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THE HORNPIPE

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Commodore's Comments

Slip fee paid for the season — check. Boat insurance renewed for the year — check. To-do list and work plan — check. It won't be long before *Breezing Up* gets splashed and the 2010 sailing season, my eleventh(!) on board my “new” boat, reaches full speed ahead. I'll try to take advantage of some good weather in the next couple of weeks to go wash and wax the hull. Tidewater has already done the prep sanding for the new coats of bottom paint. I expect to be tied up in my slip at Hammock Island by mid-April.

Eighteen years after buying our first sailboat, a Seafarer 26, I'm happy to say that the start of the new season hasn't lost any of its excitement. And eighteen years after joining what was at the time the Columbia Corinthian Sailing Club, being a member of this active and enjoyable group of sailors has not lost its charm. Let's make this the best season ever!

Note: I have renewed the CCSC/Boat U.S. Cooperating agreement. We continue to be entitled to the 50% group discount on the membership fee. When renewing, just use the Group ID Number GA80210S.

George Alberts

Winter Party

What a wonderful dinner we had at the Hawthorn Center in Columbia on February 19.

Finally, the weather cooperated and 28 club members and guests (Sabins' friends Mary and Jim Bielefeld) participated in the dinner meeting.

Cynthia and Duncan outdid themselves in providing the props to improve the ambiance of the large room we had rented. Cynthia provided tablecloths as well as flowers and candles for every round table as well as the long tables used for serving the food. Also, she brought wonderful classical music, which provided a nice background sound.

As always, the club members provided a wonderful array of foodstuffs, including tasty and unique cheeses, dips, spreads, homemade breads and muffins. There were also several main dishes, such as roasted chicken drumsticks, five-cheese penne pasta, chili, and meatloaf and side dishes that included a spaghetti-squash casserole, baked beans, noodles, potato salad, and, of course, some wonderful green salads. Desserts were coconut cheesecake, chocolate-almond sheet cake, and a chocolate-iced white Bundt cake. If you weren't able to be there, you certainly missed a great feast.

After singing a rendition of Happy Birthday to John Baker, the business meeting began. Master of ceremonies, Commodore George Alberts, mentioned once again that the club website (www.ccsesail.org/) is maintained by Bob Loewenstein (For which we are all grateful.) and that we must submit new pictures and material to keep it current and interesting. So please, everyone, give Bob your latest sailing pictures and stories.

George then turned the floor over to Past Commodore Andy Monjan, who thanked the previous board for their work and presented a well-deserved Commodore's Award to Jan and Hank Zerhusen.

Jan reported on the cruises from last year and thanked and handed out awards to each cruise captain. See her attached report.

Vice Commodore Patrick McGeehan urged everyone to email any location suggestions for cruises for the upcoming sailing season and to please volunteer to captain a cruise. You don't have to wait until the picnic to volunteer. The spring picnic will take place during the first part of May (not yet finalized).

John Baker announced that he has volunteered to take 20 soldiers from Walter Reed Hospital sailing this spring and summer. So far, the Zerhusens and the Alberts have volunteered for this wonderful outreach. Please let John know if you can help out with this.

In closing, George reminded us that everyone needs to pay Ed Sabin their \$35 dues for this year.

Judy Foland

Outreach to our Soldiers

I have made arrangements to take wounded soldiers at Walter Reed Hospital on daysails this summer on three different dates. The dates are Wednesdays, May 19, June 16, and July 14. If the weather does not cooperate on those dates, tentative alternate dates will be the following Wednesday in each case. The maximum number of guests will be 20, which means that a maximum total of boats required will be five to six, depending on how many each boat can handle. The total number of participants will be identified at least two weeks prior to the date of the daysail, which will determine the number of boats needed. Since there will be three dates, several club boats should have the opportunity to participate, either by supplying a boat and a crew or by just being a crew member on someone else's boat.

Walter Reed has made only one stipulation, and that is that no alcohol can be served to the soldiers during the outings. This most likely has to

do with medications and other factors. The outings will start and end at Oak Harbor Marina in Pasadena, Maryland, and will get underway at 10:00 a.m. and will return to Oak Harbor around 4:00 p.m. Arrangements have been made with Oak Harbor Marina to be able to pick up and discharge the soldiers at one of the docks at the marina, if a boat does not have a slip at the marina.

If you are interested in participating, please contact John Baker at 410-440-1343 or by e-mail at johnfbaker@comcast.net and let him know which dates will be best for you and how many soldiers you can accommodate.

