



of TARS & TERNS

Newsletter of the Northern Virginia Sail & Power Squadron

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



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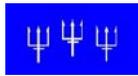
March, 2006

March 2006

- 8 All Hands' Meeting *BoatUS, Alexandria* "Antarctica" by Jim & Robin Roberts. Details on pg 2
For monthly speakers contact P/C/ Gale Alls, SN,. 703-569-1511 galeandev@aol.com
- 9 - 12 Capital Expo Boat Show *Chantilly*. Details in "Executive Privilege" pg 2
Contact boat show chair Francis Williamson 703-440-9074 willyjhu@cox.net
- 19 Change of Watch *Holiday Inn, Dulles*. Details on pg 3, "Have a COW"
Contact Admin Officer Martha Jane Dodd, P, 703-239-0551 ej.mj.dodd@cox.net
- 30 -02 Apr D5 Spring Conference *Ocean City MD*. Educational meeting and big party. See "Why Knot" on pg 5.
Contact Jean Durgin, AP, 703-560-9106 rjdurgin@aol.com

April 2006

- 12 All Hands' Meeting *BoatUS, Alexandria*
For monthly speakers contact P/C/ Gale Alls, SN,. 703-569-1511 galeandev@aol.com



From the Commander

Cdr Keith B. Seger son, P

As my second year as your NVSPS Commander comes to an end, I want to reflect and thank the many members who have helped so much to make our squadron viable and beneficial as an educational service organization. We've had many adventures: cruises, raft-ups, co-op charting outings, great speakers, and vessel safety checks. But most of all our classes have shined brightly, as the quality of instructional materials, instructors, and courses has continued to improve

to meet the ever changing and growing needs of our members. I find myself and your NVSPS at a crossroads of change. As I wrote in my last report, strong leadership is surfacing to implement greater changes and improvements. These are intended to improve the benefit to YOU as a part of NVSPS. We are listening and making changes at a fast pace to be more member-focused and to reach out to the public to provide a greater level of education on boating safety.

My suggestion to you is to step up NOW to become involved with the planning and management of your NVSPS. If you EVER had ideas for improving our organization, or suggestions for offerings, activities, or meeting formats, NOW is the time

to get involved. With change in the wind and favorable seas, your NVSPS will become the organization that you envisioned when you joined

I solidly support the incoming bridge and leadership team, and will continue to work hard to put in place the enhancements that are rapidly coming to fruition.

Please see the list of Awards in this issue of *oT&T*. I thank not only these members, but all of you who have worked so diligently to improve your NVSPS. With all hands on deck we will be the best squadron, with the most involved members, providing a wonderful array of boating safety and educational classes to the greatest number of boaters – be they power or sail!

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Chairs



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"EXECUTIVE PRIVILEGE"

Lt/C Glenn A. Fahey, P, Executive Officer

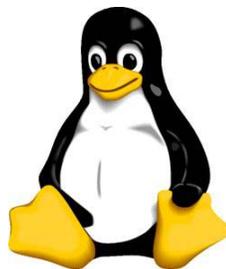
The 2006 National Capital Boat Show is just around the corner. It's that time of year again. The show is being held March 9 - 12 at the Dulles Expo Center in Chantilly. NVSPS will have a booth to promote our organization, and we're looking for volunteers for 2-hour shifts. If you volunteer you'll receive free admission to the show. This is a fun event and a great chance to let the public know what we do. Don't worry if you're a new member. This is not difficult and we'll pair you up with someone more experienced. Please contact our acting Boat Show Chairman, Francis Williamson at 703-440-9074 or willyjhu@cox.net



We're also looking for a new chairperson for Vessel Safety Checks. Elaine Colen Sheetz has done a terrific job, but, this position will need to be filled due to Elaine and Al's upcoming move to sunny Florida. We'll miss you both! Elaine is willing to train whoever steps forward to fill this vital position **at 1100 on 25Mar06** Please contact Elaine at elsc97@aol.com or me at GandJFahey@aol.com

ALL HANDS . . . ON DECK

Wednesday, 8 March 2006 @ 1930
BoatUs, Alexandria



Robin & Jim Roberts recently traveled to Antarctica during the south polar summer to see penguins, seals, whales, sea birds, and the magical formations of glaciers and ice. Join them at the March meeting to see photographs and to hear about the Antarctic wonders from their adventure aboard the 300' ship "National Geographic Endeavour". During the trip they flew the NVSPS burgee from the starboard spreader of the ship, at the bottom of the world. Don't miss this dynamite presentation at **BoatUS, 1930 on Wed, 08Mar06**.

