

THE HORNPIPE



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Commodore's Comments

The 2008 sailing season has officially started! *Breezing Up* splashed on Monday, April 7. I spent Monday on board, at Tidewater in Havre de Grace, rigging sails, cleaning out and filling the water tanks, and generally preparing for the trip down the bay Tuesday to Hammock Island. I encountered one challenge in setting up the mainsail. In preparing for winter on the hard, I had made the mistake of pulling the reefing line completely out of the boom. I had to figure out a way to thread the line back inside the length of the boom. I finally succeeded with the help of a thin plumbing snake that I had picked up at Home Depot.

For some reason, shortly before heading into downtown Havre de Grace for dinner, I decided to check out the navigation instruments and was shocked and depressed to find that the GPS wouldn't power up. Of course, I assumed the worst, a failed unit. I sank into a real funk as I realized I'd be without the use of the chart plotter if I couldn't get this problem fixed, because the plotter depends on the GPS to provide the boat's location. And you all know how much I let my electronics spoil me. I

dreaded the prospect of having to navigate down the bay on only a compass, an autopilot, radar, and two sets of paper charts!

After reminding myself that I've promised I'd react to problems like this in a calm and rational way, I took a look at the backside of the breaker panel and saw a short piece of thin red wire connected to one of the three navigation instrument circuit breakers. The wire had half of a fuse holder on one end that contained a small fuse. Unfortunately, the other half of the fuse holder was nowhere in sight! I then checked the manual on the GPS, which said there is supposed to be a red, positive, wire holding a one-amp fuse connected to a breaker, so I decided logically this had to be the problem! But where was the other half of the fuse holder? I searched in vain for several minutes, then gave up. After considering staying at Tidewater an extra day and pleading with the service department to bail me out, I decided that I'd force myself to trust the logic of the situation. There just had to be an answer. There were two possibilities — either the other piece of the wire had fallen out of view, or it had to be within reach of the piece of wire I could see. Limiting my search, I came across a candidate — a tight bundle of wires, some of which appeared to run back to the GPS. And then I found the other

half of the fuse holder embedded tightly and almost invisible in said wire bundle! I plugged the fuse end into that half of the fuse holder, fired up the GPS, and was delighted to see it hard at work searching for satellites and calculating a fix.

It felt so good about my success that I treated myself to what I think is the best dinner available in Havre de Grace — the crab cake and petit filet (with Bearnaise sauce on the side) combination at Tidewater Grille.

* * *

We have included in this issue a copy of the latest cruise schedule for the 2008 season. The final version will be distributed after we have the cruise captains identified. Matt has done a super job coming up with a full slate of excellent cruise opportunities, the first of which will be an early season cruise to Annapolis Harbor on April 26-27. I'll be in San Francisco visiting the grandkids, but I hope some of you can join Matt for the in-water kick-off to our season. And mark your calendars for the Commodore's Cruise, May 3-4, and the Spring Picnic at Hammock Island on May 17. Details will follow.

We have had excellent early results in members renewing for the season. If you haven't yet done so, please send your dues check to Ed Sabin, 1639 Lakewood Road, Pasadena, Maryland 21122. And think recruiting! Be on the lookout for potential new members, especially at your marina.

George Alberts

Land Cruise to Bertha's, Fells Point

Several CCSC'ers got an early start on the 2008 Cruise Season by assembling at Bertha's in the early evening on the March 15. Jutta and I were the first to arrive, after finding relatively cheap parking on the street nearby. We were soon joined by Judy and Steve Foland, then in short order by Nan Shellabarger, Jenny and John Poniske, and Jeanne and Ken Montgomery. Last to arrive (after an interminable drive through downtown Baltimore) were Barbara and Matt Coyle. Nan delighted us all by sharing stories and passing around photos from

her just-concluded cruise in the Virgin Islands on a captained Island Packet 45. Several folks had large plates of Bertha's famous mussels, and everyone enjoyed the good food, fun setting, and great company.

Footnote: The Baltimore Sun had a recent article about the lack, or presence, of an apostrophe in Fells Point (Fell's Point? Fells's Point?). The answer seems unclear. Check it out at: www.baltimoresun.com/entertainment/balto.fells25mar25,0,7970256.story

George Alberts

Mutiny on Pleasure Boats?

Since our sailing season on the bay has not advanced to the point that we are generating lots of new sailing tales to report in the Hornpipe, I borrowed the following clipping from the New Zealand Herald and offer it for the Club's consideration.

A maritime rescue involving two helicopters at a cost of more than \$20,000 was caused because three crew members "mutinied" against their more experienced skipper.

Questions have been raised over the necessity of the rescue, which has most likely ended a long friendship. Nelson man Carl Horn told the Herald he was helping his friend Bill Heritage take his 7.9m [26-foot] sloop, Air Apparent, from Auckland to Nelson, going around Cape Reinga. He was assisted by his friends John Lammin and Sharan Foga, who met Mr. Heritage shortly before the trip.