John Baker

Japan Adventure Aboard the *Queen Mary 2*

Well, we have not dropped off the face of the earth! What a wonderful, BUSY, and exciting time we're having aboard the *Queen Mary 2 (QM2)*!! We've seen so much, and learned so much, have been videoing taping each place we've been and even some neat programs aboard.

Yesterday we visited Nagasaki. One would never know the place had been devastated by the atomic bomb. Of course that was almost 65 years ago; but after the bombing, it was thought that nothing would be able to thrive there for 75 years.

The city is located in a bowl of sorts, surrounded by mountains and the sea. It has a lot of European history since the time the Portuguese stumbled upon it in the 1500s after being blown off course on their way to China. It had, until the bomb, the largest Roman Catholic cathedral in Asia, I think I heard our guide say. Another, smaller one, has been erected since 1945. Our guide also told us that the spring after the A-bomb, green shoots began sprouting, which I found amazing. Anyway, it's a lovely city; clean, and no high rises.

We've been to so many cities that have a large number of high rises, starting with Dubai, then Singapore, Bangkok, Kuala Lumpur, Hong Kong, Shanghai, and, tomorrow, Yokohama, which I haven't seen since I left there in March 1958 on a military transport ship (What a difference, being on the *QM2*!). I know I'll be just as amazed as I was upon seeing Tokyo five years ago.

We'll be attending a special Cunard event in Tokyo for Grill guests, which will include a sukiyaki luncheon, and then later, a traditional tea ceremony at a Japanese tea house. We attended two other Grill events, one in Italy, which was a lovely luncheon at a lived-in castle, and then another one in Penang, Thailand. This latter one was another lovely luncheon in the beautiful Eastern and Oriental Hotel, established in 1888, where we were entertained by Thai traditional dancers and were able to see some local craft folks making elaborate kites, demonstrating calligraphy (The calligrapher put our names on fans as mementoes.), displaying Thai silk, silk block printings, etc. (Think that about covers it.). At the end of the program, we were driven back to the ship in trishaws, which was fun. The trishaws could accommodate two thin folk. The honcho looked at Art and me and said we each needed separate ones! The trishaws are bicycle powered.

It's been fun being greeted at the different ports by drummers, dancers, etc. Yesterday at Nagasaki, because it was the *QM2's* maiden voyage there, there was a neat ceremony on board just before we sailed, with an exchange of gifts to the senior officers from the mayor and other city officials and vice versa. We were also entertained by a group of adorable nursery schoolers, ages four, five, and six, in gorgeous Japanese kimonos (girls) and dressed as samurais (boys) performing a few dances. Then, as we were preparing to sail, we were entertained from the dock by the Nagasaki High School band.

Several town folk came to see us off and several were lined up on the bridge we sailed beneath on our way out of the port.

The ship's horns are always sounded as we leave a port. We have two horns, one from the original *Queen Mary*. They can be heard for ten miles when they're blown. It's pretty awesome. They are also blown at noon each day while we're at sea. Sea days can be, as busy as you want them to be, with lectures, concerts, and various games (Trivial Pursuit, quiz games, and the sorts of things one sees on TV). The lectures are presented on the ship's TV. There are classes on bridge, computers, digital cameras, ballroom dancing, water-color painting, and Bible study (which is led by the Roman Catholic priest

onboard), to mention a few. There are also daily planetarium shows (*QM2* has the only planetarium at sea.). There are three different shows on sea days. In addition to movies on the ship's TV, there is a daily movie in the Illuminations Theater, which is also the planetarium. Various guest artists present two shows nightly. The talents of the different guest artists are amazing, as are those of the resident entertainers.

We have two resident bands, one that provides music for the nightly shows and one that provides music nightly in the Queens Room, which is the largest ballroom at sea. Also, there is a jazz ensemble that plays nightly in different lounges and several pianists who do any kind of music and perform daily and nightly in various venues. A classical string quartet does the same. The Caribbean jazz group is great and plays at noon on days at sea on one of the outdoor decks and alternates with a DJ in the G32 night club nightly.

Once a week, there is a group from the two bands who present a Dixieland program at one of the pubs on board. We love that!