See you there!



2006 Summer Cruises

The NVSPS summer cruise is 19-24 June, Mon-Sat, and we expect to have a lot of fun! We'll spend Monday and Tuesday at Baltimore's Inner Harbor East Marina. No shortage of amenities there! Between the Baltimore Aquarium, the Inner Harbor, the Orioles games on 20 June, and Little Italy, there's plenty to keep you entertained.

We'll spend Wed and Thurs at Lankford Bay Marina, which was voted one of Chesapeake Bay's 10 best by *Chesapeake Bay Magazine* readers. Aside from stunning scenery on the Chester River, trolley service is available to Rock Hall, home to several great restaurants including Waterman's Crab House. We finish out Fri and Sat at Bay Bridge Marina and everything that Kent Island has to offer.

Please plan to join us. No cruising experience necessary and no boat necessary for that matter! All of these have hotels or B&B's nearby. So join us by car if you wish. But join us! Contact joelpbailey@hotmail.com, or 703-444-5169 with questions about any cruises and watch the oT&T for sign-up information.

We're also planning a number of weekend cruises and raft-ups. Further details on each will be forthcoming, but please mark your calendars now! Also note that the entertainment committee plans to hold rendezvous to correspond with several of these.

Memorial Day Weekend – Cruise to Oxford, MD. Either reserve a slip at Mears Yacht Haven or there's limited anchorage in front of the marina on Town Creek, just off the Tred Avon. I suggest you call now! Slips go fast on holiday weekends! 410-226-5450 or www.coastal-properties.com/mears.htm.

Saturday, 15 July – Join us for a raft-up and late lunch at Tim's Rivershore on the Potomac. We not only expect to see all you Potomac boaters there with your boats, but we expect to see you bay boaters there with your cars! Check it out:

www.timsrivershore.com.

Weekend of 12-13, August – A weekend raft-up and anchor-out on the scenic Wye river. Bring something to cook and share!

Labor Day Weekend - Cruise to St. Michaels, MD. Either reserve a slip at St. Michaels Marina (www.stmichaelsmarina.com – closest to town), St. Michaels Harbor Inn (www.harbourinn.com), or there's ample anchorage with a water taxi into town.

Again, if you want a slip, I suggest you call the marina now!

Weekend of 23-24, September - Raft-up and anchor out somewhere off the Choptank River.

Weekend of 21 – 22, October, Tilghman Island Day has become an annual tradition for a number of NVSPS members. The event is a lot of fun with the work boat races being the highlight of the weekend! <http://tilghmanmd.com/tilghmanday.htm>.

Boaters usually reserve slips at Tilghman-on-Chesapeake (www.tochesapeake.com – closest to the action). Or Knapps Narrows Marina (www.knappsnarrowsmarina.com).

These cruises are golden opportunities for less experienced boaters to take their boats out with more experienced boaters, who are more than willing to provide advice, consultation, and whatever assistance may be needed! Please join us for fun and to gain some experience with your boat!

Joel Bailey, AP

joelpbailey@hotmail.com 703-444-5169



Have a C.O.W. !

That's the NVSPS "Change of Watch"

An annual extravaganza to embrace our traditional change of leadership and to celebrate the accomplishments of the outgoing bridge

At the Washington Dulles Holiday Inn.

Sunday, 19 March 2006

(contrary to what was printed last month!)

