

THE HORNPIPE

VOLUME 31, NO. 4

APRIL 2007

CCSC 2007 Board Members

Lee Benedict, Commodore	(baltiben@comcast.net)	410-465-0043
George Alberts, Vice Commodore	(gealberts@att.net)	410-730-2245
Matt Coyle, Secretary	(Matthew247@aol.com)	301-570-8719
Ed Sabin, Treasurer	(esabin1@comcast.net)	410-255-7362
Jenny Poniske, Membership Chair	(jennyp7@hotmail.com)	717-372-6622
Cynthia & Duncan MacDonald, Social	(DunMcDnld@aol.com)	410-799-9517
Judy & Steve Foland, Hornpipe Editors	(Foland@aol.com)	301-261-6613

Commodore's Comments

As promised in my comments in last month's Hornpipe, spring is here. I admit to being without shame in taking any credit for that happy circumstance. In any event, *Nik of Time*, the boat from which my commodore's pennant would fly if I had one and wanted to fly it, is back in the water and ready for the sailing season that is upon us.

I discovered the existence and commercial availability of commodores' pennants, epaulettes, shirt collar insignia, formal (i.e., tuxedo) wear, license plate frames and directors type canvas chairs when I went on the Internet to research what the official duties of a commodore are per Hoyle or Roberts Rules of Order. My predecessor in this office did so much so effortlessly that I am not sure when he was acting as commodore and when, as a social co-chair, as an active supporter of the club, or as one with many sailing and Chesapeake Bay related interests. Anyway, my research yielded a lot of information about how some commodores dress, but not much on what they do. With the club's permission, however, I will be guided by my predecessor's example and not invest in any commodore's shirt-collar insignia.

Next up is the club's annual spring picnic on April 28 at Hammock Island. I hope everyone can attend. George Alberts will be reviewing the cruise schedule and signing up cruise captains. *[See attached cruise schedule.]* The draft of the schedule I have seen is ambitious and full-featured, with something(s) for everyone. With a little help from the weatherman, the club's "angry chicken" burgee will be flown en masse up and down the bay throughout the summer. No commodore's pennant, however.

In addition to good food and pleasant socializing, the picnic offers plenty of suspense: Will Jan and Hank Zerhusen be back from their fabled Bahamian winter cruise sporting a tan and beard, respectively? Will Adrian and Tom Flynn, our North Carolina-based members, be able to make an appearance this early in the season? Will someone (please) take some pictures for Bob Loewenstein's reborn CCSC website? Will there be a reasonable balance between the hors d'oeuvres and desserts the members bring? Beware: anyone who does not attend the picnic may be forced to rely on the distorted lens of my comments in the May Hornpipe for answers to these questions.

Lee Benedict

JFK's Fallen Star

The *Flash II* is an International Star-class, 6.9-meter, one-design day sailer racing sloop owned and raced from 1934 to 1942 by John F. Kennedy and his brother Joe. The boat still exists and, to a lesser extent, continues to grow in notoriety as follows:

In 1996, one Anderson learned of the boat's impending sale at auction. Wanting to restore the sailboat for resale, but lacking the funds, Anderson convinced Fitzgerald to back his bidding. Anderson was the high bidder and bought the boat for \$18,500. (I found a 1980 Star apparently in good condition, judging from photographs, advertised on the Internet for \$1,650 with "yard use only" trailer — no sails visible).

After the auction, Fitzgerald discovered that the *Flash II* did not have a hull number. Worried that this fact would make it difficult to prove the sailboat's valuable history, he decided to reduce his investment and stake in the venture. Anderson put together a consortium, and, on July 12, 1996, Fitzgerald sold all but a 1% interest in the sloop to the consortium for \$22,000. A Dr. Lane contributed \$5,000 to join the consortium.

Once the *Flash II* was restored by Anderson, the consortium exhibited it at nautical museums and boat shows. While Anderson managed these activities, Dr. Lane continued to pour money into the project, over time contributing roughly \$70,000 in additional capital.

On December 4, 1997, Anderson prepared a handwritten agreement setting forth how profits from an anticipated sale of the *Flash II* would be divided, but the consortium did not follow through with the planned sale. Anderson rejected a prospective buyer's bid of around \$800,000 for the sloop. Instead, he offered the boat in another auction with a \$1,000,000 reserve, but on these terms there were no bidders.

Unknown to Dr. Lane when he first invested in the *Flash II*, Anderson's entrepreneurial pursuits allegedly extended beyond historic marine restorations. In December of 2003, the Drug Enforcement Administration interviewed a cooperating witness (the CW) who identified Anderson as a member of a large-scale marijuana-

trafficking enterprise. The CW also reported that Anderson had talked him into investing close to \$15,000 in marijuana profits into the *Flash II* restoration project. He added that "[a]nother person, possibly a doctor or dentist, also invested roughly the same amount" to help finance the acquisition and restoration of the sloop. The CW did not identify this investor by name.

