



THE HORNPIPE

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CCSC 2015 Board Members

Andy Monjan, Commodore	(amonjan@verizon.net)	410-531-3832
John Baker, Vice Commodore	(johnfbaker@comcast.net)	410-740-1488
Jan & Hank Zerhusen, Secretary/Membership	(hzerhusen2@verizon.net)	410-730-9129
Barbara Barrett, Social Co-Chair	(barbara_barrett@yahoo.com)	410-371-9900
Jan Zerhusen, Social Co-Chair	(hzerhusen2@verizon.net)	410-730-9129
Ed Sabin, Treasurer	(esabin1@comcast.net)	410-255-7362
Barb Coyle, Hornpipe Editor	(matthew247@aol.com)	301-633-8343

UPCOMING EVENTS:

- Saturday October 17-18 Baltimore, Hon! Jenny Poniske and Nan Shellabarger
- Sunday November 15 Fall Meeting / Pot Luck Lunch Barbara and David Barrett

COMMODORE'S COMMENTS

Andy Monjan s/v *Impulse*

Well, we missed being hit by Hurricane Joaquin, but the front that passed through just before the expected brush with Joaquin still drenched us. The threat of being hit by the hurricane led many of use to practice mounting hurricane precautions, such as removing canvas and adding more dock lines, while trying to avoid the rain drops. Better prepared than not!

But, talking about practice, it is that time of year to again practice voting for your new 2016 CCSC Board. We again have a great slate:

Commodore	David Barrett
Vice-Commodore	Bill Durr
Treasurer	Ed Sabin
Secretary/Membership	Catherine Schratt
Hornpipe Editor	Barbara Coyle
Social Committee Co-chairs	Barbara Barrett & Sue Jones

With the exception of Ed Sabin and Barb Coyle, the proposed CCSC Board will have new officers. We will be having our election at our next all-hands meeting at the Barrett's house on Sunday November 15 starting at 1:00 p.m. Details are in this issue of the Hornpipe. If you cannot attend, you can send me your vote. This also would be a good time to renew your annual membership for \$35.00.

Our last scheduled CCSC cruise, by land or by sea (one or two, respectively), captained by Jenny Poniske, will be at The Fork and Wrench restaurant in Canton on Saturday, October 17; if coming by boat, make reservations at the Anchorage Marina. Details are in this issue as well.

Only a couple of more weeks until the hurricane season officially ends. Now that the sailboat show is over and the leaves are turning, we can still get a few more sails in before making all ship shape for the winter season.

Upcoming Event Details:

Baltimore Land/Sea Cruise – Still time to join in!

Nan and Jenny are planning to take **Mutima** to Baltimore and stay at the Anchorage Marina (<http://www.anchagemarina.com/marinaservices.html>) in Canton on the night of October 17. Jenny will be making reservations for dinner at The Fork and Wrench (<http://www.theforkandwrench.com/menu-dinner/>) on shore and will need an approximate head count ASAP. Who's up for a land or sea cruise? Contact Jenny at jennyp7@hotmail.com.

CCSC Fall Luncheon

The bay boating season may be ending, but the CCSC fun continues!

Please join your fellow CCSC members for a fall luncheon on Sunday, November 15, 2015, at 1 PM, at Dave and Barbara Barrett's home (19111 St Abrahams Ct, Hampstead, MD 21074). CCSC will provide soup, sandwiches, and drinks, but if 2 volunteers could bring a dessert, that would be great. Let Barbara know if you would like to volunteer.

