

THE HORNPIPE

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Commodore's Comments

January might be called the dinner month for the CCSC. Our hearty thanks to Lee and Mary for hosting the traditional Commodore's Dinner for outgoing and incoming board members, on the January 12. It's hard to beat fine food, good company, and sailing talk, especially at the "low point" of the sailing season.

We then enjoyed a rousing kickoff to the 2008 season Saturday, January 26, at the traditional January dinner/meeting of the club. Graciously hosted by the MacDonalds, we all enjoyed the camaraderie, the hors d'oeuvres and main courses, and a special dessert provided by Judy Foland in honor of Steve's major birthday.



Steve's birthday cake was enjoyed by all

We held a brief meeting of the CCSC Board (at which Vice Commodore Matt Coyle volunteered to keep notes as Nan Shellabarger cruised somewhere in the Caribbean on an Island Packet 45!).



Time for business

We then reconvened the full group for the annual awards presentations. Our outgoing commodore presented plaques to this year's richly deserving winners of the "Outstanding Member" award (Duncan and Cynthia) and the "Messing About" award painfully earned by the Delanoys. Lee also presented Fender Tenders as awards to the

Flynns (from among club members who are retired - for coming the greatest distance to participate in club activities), to the Poniskes (from among club members who are not retired — for coming the greatest distance to participate in the club), to the Zerhusens (for captaining the most popular club cruise in 2007), to the Callises (for captaining the longest cruise), and to me (for participating in the most cruises). For those who have overlooked this piece of yachting hardware, the Fender Tender is an “easy on, easy off, easy to adjust, no knots!” plastic clip that allows boat fenders to be quickly and (it would appear from the manufacturer’s claims) easily attached to lifelines and railings. The Flynns and Callises, who were absent from the meeting, can claim their Fender Tenders from Lee at their convenience later in the season.

I was pleased to present the cruise captain awards, reviving a club tradition (I did this once before) by selecting and presenting some of my favorite wintertime reading: sailing adventure or sailing-related books. For taking charge of the Memorial Day Weekend Cruise, the Zerhusens received my copy of **Rough Water: Stories of Survival from the Sea**, by Clint Willis. For the Urban Cruise to Baltimore, the Delanoys were presented with **Sailing: the Fine Art of Getting Wet and Becoming Ill While Slowly Going Nowhere at Great Expense**, by Henry Beard and Roy McKie. For captaining the Commodore's Cruise, Lee and Mary were presented with a signed copy of **Nights of Ice: True Stories of Disaster and Survival on Alaska's High Seas**, by Spike Walker. For taking charge of the extended cruise to Yorktown, Dick and Barbara Callis (in absentia) were awarded **Victory at Yorktown: The Campaign That Won the Revolution**, by Richard Ketchum. For the Labor Day Weekend Cruise, the MacDonalds received a copy of **At the Mercy of the Sea**, by John Kretschmer (I enjoyed this book so much that I have written a brief review for this issue of the Hornpipe). Finally, the Sabins (in absentia) were awarded **Into the Wild**, by John Krakauer.

I offered my views on the “State of the Fleet” (generally good, with an active core membership, an excellent newsletter, and an engaging new web site, thanks to Bob Lowenstein,

which we will keep improving and updating). Our principal challenge is growing the membership, and we discussed a number of exciting ideas. We will be continuing that discussion (please share your ideas), but it is clear that our most effective recruiting tool is person-to-person contact, especially at our marinas. Finally, we voted to change the name of the club to “Chesapeake Corinthian Sailing Club” (the traditional “Columbia” focus is no longer appropriate).

So now it's time to start looking for breaks in the weather to visit our boats, order supplies, and begin to prepare for another outstanding sailing season!

George Alberts

Winter Reading

Reading about sailing is a crutch we can use to get us through the remaining weeks of winter.

In this vein, I recently surfed the internet for suitable reading material and happened upon the following abstract of what sounds like a suitable — and clearly is a very scholarly piece. Some of the readers of The Hornpipe may have missed this, so I reproduce it, all but verbatim, for their benefit:

Sailing Ability and Gender as Correlates of Spatial Ability, by A.S. Devlin, Department of Psychology, Connecticut College, New London, Connecticut

The relationship between sailing experience and men's and women's spatial ability was examined by assessing the sailing history and Mental Rotations Test scores of 230 participants. The 102 men and 128 women came from three groups: college sailors (n=65), members of the general student body (n=110), and college crew team members (n=55). Participants completed the Vandenberg and Kuse Mental Rotations Test and Lawton's Way-finding Strategy Scale and Spatial Anxiety Scale. Demographic variables and sailing experience were also assessed. Men scored significantly higher on the Mental Rotations Test than did women, and sailing team members scored significantly higher on that test than did student body members and crew team members. Results are discussed in terms of current explanations for

sex differences in spatial ability.

