

# THE HORNPIPE

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## Commodore's Comments

There are rare moments in life when everything seems just about perfect. When these moments occur, I tend to worry when they will end, rather than to simply enjoy them. But I am happy to say that I had one of those magical moments (and I savored it) on the water, on a warm and breezy Memorial Day sail home from the Rhode River. I was on a (very) broad reach to the northeast, north of the bay bridge, with 15-20 knots of southerly breezes comfortably filling the sails. The autopilot was doing a tolerable job keeping me more or less on course, and for some reason I started counting up all the good things of the moment. My health was fine, after a full recovery from lower back pain, then a cold; I had returned recently from a wonderful grandkids fix in San Francisco; my important relationships were going well; I had cruised to Baltimore and back last week with my daughter, visiting from the West Coast; and I had just enjoyed a pleasant CCSC cruise in fine company, to Saltworks Creek and the Rhode. But most importantly, every system on board *Breezing Up* was in fine working condition, and my to-do list aboard had shrunk to nothing! And I chose to savor

that moment rather than worry what might be my next on-board challenge.

We will be out west for most of June, with a family reunion on Priest Lake, Idaho, (about 100 folks) and a week or so with the grandkids in Tahoe-Donner. I hope those of you who can do so will take full advantage of the upcoming cruises. June is just about the finest month to be out on the Chesapeake!

*George Alberts*

## Cruise Report — Memorial Day Weekend, May 24-26

The forecasts predicted delightful weather for the long weekend, and they delivered. I slipped out of Hammock Island around 11:00 a.m. on a sunny Saturday, with light to moderate breezes. Motoring for the most part, I arrived at the entrance to Saltworks Creek on the Severn shortly after 1:00 p.m. I was pleased with what I saw (this was my first visit) and found a decent spot for *Breezing Up* to anchor, just upstream from the Naval Academy moorings, in about 13 feet of water, well protected by high banks on either side. Shortly after setting the hook Pat and Ed Shinnev arrived on board

*Evening Light* and rafted up. Dick Callis and his son Mark were next, on board *Windsong*. Later, Ilyse and Jesse Delanoy completed the raft-up aboard *Agape*. The photo below shows us assembled in the cockpit of *Breezing Up* at 5:00 p.m. for hors d'oeuvres and cocktails (Ilyse's smoked oysters were the culinary highlight, despite some good competition):



At one point we watched the three-boat raft upstream of us motor as a group up to one of the Naval Academy moorings and claim it for the evening! After a jovial cocktail hour that stretched into two or three, we enjoyed a quiet night's sleep in a truly lovely setting.

After a leisurely break-up of the raft Sunday morning, the Shippeys headed out to scout for a good anchoring spot on the Rhode River. The Callises headed home, the Delanoys headed out, and I took my time with some minor repairs, then motored out the Severn and down to the Rhode. I quickly spotted *Evening Light* at anchor in a sea of boats (quite a holiday crowd) and rafted up. Bob Loewenstein called to let me know that he and Suzanne were staying put in Dividing Creek rather than meeting up with us as planned. Matt Coyle let us know he and Barbara had a late start and were approaching the bay bridge about 3:00 p.m.; they rafted *Nancy Ann* up with us shortly after 5:00 p.m. We all enjoyed the ensuing cocktail hour(s), as we were amused by the antics and the noises emanating from the large powerboat that had dropped anchor in too-close proximity. As Ed predicted, it left before sundown, and we enjoyed a surprisingly restful night at anchor.

Monday morning we all pitched in to help Matt and Barbara set up their Dutchman flaking lines for their (brand-new) mainsail, then we were off. The Shippeys had a short run to their marina on the West River, and *Breezing Up* and *Nancy Ann* enjoyed a fine downwind sail in 15-20 knot southerlies, all the way back to Hammock Island.



I thought I'd be clever and surprise the Coyles with a photo or two of *Nancy Ann* underway. I did get a couple of mediocre shots, one of which I sent them, and I got five fantastic photos of *Breezing Up* underway, in return! I can't resist sharing a couple of the photos — we were within

***Breezing Up***



***Nancy Ann***

sight of one another for much of the trip (and I was impressed with *Nancy Ann's* speed under sail!). I

managed to sail from the mouth of the Rhode River all the way into Bodkin Creek — what a nice ending to a fine few days on the water!

*George Alberts*

## **May CCSC PICNIC**

The weather gods were on our side! Sandwiched between some not-so-nice weather on Friday and Sunday, our annual spring picnic was held in delightful weather.

