



of TARS & TERNS

Newsletter of the Northern Virginia Sail & Power Squadron

www.usps.org/localusps/nva/ott/ott.htm



July / August 2005

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HOT NIGHTS, COOL CRUISERS

24 Jun – 04 Jul. as the oT&T goes to press, many NVSPS members are leaving their berths on voyages of exploration and fellowship as part of the annual summer cruise. This year it's off to the northern bay and the legendary Sassafras river. Organizer and veteran cruisemeister Joel Bailey, AP, has put the final touches on his planning masterpiece and, reportedly, has already disappeared from Tyson's corner and all things work-related. "More news and pictures at 11". So watch this space.

This year's cruisers were inspired at the June all-hands meeting by the exploits of John and Lynn Walker of the SV *Gusto* and their circumnavigation spanning two years and 33,000 nautical miles. They drove home many timely lessons for us NVSPS wannabees. And they passed around a piece of metal that was so fatigued that it could have broken at any point. Since this was a critical piece of their standing rigging, its failure would have been a disaster. The silence was deafening as attendees considered this close miss and contemplated their own chances with the elements this week on the Chesapeake. High drama indeed for those lucky enough to have been there.



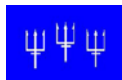
Crew of *Gusto*, 1979 -82

Remember: no oT&T and no all-hands' meeting in August. (This IS a boating club, after all) So see you in September!



Cdr Keith B. Segerson, P

From the Commander



WELCOME TO SUMMER! There is so much to do on the water and with our boats that it is a very exciting and rewarding time. I hope that you enjoyed the last edition of the NVSPS newsletter. We included the minutes from our May Executive Committee Meeting for your review and information. Our intent is to listen to our members; establish specific actions; and implement. Please feel free to contact me directly with any suggestions for the improvement of our Squadron.

Our Squadron is part of a larger organization. Within the USPS there are 33 Districts. Each has administrative and organizational oversight over many Squadrons spread over a wide geographic area. Our Squadron falls within District 5. D5 recognized oT&T for the best feature article over the last year as well as again placing our newsletter in the top 10. My hat is off to our newsletter editor Pete Soballe, as well as to Manette and Walt Lazear for distribution, and all members who routinely (and occasionally) submit materials for the enjoyment and benefit of the membership. Well done!

One of our members, Ben Fulton, received a special award from D5 at the Conference in Williamsburg for his lifesaving heroics on the Chesapeake last season. We're honored to celebrate his wonderful accomplishment and the special recognition received from D5.

Please plan to attend the D5 Summer Council and Rendezvous at Solomons 22-24 July. A fun time will be had by all. If you don't have a boat, it's not a problem. D5 is also hosting a Navigation Contest at Solomons on the 31st of July. Check the *Mark 5* for more information.

To check on upcoming NVSPS courses and activities, please refer to the NVSPS web site or go directly to the list of courses by typing in the URL: <http://www.usps.org/localusps/nva/educ/schedmem.htm>



SQUADRON CALENDAR

July 2005

- 4 Rendezvous with Richmond PS
- 13 All Hands' Meeting
BoatUS, Alexandria
- 15 NO oT&T submissions due
see you in September !
- 15 - 21 D5 Summer Cruise
See Mark5 for details
- 22 -24 D5 Rendezvous
Solomon's Island MD

August 2005

- 15 oT&T Submissions due for Sept
send them to:
psoballe@yahoo.com

September 2005

- 2 - 5 D5 Sail Regatta
See Mark5 for details
- 3 - 5 NVSPS Labor Day cruise
Check website for details
- 14 All Hands' Meeting

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EXEC'S MOMENT



I would like to thank those who participated in Boating Safety Week. The Vessel Examiners performed several Safety Checks, including some at the Spring Picnic at Fairfax Yacht Club. Keep up the good work!