This abstract is sufficiently intellectually awe-inspiring and intimidating to cause “mental rotations” in me, so I can’t even begin to imagine the impact of the full paper.

For example, I have absolutely no knowledge whatsoever of Lawton's Spatial Anxiety Scale. If I completed it, I suspect that I might find the results unsettling or even downright depressing. There are some things I don’t want to know about myself. Depending upon what “spatial anxiety” is, my score on the scale of this trait may be like my IQ, something that I would rather not inquire into for fear of disappointment. Then again, if this has something to do with sailing, I might like it. Hard to tell from the abstract alone.

But the abstract certainly raises a lot of provocative questions. For example, what is this business about “current explanations for sex differences in spatial ability?” Smacks of political *incorrectness* to me. Didn’t Lawrence Summers lose his job as President of Harvard over something like this several years ago? In addition, are these “differences in spatial ability” the fact that men don’t ask for directions?

Also, a crew team of 55 members? Does this strike anyone else as a lot, particularly at a small private college formerly known as Connecticut College for Women — not to be confused with the behemoth University of Connecticut in Storrs, Connecticut? The college’s official website proudly boasts, “Our student body includes 1,900 men and women from 45 states, Washington D.C., and 71 countries” and that the college mascot has been the camel since the 1970s. Nothing, however, about the college crew team consuming more than a whopping three percent of the student body! This surely merits a follow-up study by Professor Devlin. (Note: I have no issue with a sailing team of 65 members, if that is in fact what it is.)

Furthermore, does Professor Devlin’s study in effect relegate the crew team, especially when compared to the sailing team, to the same status as the football team, if you know what I mean? If you aren’t following me here and are not offended by some salty language, see <http://www.bcsfrenzy.com/unnamed-florida-state->

[players-perpetuate-the-dumb-jock-stereotype/](#).

Anyway, would any club member be willing to lend me his or her copy of Professor Devlin’s complete paper for a few days so that I can inch that much closer to spring and fill in some glaring gaps in my education?

Lee Benedict

At the Mercy of the Sea

By John Kretschmer

A freak mid-November hurricane forms in the Western Caribbean and defies forecasters by moving steadily eastward. A single-hander aboard his newly purchased and refitted forty-two foot South-African blue-water cruiser is heading south, on his first ocean passage, from Annapolis to Tortola (on the same route I sailed as a crew member, on my first — and last? — passage, at about the same time of a different year). A single-hander is working his recently acquired 22-foot(!) MiniTransat racer from Guadeloupe to the Virgin Islands. The owner/operator of a 60-foot ketch, failing to find space at his St. Martin marina to haul out in advance of the newly forming storm, heads to sea with one crew member, intending to sail south of the storm. The hurricane and the three boats converge southwest of St. Martin, with disastrous results.

As if this weren't enough to make for a fascinating read, the author is an excellent and knowledgeable writer with a strong personal connection to the story. He is in the business of offering cruising and outfitting seminars at the major boat shows, and at one of them he befriends the captain-to-be of the forty-two footer. Indeed, he advises on the selection and fitting-out of the cruiser.

Along the way a number of seemingly minor mistakes and the “indifference of the sea” lead to disaster. The captain of the forty-two footer nears Tortola in worsening weather and decides to stand off for a day or so rather than risking an entrance, convinced that the storm is soon going to turn to the north. The MiniTransat sailor leaves port and heads northwest after putting off some minor repairs, and without checking on the weather, which was in

French, a language he did not speak or understand. The captain of the ketch heads southwest when he could have avoided the storm by heading southeast. The hurricane is essentially upon them when the MiniTransat captain abandons ship in a daring rescue by the other single-hander. And then things get REALLY bad.

Cicero is said to have written “delight in the misery of others is slight.” But I find stories like this to be compelling reading. My excuse is that I might learn something, but for whatever reason I couldn't wait to turn the pages, finishing the book on the day I bought it.