A goodly turnout of club members attended. Those in attendance were the Coyles, Durrs, Callises, Monjans, Alberts, Shippeys, MacDonalds, Adrian Flynn, Poniskes, Nan Shellabarger, Pat Nathanson, Bob Loewenstein and Suzanne Bucher, Folds, Delanoys (briefly), and Ed Sabin. The Zerhusens and Grotzes were delayed by weather on their return from the south and didn't make the picnic. A special pleasure was the presence of Lorraine and Hank Obremski, longtime CCSC members and original Hammock Island Marina renters. They were on their way back to North Carolina from a Cape Cod vacation. Another brief visitor was old-time CCSC member Ed Stover who, unfortunately, is getting out of sailing. A bit disappointing was the lack of non-member guests, but perhaps the day was too nice not to be sailing.

The burgers and dogs were gobbled up, and the other goodies were the usual fine stuff.

The brief meeting was successful in getting most of the cruise captains settled. The final cruise schedule has been distributed.

*Duncan MacDonald*

## **Octavia's Home — May 21, 2008**

We thought a brief write up of the last part of our trip would fill in all the news.

We did meet up with Sue and Art Grotz in St. Augustine, got together to share some stories and just visit.

Next day, anchored in the Ft George River (in the middle of nowhere), we realized we had a hole in our fuel tank. To keep a long story short (maybe do a follow up later), we spent 16 days at

Saddler Point Marina on the Ortega River in Jacksonville, Florida. We needed new fuel and holding tanks, plus all new plywood in the aft cabin (bed boards and bulkhead) because all were soaked with diesel. BoatUS was a great help in more ways than one. We'll always be thankful to Randy Olsen, the local manager for TowBoatUS, for his advice and help. He even came by the marina, with his wife, to meet us and make sure all was going well.

After the repairs we moved on once again, stopping at Fernandina Beach, Florida, and taking a mooring for the night. It is an old town with lots of restaurants and shops and a nice place to wander around and visit. Most entertaining was a couple on a trawler. She behind the wheel; he on the bow trying to attach the mooring pennant to a cleat. He called out, "Neutral, neutral! Put the f----- boat in neutral!!!" We had to go below to avoid being seen laughing at them.

From there we moved on to St. Marys — a very small town on the St. Marys River, the border between Florida and Georgia. After having lunch ashore, all the electrical power went out in town. No window shopping, so back to the boat after a long walk.

The very next day a weather window allowed us to head north on the outside. Leaving St Marys on an ebb tide through the inlet (short, wide, and deep), we sailed, motor sailed, or plain motored for 50 hours (260 nm) to the Cape Fear River, skipping Georgia and South Carolina! Motoring with sails, we used about 0.3 gal/hour.

The scariest part of the whole trip was a 7:00 a.m. arrival at the Cape Fear River sea buoy. The skies were black, lightening all around us, the wind increasing, starting to rain, AND no sea buoy! The channel and sea buoy had been moved. After a very hectic few minutes, using the radar, we were able to locate the pairs of channel buoys and head up the inlet to Southport, North Carolina; another nice town to visit.

Two days later, on to Wrightsville Beach, which was so calm at anchor we could hear the ocean breakers on the other side of the island.

With clear weather, we opted to motor outside up to Beaufort, North Carolina, one long day instead of two in the ICW. The ocean was as flat as a mill pond all day.

Here are our stopping places on the way home:

**Beaufort, NC:** Three nights at anchor (All the boats around us were from outside the country except one, *Five Naked Ladies*, a local).

**Belhaven, NC:** Four nights in a marina (Gale with 39 knots in the slip. With all the docking lines, the boat looked like the center of a spider web.)

**Broad Creek, NC:** At anchor.

**Great Bridge, VA:** Free tie up at bulkhead for three nights. A weather hold-up again. (We met folks and toured their brand new Hylas 46. Wow!)

**Piankatank River, Jackson Creek, VA:** At anchor.

**Crisfield, MD:** At Somers Cove Marina. We blew over in NW 20+ knots, double reefed main, reefed genny, making seven knots!!!!

**Solomons Island, MD:** At anchor.

**Hammock Island Marina:** Safe in our slip just before the weather changed to the very breezy northwest.

Here are some final numbers for the overall trip, October to May: (December, January, February in a marina slip)

Engine hours – 370

Nautical miles – 2,251

Offshore NM – about 730

Fuel costs - \$947

Laundry costs \$174.

All in all it was a very good trip. The boat preformed well; we met wonderful people; the weather forecasts were very accurate; we only hit bottom twice; and we never ran out of fuel, water, food, or wine.

**Jan and Hank Zerhusen**

## Cruise Captain's Report — June 5-8

Actually we don't have a report because the cruise was canceled. *Breezing Up* had emailed to say they would be along for one night, but the stormy weather then required George to stay home and cleanup the downed branches from the storm. With temperatures predicted to be in the high 90's, we also opted out.

Hopefully, on the next cruise all will go as planned.

Looking forward to seeing you all.

**Jan and Hank Zerhusen**