1100 – Social

1130 - Buffet

1300 – Ceremony

FUN, EXCITEMENT, FOOD, PRIZES

Contact Martha Jane Dodd NOW

(deadline 04 March)

703-239-0551

ej.mj.dodd@cox.net

Checks for \$40 per person to NVSPS:

Martha Jane Dodd

7900 Frost Crystal Court

Fairfax Station VA 22039

Education Officer's Report

Lt/C G. Jay Nelson, AP

703-437-0064 inelson26@csc.com

We are preparing for two area boat shows – Washington (22 -26 Feb) and the Capital Expo, Chantilly (09-12 Mar). We have four public boating courses scheduled after the shows and are prepared to schedule more if needed. We expect to embrace many new students and members as a result of our participation in these shows.



Squadron members will be staffing a booth at the Capital Expo Boat Show with our Sea Scout partners. This is an excellent opportunity to talk to people interested in boating about benefits of the Power Squadron boating safety course. The boat show should generate a lot of interest in the squadron and increase attendance levels in these classes. If you're interested in helping us out in the booth, contact Francis Williamson at willyjhu@cox.net 703-440-9074. Your participation will get you a free ticket to the boat show.

The NVSPS will present its renowned GPS Seminar on 15 March, 1900 - 2130 p.m., at Marshall High School, 7731 Leesburg Pike, Falls Church. USPS Certified Instructor Rick Baker, AP, will present the information for squadron members and guests. He covers the basics of the satellite system and then focuses on the actual use of GPS to make your navigation and piloting skills more accurate. Rick kicks up the night drawing on his own experience using GPS on the Chesapeake, the Caribbean, and offshore sailboat deliveries. The course is free for members, and it costs \$25 for non-member guests. Please register as soon as possible and before 7 March by contacting Rick with the number attending in your party: 703-318-5899 or rickbaker2006@verizon.net



Captain's Corner

Galvanic Corrosion can raise it's ugly head at this time of year while boats are out of the water and their bottoms are in full view. Let's see if you're up to speed on this critical topic.



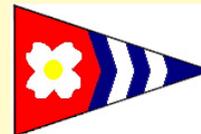
1. This process is usually the result of
 - A. Barnacles
 - B. Cheap "stainless" fittings
 - C. Current flowing between dissimilar metals
 - D. Inadequate anti-fouling paint
2. Corrosion is most likely for boats that are...
 - A. Moored away from traffic all year
 - B. In Freshwater
 - C. Just past their warranty period
 - D. On shore-power in a crowded marina
3. The best sacrificial anode for an aluminum outdrive in saltwater is
 - A. Magnesium
 - B. Aluminum
 - C. Zinc
 - D. Plastic

answers on page 7

Pete Soballe, AP

202-337-0960 psoballe@yahoo.com

SHIP'S STORE



Need a new burgee, shirt or name tag?

Contact Cory-Jeanne "CJ" Houck-Cox, S,
703-642-0818 or cjhock_nm@yahoo.com



WHY KNOT come to OC?

On 31 March 2006 the atrium of the Princess Royale Hotel in Ocean City, MD, will become party central as about 300 D/5 Spring Conference participants visit hospitality suites sponsored by dozens of local squadrons. Each suite will present unique entertainment, refreshments and souvenirs to amuse and amaze.



NVSPS's theme is WHY KNOT? and will feature a seaman's treasury of knots with activities, souvenirs, and snacks to match. The fun begins around 1500 when our crew gathers in Room 217 to decorate and prepare refreshments. From 1900 to 2200 we'll take turns hosting our suite and visiting all the others. We hope to see you there!

An orientation session for "first timers" is being offered. Training sessions and conference details are described in the Spring 2006 Mark V.

Jean Durgin, AP
rjdurgin@aol.com 703-560-9106

Cooperative Charting

In 2006, we would like to do some different things in Cooperative Charting (CoCh). There is much more to CoCh than the Geodetic Marker Recovery outings we have been talking about. For the national perspective look at <http://www.usps.org/national/coch/>

I would like to start us off with a depth survey in the early spring. Does anyone know of a good candidate location? Perhaps the channel and surrounding waters to your marina haven't been surveyed in many years. Let me know what you would consider a worthy location for a depth survey and I'll get the planning underway.