The CW's investment in the sloop was short-lived. He complained that, in 2001, under a threat that Anderson would reveal his role in the drug-trafficking, he relinquished his interest in the boat to Anderson. This was confirmed when, at the DEA's instigation, the CW (no doubt wired with a recording device or radio transmitter) met with Anderson on September 27, 2004.

The DEA concluded that the *Flash II* constituted property derived from the proceeds of narcotics distribution, seized the sloop and instituted forfeiture proceedings against the boat to eliminate the interests of its owners. Anderson called Dr. Lane in October of 2004 to report the seizure. Although Anderson offered to identify Dr. Lane to the DEA as one of the owners of the boat, Dr. Lane begged him not to do so because he (Dr. Lane) was in the midst of the credentialing process at a new hospital and feared that publicity about his association with a reputed drug-trafficker would jeopardize his prospects. Dr. Lane claimed that he did not realize at the time that his own interest in the sailboat might be at risk. Dr. Lane did request, however, that Anderson keep him apprised of any further developments.

The government published notices of intent to forfeit in the Boston Herald in three successive weeks and mailed notices to all owners known to it. Dr. Lane was not personally served with any notice and claimed not to have seen the published notices. Dr. Lane further claimed that, notwithstanding his request that he be kept apprised, he never heard from Anderson. When efforts to contact Anderson failed, Dr. Lane set up a search alert to identify any Internet postings containing the words "John F. Kennedy/*Flash II*." He asserted that he first learned of the judicial forfeiture action in late June of 2005, when this alert led him to an article stating that the government had forfeited the sailboat and was planning to sell it at auction.

Dr. Lane immediately began hunting for a lawyer. On July 15, 2005 — before Dr. Lane's newly retained lawyer had acclimated herself — the district court entered a default judgment of forfeiture wiping out Dr. Lane's ownership interest in the boat. In August of 2006, Dr. Lane obtained a favorable decision of an appeals court (from whose opinion I borrow heavily in this narrative) setting aside this default judgment due to Dr. Lane's failure to receive notice of the forfeiture action in sufficient time to oppose it effectively.

Presumably, the litigation over the ownership of the *Flash II* continues between Dr. Lane and the government. I have found no public reports of whether Dr. Lane obtained the desired credentialing. But surely all of the owners of the sloop now bitterly regret that Anderson rejected the \$800,000 purchase offer.

Lee Benedict

***Weatherbird II* Heads for the Pacific**

It was a cold, dark, windy day when Robbie and I visited my sister and brother-in-law last week aboard *Weatherbird II*, docked at the Capitol Yacht Club in southwest DC. Don, my brother-in-law, signed on as a crew member when the ship was in Norfolk to help get the ship ready for a cruise to the Pacific Ocean. Don, a master mechanic, found plenty to do on the ship including the repair of burst hydraulic steering lines and rigging a boom used to deploy equipment at sea. The purpose of the trip will be to test the effectiveness of fertilizing plankton in the ocean as a way to sequester carbon dioxide, an important greenhouse gas.

Weatherbird II, a 115-foot-long research vessel previously based in Bermuda, was recently purchased specifically for this purpose. The mission is not as crazy as it sounds. Oceanographers have known for some years that the addition of small amounts of minerals, in this case finely ground particles of an iron compound, can stimulate the growth of phytoplankton (algae) blooms in nutrient-rich but low-chlorophyll zones of the ocean.



When the algae are eaten by zooplankton, waste products rain down to the ocean floor, taking with them a portion of the carbon dioxide making up the algae. The carbon transported to the ocean floor in this manner is thought to remain there for a long period of time. By sequestering the carbon, Planktos, Inc. expects to participate in the market of carbon credits formed as a result of the Kyoto climate accord. Ecologically-aware organizations and companies purchase carbon credits on a voluntary basis.

The ship and crew came to DC in order to drum up interest and support for the experiment. A Discovery Channel film crew accompanied the ship on its trip from Norfolk to Washington. Planktos, Inc., held a news conference at the National Press Club and held a reception, which we attended.

