* long-awaited long cruise, of course. The U.S. Sailboat show on Saturday was a real frog-drowner, with torrents of rain keeping the crowds away in the morning. Waterproof clothing, dry bags, and miracle water-absorbing cloths were all big sellers, as flocks of yellow-jacketed suntanned folks clutched plastic bags full of damp sales brochures and catalogs.

With one last sea/land cruise, the Columbia Corinthian Sailing Club season on the water comes to an end. However, we can look forward to another great night at the Yellowfin Restaurant, arranged by Cynthia MacDonald. The annual meeting is scheduled for November 14 at the Hawthorne Center in Columbia. We are looking forward to a guest speaker to tell us more about Poplar Island — that amazing engineering and ecological feat that Duncan MacDonald told us about in last month's Hornpipe.

Nan Shellabarger

Yachting Etiquette Report Card

With the end of the 2005 sailing season approaching, it's time for an honest assessment of our yachting etiquette during the season. The following excerpts from *Amy Vanderbilt's New Complete Book of Etiquette* published in 1963 are helpful:

Being a Good Sailor. Because the space aboard a boat is circumscribed, the rule of the sea concerning neatness must be observed by guests. Everything must be shipshape. No one should come aboard with a stiff suitcase. Stowable gear is always canvas. Guests on any owner-sailed boat should be prepared either to lend a hand or to find a way to keep out of the way, especially at those crucial times when the sails are being hoisted or lowered, the course is being changed, or a jib is being broken out. Guests who have never been on the sea before can learn to do the small jobs such as pumping out the bilge or polishing the bright work.

On large yachts with a paid hand and crew, guests do not fraternize. Their relations with the crew are formal, and they call the men by their last names. A professional captain is called by his title

and is treated with respect due his highly technical calling. On a very large yacht the stewards who attend the cabins and saloon are called either by their last names or simply “steward.”

Clothes on Board. *What one wears aboard depends on the size of the yacht and where it is tied up.*

A man invited to lunch or dine aboard a large yacht (with a saloon and cabins) tied up at a city club would wear just what he would wear in town. If he is to join the same yacht at an out-of-town mooring he would wear suitable country clothes and rubber- or rope-soled shoes and some kind of cap or hat that would not blow off in a wind. Warm sweaters, even in mild weather, are essential and shorts, preferably of the longer variety are often comfortable. They may be worn in the more formal fashion with knee-length, cuffed wool socks or, less formally, with short athletic socks and the kind of shoes I have just described.

A woman’s best guide, as always, is what the hostess, if any, is wearing. On a big craft, with regular captain and hands, ordinary country cotton, flannel, or gabardine sports dresses are suitable with rubber-soled shoes to prevent marking of the deck. A sweater or a sport coat, a bandanna, beret, or snap brim duck hat are advisable even if you start out on a hot day in a relative calm. A bathing suit and cap may be welcome. If the yacht is to put ashore at a club for dinner, inquire as to the advisability of taking a simple dinner dress and accessories. There may not be room aboard for such refinements – or no one may wish to bother with them. On large steam yachts with cabins you take the kind of clothes you’d take for a cruise, good flannel, linen, or cotton slacks or a gray or blue flannel skirt or one in linen or cotton of some kind with a jersey and a jacket or blazer are comfortable and appropriate daytime wear. On an elaborate ship, ports of call and duration of the voyage determine your wardrobe. Inquire what others are taking. Any ship-side wardrobe should be reduced to an absolute functional minimum, be of materials that won’t need constant attention and stow away in limited space, if necessary.

To be deplored are the costumes I’ve seen – usually on tyros at sailing – at some of the marinas. Even on small boats hard-soled shoes, high heels,

nylons, elaborate coiffures, Hollywood style make-up are all sadly out of line and betray a lack of knowledge of boating and yachting traditions.

Overall, I give “Team ‘*Nik of Time*’” sailed by Captain Benedict passing marks this season. I must, however, apologize to those with suitably cultured eyes who saw me on the bay this summer in shorts not of the preferable, longer variety and definitely worn without knee-length, cuffed wool socks in the more formal fashion. Guests helping polish the bright work (and for that matter, bright work itself) were in short supply on *Nik of Time* throughout the season. And where were those gabardine-clad bilge pumpers? Mark my words, *Nik of Time* will grade out better next year!

By the way, has anyone seen my snap brim duck hat?

Lee Benedict

Solo Sailing — Pros and Cons

Robbie started teaching last month, but I still wanted to go sailing. After getting permission from the boss, I spent Sept. 19 thru 24 sailing down the Bay solo style. I learned that I could put up and take down the main as long as I had plenty of room for the boat to drift about while I was doing it. But mostly I just sailed with the genoa, sometimes with the aid of the motor.

Coming out of South River I forgot to turn on the seawater cooling valve so the engine overheated and quit after about 20 minutes. I went aground sailing back to a creek to find out what the trouble was. After trying to kedge off on a falling tide for about 2 hours, a friendly motor boat pulled me off and I headed back to Selby Bay, where I had spent the previous night. Next day I headed south for Solomons but chickened out about going the whole way as the afternoon wore on. Instead I went into the Little Choptank River (my first time there) and found a nice undiscovered (?) anchorage in Fishing Creek. I was the only boat in a deep and large anchorage. After walking into a small crossroads village to get a loaf of bread (but no store in town) I headed for Dun Cove up Harris Creek near Tilghman Island (my first time there also). Next day I headed slowly home but didn't

make it before nightfall, so spent the last night in the Magothy.

Moral to the story? I can do solo sailing, but it's not as much fun as sailing with someone, particularly my particular friend, Robbie. With a companion, I share the bad with the good and have to listen to complaints (which by myself are just rattling around in my head). But the upside of sharing the good (at least until the next time I test it) more than balances the downside even for a solitary old curmudgeon like me.

Let's hear from the fair sex on this!

Ed Sabin

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.



Sunset at Fishing Creek