The D/5 CoCh Workshop is coming up on May 5th and 6th at the NOAA Atlantic Marine Center in Norfolk, VA. Look for the details on the D/5 website and in an upcoming issue of the Mark 5.

Ed Phillips, AP
Co-op Charting Committee Chair
703-771-7096 potter339@earthlink

Head in the Clouds

Have you ever flown in an aircraft and passed through clouds? Have you looked at clouds from a height of 6 miles? Did you ever wonder about them? I did. Clouds are caused by the condensation of water vapor. But that is not all there is to it. By observing the different types of clouds we can be safer on the water and ashore. You are afloat and observe towering cumulus and a darkening sky to the west. So what does it mean? Is your safety at stake? Could very well be. The towering cumulus and anvil-top formation is indicative of a thunderstorm. Gusty and shifting winds, torrential rain and frequent lightning can ruin your day. Most importantly, you need to take precautions. We'll address those in the next article.



We're approaching the "Clash of Seasons". Ready?

Some rainy weather humor ...

Did you hear about the kindergarten teacher who was helping one of her students put on his boots? Even with her pulling & him pushing, the little boots still didn't want to go on. Finally, when the 2nd boot was on, she'd worked up a sweat.

She almost cried when the little boy said, "teacher, they're on the wrong feet." It wasn't any easier pulling them off than it was putting them on. She managed to keep her cool as together they worked to get the boots back on, this time on the right feet.

He then announced, "These aren't my boots." She bit her tongue rather than get in his face & scream. And, once again, she struggled to help him pull the ill-fitting boots off his little feet. No sooner did they get the boots off & he said, "They're my brother's boots. My Mom made me wear 'em."

Now she didn't know if she should laugh or cry. But, she mustered up all the grace & courage she had left to wrestle the boots on his feet again.

Helping him into his coat, she asked, "Now, where are your mittens?" He said, "I stuffed 'em in the toes of my boots."

Her trial starts next month



P/C John Shivik, AP
jshivik@cox.net 703-273-3351

Founder's Day Awards

Our annual Founder's day event was held at Montebello in Alexandria. Thanks to P/C Al Sheetz, AP and Elaine for letting the squadron use their party room once again. It was another outstanding celebration and a good time and good food was had by all.

There are, of course, far more people to thank and recognize than there are awards. The Commander has repeatedly stressed the powerful teamwork and emerging dynamic leadership in the NVSPS. Here are a few of this year's standouts:

Charles S. Kent Perpetual Memorial:

Ed Phillips, AP for giving rides on his 2 sailboats to handicapped and disabled persons, providing a public service and great charitable work.

NVSPS Educational Award: Brian Middleton, AP for his enthusiasm and for the exciting and innovative changes he has suggested to our meetings and educational programs which are currently in the process of being implemented

NVSPS Newer Member Award:



Joe & Gail Jarocki for a newer member or couple who has jumped in and rolled up their sleeves by becoming part of the process of the squadron. This is a new trophy that will be rotating year to year

Outstanding Instructor, Boating Safety: G. Jay Nelson, AP for working diligently to create state-of-the-art teaching materials; for working closely with Sea Scouts; and for outstanding classroom instruction



Past Commander's Award:

Ed Dodd, AP, for exemplifying the spirit of USPS, dedication, and always seeing the "big picture" beyond the squadron

Commander's Discretionary Awards:

Rick Baker, AP, for promoting the spirit of change, making improvements to the squadron and the way it functions, and raising the bar for others to follow

Robert Van Buskirk, P, for his phenomenal work in driving the spirit of change in membership and recruitment and for creating dynamic presentations used in meetings of ExCom and with outside contacts. For his efforts in improving the squadron and making it "about boating"

Clara Blanding, P, for always volunteering and providing support, helping to keep the other officers running on track, and remembering that the best work is done on a full stomach