RSVP by 11/8/15 to Barbara Barrett via phone (410-239-7460), or email (barbara_barrett@yahoo.com)

CRUISE REPORTS

Coyle's Landing September 19-20

Barb and Matt Coyle s/v *Nancy Anne*

The forecast of brisk (or more than brisk) winds on Sunday kept all but the hardiest of sailors at the dock, but many joined in the land/sea cruise on Saturday night and Sunday morning. Fifteen members gathered for a smorgasbord of wonderful food and good drink for several hours on Saturday evening. Carol and Bill Durr arrived on *Griselda* anchoring in Dave and Barbara Barrett on *Blue Heron* shared the dock with *Nancy Anne*. Arriving by car were Hank and Jan Zerhusen, Jules and Catherine Schrott, Tammy and Bill Folkert, Ed and Robbie Sabin and Commodore Andy Monjan.



Blue Heron at the landing, with *Griselda* anchored in Cockey Creek Sunday Morning



The following morning, Patrick and Linda McGeehan joined the group and we enjoyed a delicious breakfast, including Matt's grilled bacon and sausage.

Carol Durr reported from *Griselda* that the trip back home went well although there were some concerns: "We're just getting to the Bay. There are good size swells but not many white caps. Sailors seem to be having good rides but with a lot of hobby horsing. Barrett's ahead of us but seem to be making slow progress. We're making about 6 knots."

A Comparative Cruise Report from Oregon *George Alberts*

September 11-22, 2015

Ashland (southwestern Oregon) and the Oregon Coast



Starting out—my home for the next eleven days

For some time now I've been interested in trying out an alternative cruising style—namely, aboard a well-equipped and cozy land cruiser/RV. I've been especially interested in doing so out in the Pacific Northwest—I grew up in Spokane, and as a youngster I spent some summer vacations with an aunt, uncle, and cousin on the Oregon Coast. I've also been interested in visiting the Oregon Shakespeare Festival in Ashland. Events conspired to put those two interests together in an extended West Coast visit last month.

The first step was to rent a cruiser, which I did through the Cruise America web site. I chose their “standard” 25-foot model, a “Class C” cruiser (self-contained, on a truck chassis), with one double berth over the cab and a double in the starboard rear corner, next to a shower, head, and vanity sink. Midships on the port side there is a refrigerator/freezer and a dinette that makes into a bed (I used that once, for the oldest grandson), and a chair opposite. The galley is starboard, aft of the entry door.

The RV is rather ugly from the outside, compared to the *Admiral J*, but otherwise I was quite pleased with the choice. It comes with a generator (which I never needed), a furnace and an air conditioner (both of which were definitely needed—in Ashland the high temps were over 100 degrees; along the coast the nighttime lows were in the low fifties). It has a large refrigerator with a separate freezer, a three-burner stove top, a water heater (all running on propane), and a microwave oven. The plumbing includes a freshwater connection, water tanks, and holding tanks for gray and “black” water.

When the “shoreline” (that's what they call the power connector!) is plugged in I had 110 volts throughout, although it was interesting that the internal lighting was power-thrifty LED's. The black water tank sits directly under the head, and both the gray and black tanks discharge (under gravity power) through a roughly four-inch diameter hose, into a sewer connection at most campsites and a “dump” station at others. There was a surprising amount of storage, basic monitors for water, propane, holding tanks, and house battery. Overall I'd say it had the accommodations of a 35-40 foot sailboat. It was also fairly easy to drive after I got over the initial bout of nerves.

My daughter and I would be spending eleven days aboard (I picked it up a day before we left), and she planned and provisioned all the food, kitchenware and lines/towels while I took care of the drinkables--a fair division of labor. By the way, her cooking was fabulous—highlights were steak and homegrown zucchini grilled over a campfire, and spaghetti Bolognese with her home-made sauce, made with tomatoes from her garden. We started with a three-day stay at Emigrant Lake County Park outside of Ashland, where we were joined by Lisa's husband Tom, as well as Jutta's daughter Claudine, husband Sean, and the three grandsons, who stayed in town. We all thoroughly enjoyed three plays and some of the fine restaurants and parks.



First campsite—Emigrant Lake County Park (the lake was at 27% of capacity!)