We especially like sea days when we can return to our Pointer-Hill-Court schedule of getting up late and relaxing. Shore days are really busy. We have breakfast in our room on sea days at 10:00 a.m. On shore days, we may have breakfast at 7:00 a.m. Along with breakfast, we order two plates of assorted cheeses and V8, which we stash in our refrigerator and have as an afternoon snack. We go to dinner around 7:20ish so we can make the early show in the large theater (The Royal Court — two stories high) at 8:45 p.m., and occasionally, we'll go dancing in the Queens Room or to one of the lounges for Art's Amaretto and my white Russian and to listen to some nice piano music. Then it's back to the room to peruse the daily program in order to plan the next day and to make our breakfast selection for the next morning.

At sea on Sundays, there is an ecumenical service that is led usually by the ship's master and occasionally by the entertainment host. It's like an abbreviated morning-prayer service. There's a Roman Catholic priest who does mass daily, and an Episcopal priest who is on board as a passenger and, by request, does a weekly Eucharist. She's rector of a church in Buffalo, New York, and offered to do this if there was any interest. We've had an

Anglican priest, who was on board with her husband until Singapore, and a Methodist minister whose husband was also with her and who disembarked in Hong Kong.

On Ash Wednesday we were in Nagasaki; how mind boggling that was, being in that city on Ash Wednesday.

There's a 92-year old lady (Aussie) on board whose husband was a POW on a Japanese sub headed to Nagasaki to work in a coal mine when the sub was torpedoed and he, of course, missed being annihilated by the bomb. Anyway, she had learned the position of the sub when it was torpedoed and was able to have closure last night around 9:00 p.m. when there was a small service on the back of deck 6. Some prayers were said and those attending threw some red poppies overboard that had been provided by the Aussie government.

We have formal, and every now and then, semi-formal nights each day we're at sea. We usually have plenty of time to change into our fancy attire. I think there are 44 formal nights on this trip and 17 semi-formal nights. The nights we've had shore days have been "elegant casual". I don't even have a pair of jeans on board. Can you imagine that?!

The weather is quite cool now that we're back in the northern hemisphere. We didn't have warm or hot weather until Egypt, and it was great until we started approaching China. So we've been going from cold- to warm-weather clothes.

We have a large medical facility on board that has three or four nurses and a doctor. It's open twice daily for a couple of hours each time. We both have had the "QM2 crud": bad cough and runny nose. I've had problems with both legs from running into deck chairs and incurring wounds, so have made several visits to the infirmary, mainly for follow up. I am on antibiotics to rid the infection. The facility has X-ray machines and all sorts of other equipment, several examining rooms, and hospital rooms (four I think) with two beds each. It also has a good stash of medication.

Our suite is near the stern of the ship on deck 10, so we feel very little movement of the ship, except for some vibration when we're in heavy seas.

Dubai was amazing in that it was built in the middle of the desert and thirty years ago had

nothing but Bedouin tents there. It was really neat having high tea on the top floor of the Burg Al Arabe hotel — the famous one shaped like a sail. And soooo many high rises. The tallest building in the world is there — 124 stories. We didn't go up in it.

Also, the *Queen Elizabeth 2* is in Dubai. We were berthed just behind it, and, upon leaving our ship, pulled alongside her. The two ships exchanged horn blowing as we backed out of the harbor. It was kind of sad.

The intent in moving the *QE2* to Dubai was to turn the ship into a hotel, but Dubai's economy has gone south, so the ship's future is up in the air. It would be very expensive to update her. The thought is that it might not be worthwhile, especially with seven-star hotels to compete with in the city.

We've had really nice and interesting table mates. There are six of us. Four got off in Hong Kong, so we now have new ones. The ones who disembarked were A LOT of fun — a shrink and her husband from California and a retired builder and retired teacher from Canterbury.

Mostly Q-tips on this trip, although a lot of the ladies have dyed their hair. We're by far neither the oldest nor the youngest aboard ship.

Going through the Suez Canal and the Sea of Aden was interesting with all the military ships patrolling the international shipping lanes as protection against pirates. Pirates carry 30-foot ladders to board ships, but they'd not begin to reach the decks of this one. Also, this ship moves too fast for their small boats. We had the former head of the international shipping police aboard while we were in that area. There are 4,000 folk aboard — 2,500 passengers and 1,500 crew to take care of us.

The *QM2* is an ocean liner, as opposed to a cruise ship, and is built with a deep V-shaped hull with stabilizers. She draws 30 some feet and was built for heavy seas. She's the largest ocean liner afloat. There are two pods on each side of the ship. Each pod has its own propeller that rotates 180 degrees to facilitate turning the ship, and those are the only propellers on the ship. The ship can turn within its own length. Her top speed is 33 knots, and we travel usually at about 22-27 knots. The ship can stop in a fairly short distance by reversing (turning) the pods 180 degrees. The propellers are

designed to pull the ship through the water rather than push it as with traditional ships that have propellers on shafts.