There are many boaters out there who have gained boating experience from family or friends. Many of these have never taken a boating class and have not advanced their knowledge beyond the basics. Many of you probably know someone like this, whether it's a dockmate, an acquaintance, or a good friend. That person might know the basics, and has experience, but can stand to have more knowledge with advanced boating courses. It would be great if each of you would talk to these experienced boaters, and let them know what the NVSPS has to offer for them. They probably feel that they don't need any classes. Many will be resistant because they feel they already know what there is to know. Tell them about some of our elective courses like Marine Engine Maintenance, Marine Electronics, Weather, or Cruise Planning. Even if they feel that "Red, Right, Return" is all they need to know about boating, those elective courses might spark an interest. Many from outside the USPS don't know about those types of classes. When they hear about them, they might ask, "Where do I sign up?" "How do I join?"

Remember that you're not just members for the NVSPS, but you are also recruiters. Spread the word. The more we have knowledgeable boaters out there, the safer and more enjoyable it is for all of us.



Have a safe boating season!





Lt/C G. Jay Nelson, AP

EDUCATION

The fall/winter courses for 2005/2006 have been scheduled. This year we're trying a new approach to our public boating courses. In the past we've always used the more extensive Squadron Boating Course for our public course, believing it offered a better value and was more likely to attract new members. However, there are many in the Squadron that believe the abbreviated Boat-Smart course is more attuned to boaters in this area and better fits into their busy schedules. So this year we are scheduling both and will monitor the results.

As for the member courses. In addition to Seamanship, Piloting, Advanced Piloting, Marine Electronics, Engine Maintenance and Weather, we'll be offering Cruise Planning and Instructor Development. We'll also offer the one-session GPS course to both the public and our members. The full 2005/2006 Educational Program is:

2005

Cruise Planning	Robinson Secondary School
Boat Smart	Thomas Jefferson Middle School
Piloting	Fairfax High School
Engine Maintenance	Marshall High School
Instructor Development	Thoreau Middle School
GPS Seminar	Kilmer Middle School

2006

Marine Electronics	TBD
Weather	Fairfax High School
Boating Course	McLean Community Center
Advanced Piloting	Fairfax High School
Boating Course	St. Georges Episcopal Church
Boat Smart	TBD
Seamanship	TBD
GPS Seminar	Marshall High School
Boat Smart	McLean Community Center
Boat Smart	South Lakes High School
Boating Course	McLean Community Center
Chart Smart	TBD
GPS Seminar	TBD

"CAPTAIN'S CORNER"

Corrosion is a problem in all boats. But how much do you know about how to control this inevitability?

1. What is the difference between *electrolysis* and *galvanic corrosion*?
 - a. They are different terms for the same condition.
 - b. Electrolysis is what happens when dissimilar metals are immersed in seawater.
 - c. Galvanic corrosion is the process that dissolves sacrificial anodes.
 - d. Electrolysis is an electronic process, Galvanic is a chemical process
 - e. None of the above

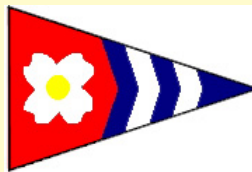
2. To enhance the life of a sacrificial anode, it should be painted with _____.
 - a. Dielectric paint.
 - b. Tin or aluminum based paint.
 - c. Copper-based paint.
 - d. Religious fervor
 - e. None of the above

3. An often overlooked cause of galvanic corrosion:
 - a. The boat in the next slip.
 - b. The brand of shore-power cord used.
 - c. Proximity to overhead power lines.
 - d. The amount of relative humidity.
 - e. None of the above



answers on page 5

SHIP'S STORE



Need a new burgee, sport shirt or name tag? Contact Jeff Hester, S

(540) 667 - 4949

Pack your Roloids and line the boat with fenders - your child wants to drive the boat. Ever since you bought your boat, you've had cold-sweat nightmares about the day your child asks to drive it. That day has finally come, and you haven't a clue about teaching the fine points of piloting a boat. You've been doing it for so long, it's as automatic as shaving or brushing your teeth – but explaining it to someone else? That's another matter. If you haven't been giving the kids at least a little instruction each time you go out, take them on the river with you driving and them observing. Allow them ample time to observe. After they've watched you in a variety of scenarios, put them in the driver's seat, with you close at hand, away from other boats, skiers, swimmers and fisherman. To make it a little easier, we've compiled a few tips to help you turn your child into a competent boater. **BE PATIENT:** It takes time and practice to become a proficient boat driver.