From Ashland, Lisa and I proceeded to Umpqua Lighthouse State Park, South Beach State Park south of Newport, Champoeg State Historical Area south of Portland, and Cape Lookout State Park on Netarts Bay near Tillamook. We toured the Umpqua Lighthouse, explored Newport on foot and by bike (a highlight was the Oregon Coast Aquarium), and hiked the beach and dunes at Cape Lookout.

We also enjoyed some fine dining-out along the way—my first taste of wild salmon fish and chips, some excellent clam chowder, for two examples. Much of the time after Umpqua Lighthouse State Park we were driving along Highway 101, with gorgeous views every few miles, of sandy beaches and coves, dense forests, and rocky capes. We loved each of the stops and were greatly impressed with the Oregon State Parks system. We also enjoyed a short day sail on the Columbia River in Portland, with some friends and colleagues of Lisa's, on a Catalina 28.



Second campsite—Umpqua Lighthouse State Park



Lisa at South Beach

On the 22nd of September we returned “home” to Lisa's property on the Washougal River east of Vancouver, Washington. We took our time unloading and cleaning, and I returned the RV the next morning.

On returning it I noticed a significant scratch to the starboard rear, near the top, that had obviously been caused by a close encounter with a tree branch. It had not been noticed on the walk around at the time of pickup, and I figured I must have been responsible. So I pointed it out, first thing, on arrival at the rental facility. The staffer who was checking me in got rather concerned and took a look. As we walked back to the office the manager, Lucy, overheard us talking, and said she'd like to take a look. She came back smiling, thumbs up, saying "you didn't do that!" She said it happened on the very first rental of this almost-new camper. She admitted she had noticed it but forgot to make a note of it on the damage sheet. Amazing! Another example of "northwest nice"—they could easily have charged me for it. Instead my security deposit was fully refunded on the spot.

So what did this all cost? The base price was \$99 a day, plus mileage at 34 cents per mile (975 miles total), 17% (!) tax. For 13 days it all came to just under \$1900. I spent about \$200 for gasoline (about 10 mpg), and about \$7 for 3.6 gallons of propane. The campsites were roughly \$30 per night.

So how did it compare to cruising on board a sailboat?

On the negative side, the cruiser is not only ugly. It rattles under way, and it can be awkward to park. I sometimes missed the gentle rocking of the boat at anchor, and I never had a chance to dive off the RV for a swim or to raft up with fellow travelers. And of course nothing beats those rare moments comfortably under sail, on a lovely day out on the Bay. I had to worry about overhead clearance (although that can be an issue with the boat as well). It appears to be more difficult to go "primitive" (no campsite, no hookups)—the battery bank seems modest and the generator would have to be run frequently.

There are more potential drawbacks. I don't know if there is an equivalent of the CCSC—I would miss the camaraderie, the newsletter, and the land and sea cruises. And what about just "working on" the boat and hanging around the marina?

On the positive side, navigation was straightforward, with the help of my friendly GPS. Unless I chose to go off-road, which I didn't, I never had to worry about running aground. The head was much easier to operate, the gravity-fed "dumpout" a simple matter of opening a valve, the separate shower was a pleasure, the furnace kept us toasty warm when needed, and the sleeping accommodations were excellent for two couples. The refrigerator and freezer were worry-free, large, and held their temperatures for the entire trip—kept the ice cream frozen and the beer cold. Weather, wind direction, and rough seas were never a major concern, although windage could be a problem underway. Nor were tides and currents. No dock lines (and no sail covers) were needed, and there was no anchor to deploy, retrieve, and wash down. Holding was never a concern.

So there was one very important plus—the RV required very little work to operate. Hooking it up and disconnecting both took only a few minutes.

[Ed. Note: George has a longer version with more details on the trip – contact him at gealberts@verizon.net if you are interested in reading more about it]

A Report on Dobbins Island

Carol Atkinson Durr © October 2015

As island owners themselves, Carol and Bill Durr have watched the travails of the Clickners of Dobbins Island for years. Here is an update – an exclusive to CCSC.

