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**THE HORNPIPE**

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**CCSC 2009 Board Members**

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**Commodore's Comments**

Our year is coming to an end. I must say that we have had a very good series of club cruises, and I give my thanks to our vice commodore for organizing the cruising schedule, to all of the cruise captains for their contributions, and to all of us who have rafted up with each other and enjoyed the comradeship of other sailors. We can now spend our winter hours in planning new accouterments for our boats and thinking about the trips that we want to make.

In the meantime, it is time to elect and welcome our 2010 CCSC board of directors. Our bylaws call for an election to be held *this year* by the majority of the members.

**In order to make the current slate legal, I am asking for a vote by e-mail to me ([amonjan@mac.com](mailto:amonjan@mac.com)), either yea, nay, or another nomination, by December 30. To remind you, the slate you will be voting for is:**

<i>Commodore</i>	<i>George Albert</i>
<i>Vice Commodore</i>	<i>Patrick McGeehan</i>
<i>Treasurer</i>	<i>Ed Sabin</i>
<i>Secretary/Membership</i>	<i>Ilyse Delaney</i>
<i>Social Chairs</i>	<i>Cynthia &amp; Duncan MacDonald</i>
<i>Hornpipe Editors</i>	<i>Judy &amp; Steve Foland</i>

Remember that we have a website ([www.ccscsail.org/](http://www.ccscsail.org/)) hosted by Bob Loewenstein. We do post each issue of The Hornpipe on the site, but it also needs your input in the form of cruise

pictures and anything else that may be of interest; not only to members but also to others surfing the web looking for information on sailing our great Chesapeake Bay. You can contact Bob at [www.ccscsail.org/](http://www.ccscsail.org/). Please check out the site yourself. It is an underutilized asset that Bob has been gracious in providing to us.

We are in the process of finding a site and date for our annual January/February membership meeting and potluck awards dinner. It appears that we may be able to use the Hawthorn Center in Columbia, Maryland, on Friday, February 5, from 7:00 p.m. to 10:00 p.m. Please hold that date. If you have any suggestions, please contact Cynthia MacDonald ([DunMcDnld@verizon.net](mailto:DunMcDnld@verizon.net)).

Thank you all for supporting our small cruising club. We do have a great group of cruisers, and I wish you all the best of season's greetings and fair winds and calm seas wherever you go.

*Andy Monjan*

**Update from the Flynn's**

Hi, everyone. Just a quick catch-up while I still have wi-fi.

We left the boat on October 1 and have had an amazing two months. We drove 2400 miles to northwestern Montana. On the way, we stayed a night in the Amish country of Indiana, where we went to a diner that had 1970s prices. Tom thought the menu was an antique — and the food was pretty good. We also ate cheese in Wisconsin, went to the

Mall of the Americas in Minnesota (Once was definitely enough!), saw bison from the road in North Dakota, and went to Glacier National Park.

We had wonderful visits with friends Tracy and John in Kila, Montana, and Kimberly and Rick in Bozeman. We also had incredible weather, with eight inches of snow and single-digit temps during the first week of October!!

So, to get away from the winter weather, we headed south on I-25 and drove to Truth or Consequences, New Mexico, where we picked up the RV. We then spent a week in Las Cruces, where the highlight was a visit to White Sands National Monument. It was like a visit to the Outer Banks without the people, buildings, and ocean, but with much bigger sand dunes, which were about 60 feet high! So, in October we put more than 4000 miles on the car, and we were tired. But we had wonderful visits, saw a lot of our countryside, and stayed in some very nice B&Bs, particularly in Estes Park, Colorado, and Placitas, New Mexico (near Albuquerque.)

During November, we wanted to stay in one place; so we went back to Silver City, New Mexico, where we had spent a month last winter. We relaxed, cleaned up and took care of the RV, and went birding and hiking.

Silver City is on the edge of the Gila National Forest and near the Continental Divide. We hiked a couple of times each week and ended up hiking more than 60 miles during the month we were there. This area is known for its birding, and we identified more than 60 species of birds during the month. All by ourselves!! Ranger Bill, aren't you proud?!

For Thanksgiving, it was just the two of us; so we decided to have a true New Mexico Thanksgiving. I got all but one recipe out of New Mexico magazine, and all the recipes had some kind of spice or chilies. It was one of the most unusual and best dinners I have ever made, so I have to share our menu: curried winter squash soup (with chili powder), roasted beets with goat cheese dressing (with serrano chilies), mole de Chiapas (basically chicken with a mole sauce and dried chili pasilla), cranberry and raspberry salsa (with green chilies), and chipotle cherries jubilee (with *chipotle en adobo*). When we finished, I was patting myself

on the back and Tom was rubbing his stomach in satisfaction, I think.

On November 29 we headed for Tucson. We were supposed to leave on November 30, but it was supposed to snow on Monday and Tom didn't want to pull the rig in the snow. We guessed wrong. For about 35 miles, we were in a snow/ice storm and going up and down the mountain passes with the 35-foot rig behind us. It was pretty scary, but we did okay

We'll be in Tucson until the middle of December and then head to our volunteer job in Patagonia/Nogales, where we'll be until the middle of February.

We'll spend the beginning of Chanukah in Tucson and finish in Patagonia and, of course, be in Patagonia for Christmas and New Years Eve and Day.

So that's it for the Flynns for now. We wish all of you a wonderful holiday season and a happy and healthy 2010. We look forward to hearing from you by phone, email, or even in person.