P/C John Shivik, AP, for his work behind the scenes in keeping the commander and his staff moving in the right direction and helping to ensure tasks are completed on time

P/C Dick & Jean Durgin for providing sound leadership and guidance behind and in front of the scenes. For their talents, ideas, and creativity in all areas



P/C Bill & Helen Alberts for constantly demonstrating what life, boating, and USPS are all about

BLUE WATER CHARTER II

Out in blue water, my fishing gear comes out. It's a relief to sail under blue skies in blue water but we do look forward to sighting land again. Bobbing up and down on the horizon ahead is a long green line, the trees of Isle au Haut once half-owned by Ernest W. Bowditch, perhaps the grandson of Nathaniel Bowditch of *American Practical Navigator*. The lure frequently caught seaweed as we passed Isle au Haut headed toward Matinicus. Just after a clean and toss back, the line zinged out. Soon a 15-lb blue fish was on board: our dinner for several nights. Sighting Matinicus was not easy but a corrected magnetic course brought us safely north of Eastern Ledge and the dangerous Zephyr Rock shoals. Though Matinicus Island would be interesting, the guide book advises: "There are no really snug harbors, unmarked dangers are frequent, and tides are swift." We kept going. Next and last down the line for us was Monhegan Island. A very pleasant sail, no more fishing. The Admiral was setting the course and keeping track of times and distances. I kept setting the sail and watching the compass, and Jacque kept reading about the history of these waters. We heard about early sword fishing by the native Americans among the various islands in Penobscot Bay and about the lobstering going on today. We sighted Monhegan Island dead ahead; the Admiral was doing an excellent job. Cautiously we entered. Green trees cover most of Monhegan on the left, while light green grass covers Manana off the starboard bow. Then immediately off to port was the town wharf. Jacque and the Admiral wanted to visit the island. Immediately on shore they met a summer resident who invited them to his house and a much desired shower. I was advised I could use a mooring belonging to a fisherman not due back for a week. Safely secured, riding out a stiff current, I sat there watching the tourists and thinking how great it was to be independent, to go where you please when you please. I set about cleaning and filleting my bluefish, while watching the "hermit" tend his sheep (ah, so that's why the island is light green). A fisherman told me "that's the second blue caught in these waters this summer."

Next morning we set off to the mainland to pick up Nils Ericson, who would accompany us for the rest of the trip. Bar Harbor was selected as the meeting place, as it's frequented by tourists and is readily accessible; so are supplies. We got a mooring for the night and made plans for a tour of Frenchman Bay early in the morning. North of Bald Rock we spotted a threatening thunderstorm; we turned around and never saw it again. Passing the G "7" Bell (a good fix) advection fog rolled in. The Admiral plotted a course for R "4" Bell and began timing our run while I watched the compass and the sails. Nils was lookout at the bow; that's what the book says to do though we could not see half the length of the boat. I on the other hand could see blue sky every time I looked up the mast. I'd never seen fog so thick; all was deadly quiet except the lapping of the water against the hull. After awhile the Admiral said "Charles, you should be hearing a bell straight ahead any minute now." Just then Nils shouted "I hear and see a red marker ahead." With a quick turn to port we just missed hitting it; we saw "4" as we passed it to starboard. Jacque meanwhile had been reading again, and had located a bed and breakfast with a dock along the southeastern side of Mount Desert Island. Fortunately G "1" Bell was right there and it became the Admiral's next plot. We even had tide tables, so his full knowledge and experience could be used. We found the gong, I turned on the engine and lowered sails. Ghosting along we found the B & B dock; what a relief.

After this first blue water charter I was sold on the Hinckley Pilot 35; the boat in my future when I could afford it; but there were many more charters ahead.

D/Lt Charles H. Olin, AP
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Captain's Corner Answers

1. "C". Anti-fouling is useless; merely hides corrosion
2. "D" Saltwater is worst and current leakage from the grounding line can lead to corrosion even above the waterline
3. "B" modern aluminum alloys last longer than zinc and are even effective for other aluminum fixtures

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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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