Note from Carol: I have been requested to hold off publication until the Clickners' home is completed. I'm certain that the Hornpipe is not one of the publications they were thinking of. But I ask that NO ONE copy it or reproduce it in anyway. I do hope that all will find it a rather interesting story.

Eleven years is a long time to wait for a building permit - even in Anne Arundel County - but that is how long David and Diana Clickner waited to secure permits to build their home on Dobbins Island.

Dobbins Island is in the Magothy River just west of Gibson Island. In the 1850's Judge George Dobbins of Baltimore obtained the then 13 acres that became Dobbins Island. There are references of arrowheads being found on the island, giving some indication that the island was once used by Native Americans. In 19?? Jim and Edward Wilson obtained the island through the Dobbins family trust. In 2004 the Clickners purchased from Dutchship Island, LLC for \$825,000 what is now about 7 acres of island.

When the Clickners purchased the island, they were attracted there by a sales brochure describing the island as????????????? Until that time they had no knowledge of Dobbins Island. Their intention from the beginning was to build a home there.

To build on the waterfront of Anne Arundel County 20 plus different permits must be obtained from the county, the state and the federal government. The Corps of Engineers, the Department of Natural Resources, health departments, the fire department and Inspections and Permits to name just a few. An island creates a problem that permitting department have difficulties resolving. Usually the property under consideration has only one or maybe two waterfront sides with the length being in the triple digits not for a property with 4000 feet. With an island, the usual formulas for granting permits are difficult to determine.

Once the Clickners made a decision to build a home on the island, the Magothy River Association, spearheaded by Paul Spadero, president, initiated efforts to protect the island from any changes. The MRA was particularly upset because the area, a popular anchorage and campground, had long been available to all who visited. When their legal funds were exhausted, they turned to the Chesapeake Bay Foundation for support. Early on in their planning, the Clickners requested suggestions from the CBF for protecting the shorelines. They were turned down. With their plans becoming more and more expensive and difficult, the Clickners offered to sell the island to the state or county.

There was no interest.

In a permitting procedure at the state, county and federal levels there are seldom suggestions for changes which might be acceptable. Therefore the permit would be denied. Additionally, some of the agencies had protocols that conflicted with one another. With so many departments and agencies becoming involved in the Clickners' plan, a number of suits were brought by associations and foundations, requiring not only years but financial investments for resolution.

As the hearings and court cases continued, the CBF determined that there were ecological reasons for NOT protecting the island from erosion - spawning areas and underwater grasses specifically. At this point it would have been almost impossible for an individual or group with the interest and the financial ability to stop the continuing erosion by putting in erosion control structures.

Curiously, the agencies and foundations were turning down the only ones with the means and interest to protect Dobbins - David and Diana Clickner.

As these disputes were going on, others were planning a huge Bumper Bash alongside the island. The first few Bumper Bashes were successful. But the parties grew into a gathering of hundreds of boats. Private waterfront properties on the north shore of the Magothy were used without permission to access the island. Drinking and rowdiness became a major problem. Police were called in to protect private property and keep the crowds under control. Since Dobbins Island had long been considered a summer anchorage for boaters and swimmers, the whole island was considered a public place, luring visitors to picnic and hike its paths. The "bashes" eventually created such a problem for police and neighbors on the Magothy, the Maryland legislature passed a law that required a permit for any gathering of 200 or more boats on state waters.

In 2014 the Clickners finally obtained all the permits required to build their home. A pier and ramp were constructed on the north side (the beach side) to allow building materials and equipment to access the island.



House from the north



House from the south

Solutions for water (well) and electricity (solar & generator) have been resolved. (An underwater cable was not a consideration because of its cost!)