Mr. Horn, a friend of Mr. Heritage for 26 years, said the group, all from Nelson, had been enjoying smooth sailing until the weather began closing in on Monday about midday. The Coastguard reported 3m swells and 20-knot winds. By Tuesday afternoon, conditions had deteriorated and seas were rough. Fatigued, seasick, and becoming worried for their safety, the group began discussing their options. "Bill was of the opinion that we weren't in serious enough trouble to warrant a beacon [but] ... I have great doubts we would have survived Tuesday night," Mr. Horn said.

The trio went against the skipper's wishes and set off the emergency locator beacon at 3.22pm. "We mutinied, as he put it," said Mr. Horn. "Things got out of hand as the storm got worse. The seas were rising. The motor didn't work. We couldn't get the motor started — the battery had died and when we tried the crank, that didn't work. All the instrumentation had died before we got picked up. The radio wasn't working, we couldn't reach land, we couldn't communicate with anybody, we were on our own. And when we were at the point we had to put out the sea anchor to protect ourselves, it was incomplete."

Mr. Heritage, an accountant, was reluctant last night to say much about his ordeal, but said his boat had been valued at \$24,000 two years ago and he was looking into options for finding it at sea and retrieving it. "I feel that their actions caused the loss of the boat," he said.

Helicopter chief pilot Pete Turnbull said he believed the rescue could have been avoided. "From my position, it didn't appear entirely necessary to evacuate the yacht. It would appear that with good seamanship, the yacht could have easily ridden out the conditions. Mr. Horn said he, Mr. Lammin, and Ms. Foga all had some sailing experience, but were relying on Mr. Heritage, who had owned the boat for 15 years.

The group were "extremely distressed and sorry" that Mr. Heritage had to abandon his boat because it would not have been safe for him to remain on it alone. "I would not be surprised if he never speaks to me again," Mr. Horn said. "He was extremely upset, shocked, shattered." Mr. Horn said he was "extremely grateful" [for the rescue]. "My adrenaline has not yet gone down to level. The room that I am sitting in is still rolling slightly. I'm pretty well together, but I think it's fair to say that I'm pretty shaken up by the whole experience. I'm still shivering when I think about it."

Maritime New Zealand is issuing navigational warnings on maritime radio to warn other vessels about the abandoned yacht, telling them to watch out for it. It says any salvage or recovery is the responsibility of Mr. Heritage.

My sources tell me that Bill Heritage is now suing the three crew members for the loss of his boat, in the process raising very interesting issues

about the legal relationship of captain and unpaid crew on a pleasure vessel. Foremost among these, does such a crew have the right to "walk off the job" without liability for consequences?

I am surprised and disappointed to report that the venerable Rules of Oleron, adopted in 1160, which address with clarity and elegance the Club's Best Wine Cruises as well as crowded anchorages (See February 2008 *Hornpipe*.), do not speak with quite the same precision on crews that abandon ship for safety reasons. Perhaps Article XXXI of the rules comes closest to regulating these situations:

If a ship or other vessel happens to be lost by striking on some shore, and the mariners thinking to save their lives, reach the shore, in hope of help, and instead thereof it happens, as it often does, that in many places they meet with people more barbarous, cruel, and inhuman than mad dogs, who to gain their monies, apparel, and other goods, do sometimes murder and destroy these poor distressed seamen; in this case, the lord of that country ought to execute justice on such wretches, to punish them as well corporally as pecuniarily, to plunge them in the sea till they be half dead, and then to have them drawn forth out of the sea, and stoned to death.

I leave it to the reader to decide how these precepts should be applied in the case of Mr. Heritage's ill-fated cruise.

Lee Benedict

Notes from the Flynns

Whew! We have just returned from a six-and-one-half-week marathon trip. The good news is that Chris is home from Iraq and that we were in Annapolis to meet and greet him. More good news is that we had wonderful visits with friends and family in Alabama, Belize, Florida, North Carolina, and a few spots in between. We even went tent camping. But after six and one-half weeks of suitcase living and 19 different beds (Yes, I counted them!) we are thrilled to be back on the boat and in one place.



Adrian and Chocolate in Belize



Adrian & Tom in Orlando

We will be on the boat until early October. For those who are local, we look forward to seeing you. For those who are far away, you are always invited if you don't mind tight quarters. Remember

the rules — no rolling suitcases and no whole watermelons! We will still be using the Florida address, but you can also send things to us at the marina until October 1. That address is: c/o Magothy Marina, 360 Magothy Road, Severna Park, Maryland 21146.

Happy Sailing!
Adrian and Tom Flynn

Going to School or You Don't Know What You Don't Know

I've recently been doing some structured education about sailing, and thought you might be interested what I've learned about learning. To start off, you should know that while I didn't much care for "school" while I was in it the first time, I'm a big fan of learning. Classes outside of a classroom are high on my list (Though my diploma doesn't say it, looking back at college it seems to me now I majored in field trips.).