Lt/C Martha J. Dodd, P

ADMINISTRATION

FIND SOMEONE WHO IS RECOGNIZED AS A GOOD DRIVER AND ENLIST THEIR HELP: A good driver not only can tell you what you are doing wrong, but also how to correct your errors.

DRIVING A BOAT IS DIFFERENT FROM DRIVING A CAR: Recognize that boating experience doesn't come from driving a car - there is a difference. And experience doesn't come as quickly because you don't do it as often.

FIND A GOOD PRACTICE AREA & DRIVE, DRIVE, DRIVE: It's no mystery that practice and experience make a better driver. Practice docking, maneuvering, hole-shots, turning - and if the ramps aren't too busy, practice putting the boat back on the trailer.

TEACH 360-DEGREE AWARENESS: Because waterways are less regimented than roads, boats can approach from any direction. Teach young drivers to look in all directions before changing bearings. And be especially mindful of PWCs, which, like motorcycles on the street, can be difficult to spot.

BE SURE KIDS KNOW WHAT SAFETY ITEMS TO CARRY IN YOUR BOAT: Show them where you keep the fire extinguisher, approved flotation devices for each person, flashlight, paddle, approved anchor with a line and tool kit.

THEY NEED TO KNOW WHAT TO DO IN CASE OF AN EMERGENCY: Teach them what to do if the engine is leaking fuel and catches fire. At what point do you bail out, and how long do you try to put out a fire? They need to know general rules of boating, lake river and Coast Guard Rules.

FAMILIARIZE YOUR CHILD WITH ALL ASPECTS OF LAUNCHING: Launching is part of boating, so if they want to take their friends boating, without parental supervision, they have to be as adept at backing a trailer as they are driving the boat.

ALWAYS HAVE A BUDDY IN THE BOAT: Whether it is required or not, having a passenger aboard can keep a child, or anyone for that matter, out of trouble and lend a hand when needed.

TURN OFF THE ENGINE WHEN PICKING UP SKIERS: Show your child that the boat should approach people floating in the water on the driver side for a clear view, and the driver should shut off the engine when they are boarding.

TEACH THEM WHAT MARKERS AND NAVIGATION AIDS MEAN: The day your child brings the boat home with a mangled prop is the day your cold-sweat nightmares come true. But it can be avoided by teaching them to obey all navigation aids.

SIGN THEM UP NOW FOR A USPS SAFE BOATING COURSE -- CALL (703) 758-4442 AND LOCATE ONE NEAR YOU.

When I first joined the NVSPS, filled out the application, paid the dues and then for some unknown reason I just sat back waiting for something to happen. Guess what, nothing happened. The squadron became more interesting when I started taking courses. I felt like I was part of the family. Then I realized that these courses didn't automatically happen. The instructors, assistant instructors, proctors, graders and interviewers were all volunteering to teach and assist getting you into the squadron.

We have many new members and some not so new, who have not yet taken the first step in becoming a part of our organization. I urge those members who are in this category, to take that first step by volunteering to help out in some way. Once you do, you won't regret it. I will admit that sometimes I find myself thinking; why am I doing this, does anyone care? Invariably, I find that I answer my own question with a resounding, YES. I know that anyone who is involved with the squadron cares and without a doubt, anyone who is a past commander or past bridge officer, knows the amount of work involved. But more importantly, they know why we do this work. The more involved you are with this organization, the more enjoyable, the more rewarding are the benefits of membership. The only way you will ever really understand this concept is by getting INVOLVED.

P/C Edwin J. Dodd, JN. (Originally printed 1999)