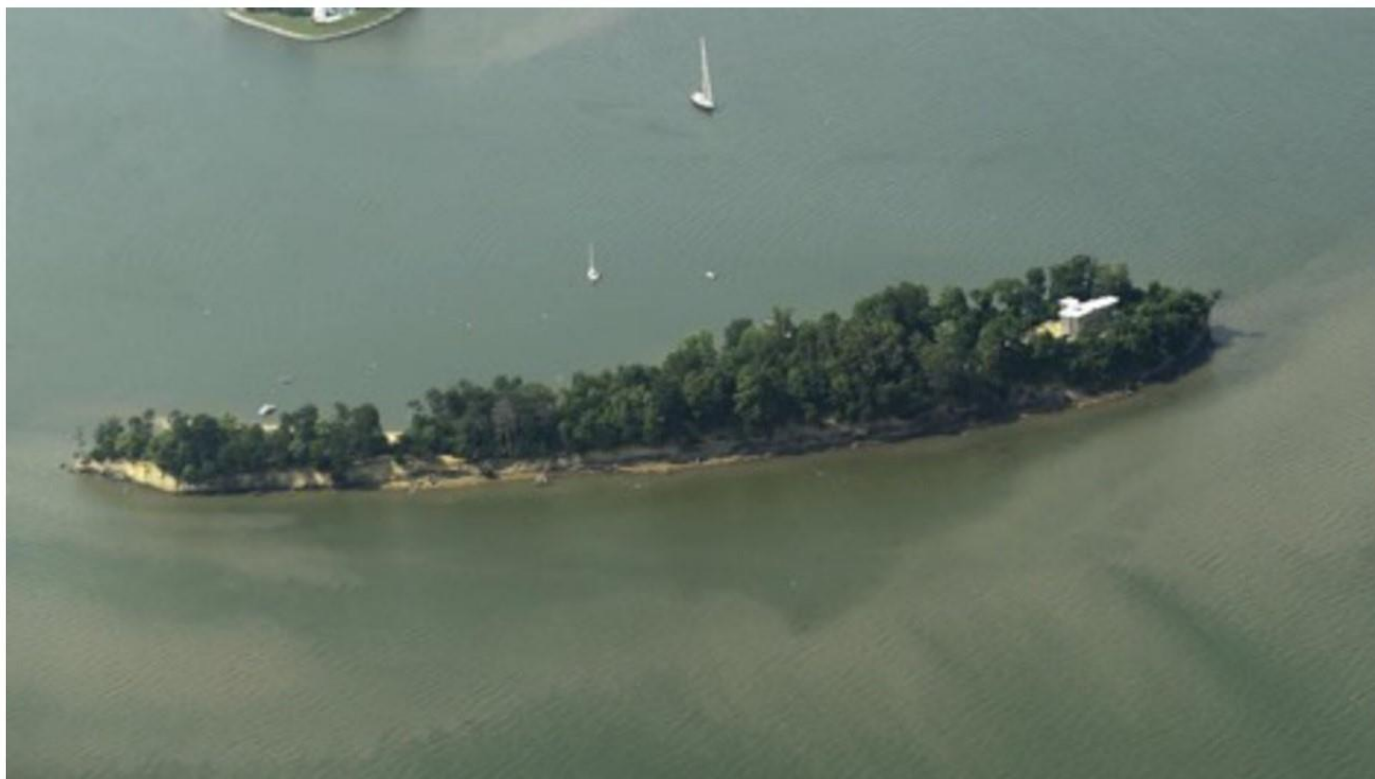
Today in spite of NO TRESPASSING signs at many locations on the island, picnickers and others continued their activities on the beach and on the interior areas of the island. Vandals became a particular problem this past summer. The damage caused by vandalism was dramatic and expensive to repair.



Damage to the construction

Therefore, construction was slowed until the boating season would be over and few would be anchoring nearby and tempted to go ashore.

Today although the vandal problem has ceased, trespassers continue to hike the trails and climb to the highest parts of the island. But David and Diana Clickner continue building their home on an island - with all the proper permits from Anne Arundel County, the State of Maryland and the US government.