I hadn't done much formal training in sailing — but luckily it doesn't take too much to bash about the bay. I took sailing lessons in racing dinghies for a couple years in high school. I took the Power Squadron basic course back in 1985, so I own a copy of Chapman's. That has been it for classrooms until recently.

When I first moved to Maryland I hadn't been sailing in more than ten years and wanted some orientation to sailing on the bay. I took a three-day live-aboard course with Womanship out of Annapolis. It was very informal instruction, with a total of six students, who all had less experience than me. I hadn't sailed a boat as big as that one before (38 feet), so I had a lot to learn about maneuvering and systems. In our three days we experienced the range of typical summer weather on the bay (too hot and sunny with no wind, brisk breezes where we contemplated reefing, sudden thunderstorms and rain). I realized the Chesapeake had a multitude of deep water creeks to offer where you could just anchor for the night in what felt like someone's back yard, then hop over the side for a swim. It got me motivated to get where I am today.

This past winter I took a cruise and class from the Maryland School of Sailing and Seamanship in the Virgin Islands. I had picked up some school brochures at the Annapolis Sailboat Show, and decided on that school because I liked the idea of a local company (they are based in Rock Hall), and the price and schedule worked for me. I decided against the runner-up, Womanship, for two reasons: their bigger class size and less structure in their classes. The Maryland school offers American Sailing Association certifications, based on passing standardized written tests and boat handling skills. For a small extra cost on top of the basic trip fee, I signed up to get trained specifically for the ASA certifications, through the level of bare-boat chartering. I decided the structured course work would require a level of attention to detail that would be good for me — and I was certain that I had something to learn. Taking the course meant that I had to sit for three written tests during the week and do plenty of hands-on work with the systems of the boat, besides the actual sailing. A package of textbooks to study was shipped to me right after I signed up. I was expected to know enough to pass the first written test the first day, and was drilled in the rest through the week.

The ASA program is one of at least two major different certification programs out there — the other being U.S. Sailing. My fellow student in the Virgin Islands had certifications from U.S. Sailing and declined to get the ASA ones as well. Apparently, both systems require you to start at the bottom of their ratings and work your way up. Of course they charge you for the privilege of taking tests on the basic stuff.

The book learning for my certifications included all the government rules and regulations, sailing terminology, theory, navigation, piloting, and boat systems operation and maintenance. There were definitely regulations where I was rusty, and they covered sailing situations and systems I haven't focused on. For example, they discussed at length different types of anchors, when you would pick which type, and how to read the charts to determine what type of bottom is there. I knew this stuff vaguely, but my focus was sharpened knowing I would have to take a test.

Of course the boat handling was the best part. Besides man overboard drills (announced and unannounced), we practiced various maneuvers — tacked, gybed, hove to, and just simply sailed and sailed and sailed in that lovely wind. We practiced many different sail combinations. We reefed and unreefed. We had an afternoon of anchoring practice. It's not nearly so much work when there is an anchor windlass — an energy sucking appliance aboard the big boat.

* * *

In the late winter this year, I attended the "SOS Spring Training", a big one-day event near Annapolis put on by a sailing club. I had seen it advertised for years in Spinsheet, and I decided to check it out. There were nearly 300 people there, all enthusiastic about sailing, and that alone was great for a mental jump start on the season. The day was divided into four 90-minute blocks with lunch in the middle. There were several alternative presentations to choose from (at least four choices) in each of the time blocks. I sat in on a discussion about upgrading electrical systems, one on advanced sail trim, one on doing the Delmarva, and one on getting your boat ocean ready. Other topics ranged from introductory sailing, history, engine mechanics, splicing, galley management, and many others. Each of the presentations I attended was very well done by professionals and well worth the small fee for the day.

I'm starting the season motivated, more knowledgeable, and eager to actually get out there and sail!

Nan Shellabarger

Notes from the Zerhusens

Hi, all. Just a brief update on our travels:

We left Vero Beach Florida on April 3 heading north. Our two-day stop in Titusville was extended to five, courtesy of Mother Nature — storms with lightening, heavy downpours, and then 30 hours of 20-22 knots of wind. All this while, we were on the hook in the Indian River. Wednesday we headed up to Daytona, anchoring again in the

river. We passed our last sailboat, *Evergreen*, with her owner singlehanding this season, and also met up with the singlehander who was our mooring mate at Vero Beach (He had departed ten days before us, so we're not sure what had happened to him.).

We are finding it really is a small world — met a couple at Vero Beach who lived on Cornfield Creek (near Eagles Nest) and who travel to Florida every summer to stay at the dock of a friend.

We've been able to do a little motor sailing, but mostly we just using the iron genny. All systems still work just fine, as does the crew.

Our plan is to head up to St. Marys and hang out until the wind lets us do an off-shore run to bypass using the Intracoastal Waterway in Georgia.

The Grotzes are about a day behind us. We're at Comanchee Cove Harbor Marina for two nights!! Such a treat. Maybe Art and Sue will catch up with us here.

Wish us luck. See you all soon.

Jan and Hank Zerhusen