George Alberts

On the Move Once Again

We're back in Florida aboard *Lauren A* at Indian Harbor Beach. We left Maryland January 23 and drove down. We think we're just going to hold tight here in central Florida. We're enjoying the weather, which is presently in the 80s and supposed to stay in that range for the next five days, according to NOAA.

We're about two blocks from the beach, and we're watching surfers this afternoon. A lot of them were in wetsuits, but there were some without wet suits. We decided they must be from Canada or New England.

We had dinner with former club member, Larry Carter and his wife Annette, in Vero Beach last Saturday, which was fun. We're not far from Titusville where Cori Summersett, also a former CCSCer, lives and we plan to get together with her while we're here. Having the car with us surely gives us a lot of freedom.

We received the interesting tidbits attached from our other club and thought maybe some CCSCers might also be interested. Not being computer "savvy" I don't know how to edit this attachment, but we thought the bit about the dock lines was interesting. Take care and have a good winter.

Sue and Art Grotz

Three-strand Nylon Dock Lines and Their Test of Time

(From a report in the December 2007 issue of Practical Sailor and submitted by the Grotzes)

The point of the report was to test the breaking strength of old dock lines that were used for dock line for many years, (10 to 12 years), then retired to the locker for use as part time dock lines. The results were that 3/4" lines only retained 25% of their original breaking strength, 5/8" lines averaged out to about 40%, and 1/2" to about 37%. It was also noted in the article that one should expect a 10% drop in line strength due to a splice and a 30% drop if bowline knot is used in lieu of a splice. It should also be mentioned that the testing was done on a straight line pull between two points, with nothing like a deck chock bending the line or the on/off cycling of a load. As for protecting our dock lines from chafe, the article noted that leather or water-permeable canvas are much better than PVC hose, since the water will lubricate and cool the line. So as we sit in our winter easy chair contemplating the 2008 season, are your dock lines ready to hold your summer stead during times of storms?

The Law Applicable to Best Wine Cruises and Anchoring Problems

I am already looking forward to this year's Best Wine Under \$10 Per Bottle Cruise (BWU\$10PBC). My enthusiasm increased a notch or two more when I happened upon the Rules of Oleron, a body of admiralty law issued by Eleanor of Aquitaine, mother of Richard I of England, in 1160. These rules are not published in Chapman's alongside the Inland and International Navigation Rules, but perhaps they should be.

Of particular significance is Article XI of the Oleron Rules, which addresses the BWU\$10PBC far more clearly and directly than anything in the Navigation Rules:

If a vessel being laden at Bordeaux with wines, or other goods, hoists sail to carry them to some other port, and the master does not do his duty as he ought, nor the mariners handle their sails, and it

happens that ill weather overtakes them at sea; so that the main yard shakes or strikes out the head of one of the pipes or hogsheads of wine; this vessel being safely arrived at her port of discharge, if the merchant alleges, that by reason of the main yard his wine was lost; and the master denies it: In this case the master and his mariners ought to make oath (whether it be four or six of them, such as the merchant hath no exception against) that the wine perished not by the main yard, nor through any default of theirs, as the merchants charge them, they ought then to be acquitted thereof but if they refuse to make oath to the effect aforesaid, they shall be obliged to make satisfaction for the same, because they ought to have ordered their sails aright before they departed from the port, where they took in their lading. [Punctuation and grammar as in translation.]

At the core of Article XI is reliance upon the absolute and unflinching honesty of sailors (or at least small groups of sailors), even where clear self-interest might tempt them to depart somewhat from the truth. If between four and six sailors swear that they did not cause damage to the wine (even though the Article itself creates an incentive for them to do so regardless of the truth), that joint declaration suffices to acquit the crew of any responsibility. It is only if the sailors, in slavish obedience to the truth, cannot utter the required oath that their responsibility for the wine is established. In that case, they must make the wine merchant whole.

Isn't it fortunate that this article provides such clear guidance on such a thorny navigation problem? And isn't it regrettable that I did not have the benefit of the article when a number of the club's sailors (interestingly, between four and six) condemned my unassuming Shiraz in last year's BWU\$10PBC contest? See the October 2007 Hornpipe on the club website (www.cccsail.org) for the details.