Now That's a Raft Up!

Barb Coyle on Cockey Creek

On October 8, we looked across Cockey Creek – and there were two magnificent ships – A PUNGY AND A SKIPJACK - docked at Camp Grachur. Here's what we saw and a little about these two ships:



SIGSBEE – Skipjack - Originally built in 1901, the Sigsbee served in the oystering fleet for 88 years. She is named for Charles Sigsbee, the commanding officer aboard the Battleship MAINE, which was sunk in Havana harbor at the beginning of the Spanish-American War. SIGSBEE is notable for the fact that in the early 1980s, it became the first skipjack captured by a woman, Leigh Huntman, of St. Michaels, MD

In 1990, the Sigsbee became disabled near the Key Bridge during the annual Chesapeake Appreciation Days Skipjack Race. Douglas West, the owner of Sigsbee at that time, then sold the boat to the Living Classrooms Foundation. Students and shipwrights in the Save Our Skipjacks Program spent 10 months reconstructing the vessel in order to carry passengers and offer school programs. The vessel was completely rebuilt and the only original parts of the boat remaining are the mast step, steering wheel, and some hardware. Today, Sigsbee sails as part of the Living Classrooms Foundation's educational fleet serving thousands of students per year. She runs from April through November and travels the Chesapeake and Delaware Bays from Virginia to Philadelphia, PA.

- See more at: https://livingclassrooms.org/sigsbee_facts.php#sthash.98DS9O0v.dpuf

LADY MARYLAND Pungy - Chesapeake Bay schooner that sailed the bay as a fast workboat, primarily in the late 1800s and early 1900s. The name "pungy" may originate from the place where some of the first pungies were built - Pungoteague Creek on the Eastern Shore.

The first pungies were built in the mid-1800s. They were common on the Bay from the 1880s through the early 20th century. There were no pungies on the Bay (or in the world) from the 1950s until Lady Maryland was built in 1986. Today, she is the only pungy schooner in existence.

Pungies were primarily used for trade to make money by carrying perishable cargo. Pungies were engaged in many activities in the 1800s including oystering, carrying watermelons, tomatoes, fish, peaches, grain, cans, people, mail, and lumber. Lady Maryland was built in 1985-1986 by the Lady Maryland Foundation, a public non-profit organization. We are now known as the Living Classrooms Foundation. The cost of the ship, \$650,000, was donated by individuals, businesses, and foundations with some aid from the State of Maryland and Baltimore City.

Lady Maryland is made out of wood, principally from the trees of Maryland, such as White Oak and Pine. In addition, Douglas fir and Mahogany were used. Much of the wood used to build Lady Maryland was donated by the Maryland D.N.R.

Lady Maryland is painted pink and green. This is the traditional color of pungies. Some say pink was used because the oxides and pigments needed for pure white paint were not readily available in the 1800s. Others say the builders used the same buckets that contained the red paint for the bottom and when mixed with white paint, produced Pungy Pink. A third theory is that pungy schooners were fast sailing vessels often used to transport produce around the bay so it was painted in the colors of a watermelon as a sort of advertising scheme. Although there is no consensus on the origin of the paint scheme, we all agree that the colors work well together and she is a beautiful boat. - See more at: https://livingclassrooms.org/lady_maryland_facts.php#sthash.gITy6Bkt.dpuf

[Ed. Note: According to a 2012 *Capital Gazette* report, the Grachur Club, now over 100 years old, has allowed the Department of Natural Resources and Chesapeake Bay Foundation to use club waters to grow submerged aquatic vegetation plots. If you sail up to the Upper Magothy, the unique totem pole sits on the land between Camp Grachur and the Girl Scout Camp Whippoowill]

Signs of the End of Summer

Thanks, Sue Jones, for this lovely sunset on Swan Creek



Hope to see you all at the Barrett's home on November 15th at 1 PM! Remember to RSVP..

Until then, enjoy some of the best sailing of the fall