Ed Sabin

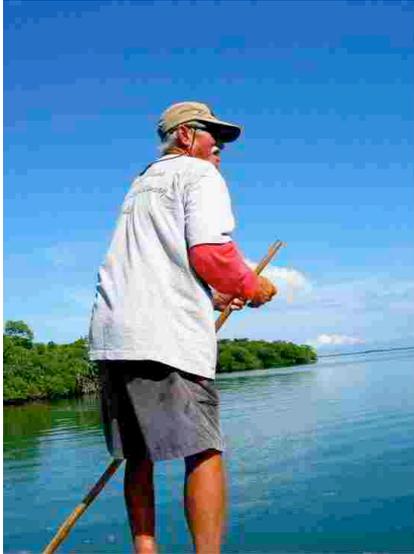
Greetings from Belize

After three days of overcast skies and cool north winds, it looked like the weather would cooperate that day. If all went well, this would be our sixth trip in the last seven years. Our destination was Swallow Caye Manatee Preserve. Our goal was to see the manatees that live in this large mangrove maze.

Swallow Caye Manatee Preserve is located a few miles east of Belize City. It is 9,000 acres of mangrove and open water with a grass covered bottom. The manatees eat the roots of the sea grass and find security in the mangrove, where they are safe from propellers and people.

Our trip to Swallow Caye started on Caye Caulker, a small island about 20 miles to the north.

Our guide was Chocolate, a 77 year old native Belizian. Chocolate has been taking people to see the manatees for more than 30 years and is known all over the world for his efforts to protect these gentle creatures. He and his wife, Annie, have worked for years to create the sanctuary.



Chocolate [or is that our George]

Along with nine other visitors; Chocolate; his mate, Carl; and Chocolate's five-year-old grandson, Harry; we left Caye Caulker. The ride to Swallow Caye took about 45 minutes in *Soledad*, Chocolate's 26-foot mahogany boat. After several days of strong north winds, the breeze had moved to the west and settled. We got a nice smooth ride.

Partway to Swallow Caye, we were treated to an encounter with a few playful dolphins. The boat slowed down, and we zigged and zagged for better views. After everyone had photographed the dolphins, we set our course again for Swallow Caye.

The ride was quick and we were soon entering the boundary of the preserve. The engines were stopped, and Chocolate and Carl used long mangrove poles to guide the boat into the area. At the entrance there were many signs alerting boats to the presence of the manatees. One of the signs bears the inscription, "Donated by Tom & Adrian Flynn, USA." We loved seeing our names on a sign in the Caribbean Sea.

Chocolate spotted a manatee right away and poled the boat around, hoping to see the animal close up. This one proved to be elusive, and we couldn't find it again. As we continued working our way around the mangrove, Chocolate and Carl spotted manatees sporadically. As they held the boat in place with their poles, the manatees occasionally surfaced, took a breath, looked around, and dove again. They were huge creatures, many weighing well over 1,000 pounds. It is hard to describe their appearance. Some were half as big as the boat, with big, flat tails they use for propulsion. Their faces and eyes were small and cute (if you're their mother) and their mouths and jaws were designed for eating the roots they thrive on.

As we moved through the preserve, Chocolate was constantly talking to the animals. We were convinced that they recognized his voice. His grandson joined him in talking to the manatees — very cute. We saw the animals surface many times, wiggle against his pole and even climb up the pole and surface just to say hello to Chocolate and his guests.

Everyone on the boat got great pictures, and all were happy. They didn't know that this was actually a slow day, but still a good day. As they say down here, "Ya Betta Belize It!"

Tom & Adrian Flynn

2007 CCSC Cruise Schedule

Description	Dates	Location	Cruise Captains	Comments
Spring Meeting/Picnic	4/28	Hammock Island Marina		
Shakedown Cruise	5/5-6	Eagles Nest, Magothy River	George & Jutta Alberts	A CCSC Tradition
Memorial Day Weekend Cruise	5/26-29	Chester River		Chestertown?
Commodore's Cruise	6/9-10	Bodkin Creek	Lee and Mary Benedict	Y'all Come!
Urban Cruise	6/23-24	Baltimore/Canton		Dinner Ashore?
Cruise to Yorktown	7/7-21	Southern Bay	Dick and Barbara Callis	
Full Moon Week-end	7/28-29	Still Pond		Clean your Prop?
Mid-Week Cruise	8/8-10	Fairlee Creek		Avoid the Crowds
CCSC Picnic/Regatta	8/18-19	Hammock Island Marina		Race!
Labor Day Cruise	9/1-3	Choptank River		Oxford?
Best Wine (Under \$10) Cruise	9/15-16	South River		Another Tradition
Mexican Dinner	9/29-30	Swan Creek		Fall Fiesta!
Potluck Breakfast Cruise	10/13-14	Leeds Creek, Miles River		
Baltimore Land/Sea Cruise	10/27-28	TBA		
Fall Meeting	11/19	Hickory Ridge Neighborhood Ctr		
Full Moon	5/31, 6/30, 7/29, 8/28, 9/26			Evening Cruise?