A broad reading of Article XI and its conceptual underpinnings requires me to accept the other club sailors' critical — sometimes angry — oaths as a conclusive, non-appealable verdict on my contest entry. This is so notwithstanding the fact that those swearing about and at my wine had a self-interest in promoting their competing wine entries. Since the BWU\$10PBC relates to a traditional maritime activity and occurs on navigable waters, I

believe that admiralty law, in general, and Article XI, in particular, apply. As a result, I have withdrawn the letter of protest I sent to Senator Mikulski's office last fall.

While we all are reacquainting ourselves with the Rules of Oleron, we should also revisit Article XV in preparation for the next time we are anchored in the inner road of St. Michaels harbor, just off the Chesapeake Bay Museum, on a summer weekend, and some late arriving boat anchors virtually on top of us:

Suppose two or more vessels in a harbor, where there is but little water, so that the anchor of one of the vessels lie dry; the master of the other vessel ought, in that case, to say unto him whose anchor lies dry; Master, take up your anchor, for it is too nigh us, and may do us a prejudice: if neither the said master nor his mariners will take up the said anchor accordingly, then may that other master and his mariners (who might be otherwise thereby damnified) take up the said anchor, and let it down at a farther distance from them; and if the others oppose or withstand the taking up of their anchor, and there afterwards happens damage thereby, they shall be bound to give full satisfaction for the same. [Punctuation and grammar as in translation.]

In the scenario set forth above, citing Article XV if challenged on the point, we should cheerfully pull up and reset our late arriving neighbor's anchor...or, on second thought, maybe not!

Anyway, I look forward to the season when I can be confronted with this issue.

Lee Benedict

Draft 2008 Cruise Schedule

A draft 2008 Cruise Schedule is attached. Please send comments and suggestions to Matt Coyle, and they will be considered for inclusion in the final draft.

Captains are needed for each cruise, with the exception of the Commodore's cruise (George Alberts) and the two-week cruise (Dick Callis).

Matt Coyle

DRAFT
2008 CCSC Cruise Schedule
February 8, 2008

March 15	Pre-season social gathering at a restaurant location TBD. (White Rocks? Phillips, Annapolis? Inner Harbor Chart House? Home hosted potluck dinner? Other suggestions?)
April 20	Full Moon
April 26 - 27	Annapolis Harbor (early in the Season)
May 3 - 4	Commodore's Cruise. Route and destination TBD.
May 17	Spring meeting at Hammock Island. Advertise meeting and open up as membership recruiting tool; "Open Boat" tours; float plan displays of planned cruises displayed.
May 24 - 26	Memorial Day: First drop in or drop out of any leg of three-day cruise
May 24	Saltworks Creek on the Severn
May 25	Rhode River
May 26	Return to homeport
June 5 – 8 Mid-week Cruise	Rhode River (June 5) Solomon's Island (Mill Creek) (June 6) South River (Church Creek) (June 7) Return to homeport (June 8)
June 7 - 8	South River (Church Creek)
June 18	Full Moon
June 21 - 22	Chester River (best beer) Comeghy's Bight or Caccaway Island (captain's choice)
July 5-July 20	Two-week, mid-summer cruise for long distance travelers. Captained by Dick Callis. First overnight will be close enough for a one night trip for those with shorter itineraries. Later stops will be planned along the Patuxent and the Potomac Rivers, at Solomons Island, St. Mary's, Oxford, Cambridge, and the Wicomico River.

July 5 – 6	Join the first overnight leg of the two-week, mid-summer cruise.
July 18	Full Moon
July 19 - 20	Still Pond
August 2 - 3	Whitehall Bay to Mill Creek to Cantler's Riverside Restaurant; best wine under \$10)
August 16 - 17	Worton Creek (full Moon) (international potluck dinner)
August 30 – Sept. 1	Labor Day Second Drop In/Drop Out of any leg three-day Cruise
August 30	Chester River (Reed Creek)
August 31	Magothy River (Broad Creek)
September 1	Return to homeport
September 20 - 21	Hog Island (Kirwan Creek). A post-Labor Day flotilla for those of us who have never transited Kent Island Narrows.
October 4 - 5	Swan Creek (late lunch at Rock Hall?)
October 18 - 19	Fairlee Creek
November 1	Land Cruise (destination TBD; suggest a waterside venue for those stoic enough to brave the winter gales)
November 15	Fall Meeting (location TBD)