OUTER ISLAND, ELEUTHERA PART III OF IV

Entering Hatchet Bay is tricky, psychologically. One has to sail through a very narrow passage of sheer limestone cliffs with 90 ft. clearance. From a distance, the entrance can hardly be seen; find the white silos and the entrance is just south. Up close “there is no way I can get through that.” Be brave. Once inside one enters a large lagoon, the pond, with a well outfitted dock waiting on the other side. But make a sharp turn to the right immediately to avoid Olive Island. It’s calm and restful here, with a feeling of complete protection. The other side of the island, about a mile away, is anything but. Here the Atlantic blasts its waves unimpeded. Coral reefs and rocks abound with fish of all kinds, lobsters and hungry sharks. There was a chicken farm not too distant south from which a group of us went spear fishing. The sharks were attracted by the chicken entrails. I knew where the big lobsters were: out under the ledges of the second reef in about 30 feet of water. We donned our gear, connected our Hawaiian spears and headed into the tumbling surf. I looked behind. No one was following, but they all encouraged me to continue. Lobsters in Bahamian waters do not have the large claws of those in the north. They can be grabbed, but it helps to wear gloves. I saw one sheltered under a ledge; it was just under two feet long. I faced him towards me and headed out. He did all the work, pulling me toward the others. We ended up with several; enough for dinner. Though I tried to explain how fun it was I could not entice anyone to join me. That night some Bahamians delighted in telling stories about shark frenzies they had seen in those waters. Perhaps they were not cleaning chickens the day we were there.

Rested and in need to move on, I headed out from Hatchet Bay to Davis Harbor some miles south along the west coast of Eleuthera. Next morning at sunup I attached the small Sea Gull engine to my Avon Redstart. Wearing only a short black bathing suit, I grabbed flippers, mask and spear gun, and set off west in fairly deep water to seek large grouper. As the Casserina trees began to bob in and out of view, I noticed a US Navy ship further out and went to investigate. It was a submarine tender. Close enough to wave, I dropped anchor. It didn’t reach bottom! My anchor line was 80 feet, the anchor tiny. I could see a large coral rock below, so I followed the line down and attached the anchor. I noticed on this dive that the need to take a breath disappeared as I ascended, meaning I could stay down longer. Next dive I went to bottom, grabbed some sand, and returned to surface, dripping it for the sailors to see. They were fishing for grouper without success. I could see their large white bait resting on the bottom, unappetizing. No wonder! On another dive I saw a LARGE shark pass underneath and decided to up anchor.

Out of sight of the Navy ship and land I drifted for a while, my deepened suntan shielding the UV. Or so I thought. I must have

fallen asleep for the next thing I remember was a huge dark wing alighting on my engine. With a start my legs jumped up, one hitting the side of the engine, the other feathers. The frigate bird fell back into the water in fright and struggled to fly away with its water-laden eight foot span wings. While tending my bleeding foot, I noticed out of the corner of my right eye a wake in the water coming in my direction. It was a bull dolphin chasing a small fish seeking protection under the raft. Wow, what excitement! After calming down I saw that the sun was a bit low in the western sky. Time to head east to Davis Harbor. The first thing one sees of land is the top of Cassirena trees bobbing up and down. I was back in the harbor just before sundown. Near shore I managed to spear a hogfish; it was delicious. Next morning I departed for Fort Lauderdale via Hatchet Bay. Except for a few long tiring sails, all was going well. What a delight to be experiencing the colorful Bahamian waters, its abundant tasty fish, fragrant islands with the smell of baking bread, and delightful tropical winds. Well we’ll see how long this lasts on the way home.

D/Lt Charles H. Olin, AP

Got a boat tale worth telling?

Share your triumphs and hair-raising adventures with fellow squadron members. Send yours to *of Tars & Terns*:
psoballe@yahoo.com

CAPTAIN’S CORNER ANSWERS

1. E – “Electrolysis” is the process by which water is broken down into hydrogen and oxygen and as a reference to corrosion is a misnomer. “Galvanic Corrosion” is what happens when dissimilar metals are immersed in seawater
2. D – Painting a sacrificial anode with any kind of paint compromises its effectiveness.
3. A – A neighboring boat with a bad ground, current leakage, or with too many sacrificial anodes can cause corrosion problems for its dock mates.



MONTHLY ALL-HANDS MEETING

2nd Wednesdays at 1930 (any changes posted herein and on the web)
 at BoatUS 880 S. Pickett St., Alexandria

From I-495 take Van Dorn Exit #173 (old #3) north.
 Turn Left on S. Pickett

Or.. From I-395 take Duke St. Exit #3 east, turn right on Van Dorn.
 Turn right on S. Pickett.

Then... Go less than 1/2 mile and turn in at the BoatUS sign.
 Enter from the lighted parking lot behind the building.



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