Well, time to go with Art to the medical center. He's been in bed almost all day and half of yesterday with his cold. Thank goodness for room service!

Till next time. Hope this finds you well and weathering the winter. We're looking forward to being south of Japan, where the climes will be warmer!

Sue and Art Grotz

A Most Valuable Crew Member

It was a dark and stormy night.

O.K., so it wasn't stormy, but it was dark, and I was on board a friend's sailboat heading from Middle River to Norfolk this past October. We were about halfway there, in the wide part of the bay where the shipping channel is not narrowly defined. Ahead of us we could see the range lights of a north bound ship perfectly aligned one over the other and flanked by her red and green running lights. She was about two miles away and closing fast. Normally it is in situations like this when I wish I were home reading about someone else's sailing adventures.

However, in this case my friend had just installed an Automatic Identification System (AIS) receiver. This is a very clever gizmo that, when connected to a chart plotter, will show you the position of every vessel equipped with an AIS transponder, a requirement for most vessels over 300 tons and carried by most commercial vessels regardless of size, e.g., tugs. So, in this case, we could see the position of both our boat and the north bound ship on the plotter. What's more, in a corner of the chart plotter screen the following information appeared:

Ships Name
Position
Destination
Heading
Speed
Distance
Point of Closest Approach (PCA)

Time until Point of Closest Approach (TPCA)

With this information, we could alter course and, within a few seconds, see the effect of the altered course on the Point of Closest Approach (PCA). In the instance above, the PCA changed from feet to yards and then to tenths of miles. It was at this point that I decided that I coveted my friend's AIS.

It turns out there is another unexpected benefit from AIS. It was the collective experience of those of us on board that ships more often than not will not respond to a VHF call when it goes out something like "North bound ship, this is south bound sailboat *Griselda* off your bow near Point Wherever." However, on the two occasions that we called knowing the ship's name, from looking at the AIS, they responded immediately. By the way, we were seeing several ships an hour on this trip, so the AIS was voted Most Valuable Crew Member.

So, do you need one? Probably not, unless you do much night sailing or sail offshore. However, even during daysailing, there are times when it would be awfully nice to see what the big guys are up to. Plus, it may be worth the price in entertainment value alone.

Installation is pretty straight forward and involves hooking up a small black box receiver to a power supply, to your chart plotter and to an antenna. Actually, you can use your VHF antenna if you add an antenna splitter. Prices for AISs have dropped greatly in recent months, and receivers can be purchased for less than \$300. I wouldn't be surprised if they won't soon be available for half of that.

In my case, I happened to be in the market for a VHF radio when, low and behold, Standard Horizon just came out with its Matrix GX2100 that just happens to contain a built in AIS receiver for a total price of under \$350 (Internet price). With this, I don't need either a separate antenna or a splitter. In fact, I don't really need a chart plotter at all, since the information can be displayed on the radio. It does however require a GPS signal if you want information relative to your boat, i.e. PCA and TPCA.

Whether you see an AIS receiver in your future or not, there are some fascinating Web sites

that show AIS information on ships worldwide.
One such site is www.marinetraffic.com.

Bill Durr

Cruising Report and Awards for 2009

During 2009, the club scheduled 16 events with two events being canceled due to weather or lack of interest.

Completed were:

Two seminars

Two picnics

The fall meeting at MacDonalds.

Nine cruises of which four were week-long cruises arranged so weekenders could join the group.

Participants included 17 boats (throughout the whole season)

Cruise Captains were:

Monjans — Man overboard drill in Bodkin Creek with raft up in Bodkin Creek overnight — scrubbed due to bad weather with the discussion moved into club house.

McGeehans — Navigation seminar

Zerhusens — Shakedown cruise — stay close to home week

Sabins — Anchor behind their house with breakfast ashore on Sunday

Bakers — Worton Creek

MacDonalds — 4th of July week cruise

Callises by default — Annapolis — best beer cruise

Zerhusens — North to Havre de Grace week-long cruise

Albertses — Best wine cruise held at Hammock Island due to bad weather, **but very well attended.**

Flynns — South to Solomons Island cruise (their first time as cruise captains for a long cruise, and then the nor'easter

blew through at Solomons

Albertses — Eagles Nest

Our thanks to all who participated and volunteered to be cruise captains – it wouldn't have been much fun without you.

Jan and Hank Zerhusen