You can use our Florida address anytime. It is: 411 Walnut St. #2935, Green Cove Springs, Florida 32043. Or if you want it to get to us faster and more directly, send it to us at: c/o Sonoita Creek State Natural Area, HC2, Box 273, Nogales, Arizona 85621. This address is good until February 15.

Love to all.

*Adrian and Tom Flynn*

## **Club Membership Steady**

CCSC membership is steady at 24 paid boats in 2009. For comparison, the club had 23 boats in 2008; 21 in 2007; and 26 in 2006, the highest number in recent years.

Our club checkbook balance is \$250.49, which is about average for this time of the year.

The club website ([www.ccscsail.org/](http://www.ccscsail.org/)) maintained by Bob Loewenstein continues to make the current monthly issue of The Hornpipe accessible to the membership and others.

Do you have any suggestions for increasing membership? Here's one: Invite your boating friends to come to CCSC parties and/or picnics so

they can see first hand what a jovial, friendly group we are.

*Ed Sabin*

## **Turkey on a Gullet**

“What’s a gullet?” you ask. Well, it’s a modified sponge-fishing boat with a full set of sails.



Our Turkey trip had far more than sailing (Just ask us.), but the four days on our gullet were pretty fine! There were 12 in our tour group, plus the guide, a captain, and four crew members.

I believe our boat was about 70 feet long. Cabins were a bit tight for non sailors, but fine for us. The food was fantastic! As is generally the case, this sailboat seldom sailed; but we did motor sail one time with just the jenny.

We made land every day and hiked up and down mountains on narrow, rocky trails. The boat would usually go around a headland and pick us up at a different location.

The weather was wonderful: Warm and sunny throughout our stay. Swimming off the boat was super, with warm, very salty water that was as clear as a bell.

*Duncan MacDonald*

## **Latest from the Traveling Zerhusens**

We are writing this, our final notes for 2009, as we sit in our cool, air-conditioned boat in a slip in Titusville, Florida. We plan to start driving home

on Friday, December 11, to stay for several weeks. It has been 22 days since we tied up in a slip; and it feels pretty good!

Hurricane Ida kept us at Fernandina Beach for five nights. We connected with new and old friends, did some sightseeing, took a long walk to the ocean (five-mile round trip), ate out at some nice restaurants, shared cocktails, visited the library, and generally kept busy.

From Fernandina Beach, we motored on to Pine Island — a beautiful anchorage out in the middle of nowhere, south of the St. Johns River.

Next we went on to St. Augustine, where we took a slip because Hank wanted to visit the Sailor’s Exchange, which is the local version of Bacon’s. However, the Sailor’s Exchange was closed on Sunday and Monday, so we did the tourist thing and walked around Old Town instead.

On Monday, we headed for Daytona Beach, where we anchored out in the river. Along the way, we got a radio call that the scheduled shuttle launch was in two minutes. We could see and hear it from about 50 miles away. So impressive.

The following day, as we again headed farther south, we were boarded by the county sheriff checking that our holding tank wasn’t discharging overboard. It wasn’t.

We moved on to an anchorage near the Titusville marina, then on to points south until we reached Vero Beach and took a mooring for two weeks.

It had been our goal to be in Vero Beach for Thanksgiving. It took us six weeks to get there. We traveled 985 nautical miles from Hammock Island, using 180.9 engine hours, and we arrived one week early.

Our mooring mates at Vero Beach were a couple from Sitka, Alaska, who had a very friendly black cat. Both were retired Coast Guard (CG) chiefs, he an avionics tech and she a chief machinists mate with a mechanical engineering degree sponsored by the CG. The cat made herself right at home on our boat, and we loved her company! The couple lived aboard a 48-foot, wooden sailboat for several years during two tours in Sitka. After retiring from the CG, they bought a 35-foot Island Packet and are using it to cruise Florida and the Bahamas.

Along the way south, we had a few things

aboard *Octavia* to fix.

We received a back-ordered toilet part from Defender when we were in Beaufort, North Carolina, and installed the part soon thereafter, fixing a nagging drip of dirty water.

The engine water-pump/alternator-drive belt broke as we were motoring in the ICW south of Fernandina Beach. Hank had not tensioned the belt properly after installing an 80-amp alternator. Responding to the engine high-temp alarm, we pulled over and dropped the hook; waited for the engine to cool down; and, within an hour, had replaced the belt with a spare and were off again. You can never have too many spare parts.

Also, along the way the shower sump wouldn't stop running. We found a bad hose connection, and now the sump works great.

At Vero Beach, Hank looked at the radar, which had quit during our offshore leg. He took it apart and wiggled the reed switch connector, which generates the boat-heading pulse. Now the radar works fine.

At Cocoa Beach, the outboard quit. So Hank took it apart and cleaned its carburetor. He

thought the problem was dirty fuel. The carburetor now works fine.

The new alternator regulator seemed to be malfunctioning; but, over a two-week period, the software seemed to fix itself, and the regulator works great.

Leaving Vero Beach, Hank spotted a saltwater leak on the engine. It was very small, but Hank decided to return to the mooring to fix it. The old hose clamp on the raw water supply to the oil-cooler heat exchanger needed to be replaced. Again, within an hour the repair was made, and we were on our way north to Titusville.

Oh, another thing: The autopilot needed a new belt, and we met some people who gave us three belts! They had replaced their old unit with a newer version, and the old belts were not compatible with their new system.

Cruising day after day in the ICW can be somewhat monotonous; the repair jobs keep life interesting.

Other than those few minor concerns, we had a wonderful trip.

*Jan Zerhusen*