



of TARS & TERNS

Newsletter of the Northern Virginia Sail & Power Squadron

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



Vol XL, No. 9

Nov, 2006

November 2006

- 3-5 D5 Education Conference. *Suffolk VA* Details at <http://www.uspsd5.org/>
- 8 All Hands' Meeting @ 1930, BoatUS "Puget Sound" Contact Bill & Clara Blanding, P smodim@comcast.net
- 29 ExCom Mtg, @1830 GMU Conf Rm, Fairfax Contact Jay Nelson, AP, 703 437-0064 gjaylor@aol.com

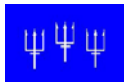
December 2006

- 9 Holiday Party. *Elks Lodge, Fairfax* Details on page 5
- 00 NO ALL HANDS' MEETING IN DECEMBER

January 2007

- 10 All Hands' Meeting @ 1930, BoatUS "Let's Talks Boats" Contact Clara Blanding, P claralee@comcast.net

"COMMANDER SENDS..."



CDR G. Jay Nelson, AP

I was working the Annapolis Boat Show this past weekend, wishing I made far more money, and became engaged in a discussion about lightning protection. As I spoke, it occurred to me that there is a lot of fable and misunderstanding about what lightning can do to you and your boat.

I'm not going to get into what causes lightning. For that I recommend you take the USPS Weather course, where you'll learn all about cumulonimbus thunderstorm clouds, how they're formed and the hazards they present.

To begin, there's no such thing as a lightning-proof boat. That's a myth created by boat salesman. All you can do is to avoid lightning by getting into a sheltered cove with higher ground around you, and ensure your boat has lightning protection. Foremost, listen to the marine weather radio and make a course for protected waters early.

All-metal ships are struck often and rarely damaged, and deaths or injuries from lightning strikes are uncommon. This is due to the hundreds, or even thousands, of square feet of hull in direct contact with the water that dissipates the electrical charge. But wood and fiberglass boats don't have this inherent protection. When lightning strikes them, the electricity searches for any route to ground it can find. Unfortunately, the human body is an excellent electrical conductor.

Sailboats are particularly vulnerable, as any projection above the water acts as a lightning rod. Sadly, most boaters are blithely unaware of this. But, fiberglass boats can be protected by properly installed lightning protection. This became standard in 1987, but older boats need to have protection installed by a professional. All boats should have the protection system checked seasonally.

Protection systems don't prevent lightning strikes. In fact some argue that they actually increase the chance of

being struck. They do reduce damages and the possibility of death or injuries.

What should you do if you are caught in a surprise thunderstorm?

- Understand that lightning can travel for miles ahead of a storm. This is where the term "out of the blue" comes from. Listen to the radio.
- Stay in the center of the cabin or as low as you can in an open boat
- Don't touch electronic equipment, including the radio
- Lower antennas or anything that increases height, as long as it is not part of the protection system.
- Avoid touching any portion of the protection system, including handrails, cleats, and throttle levers. If you must touch them, use only one hand.
- If the boat is struck, immediately check the electrical system for fire and the bilge for hull damage.

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Captain's Corner



A lightning strike could ruin your whole season.

Let's review some basics. For more about lightning and what you can do about it check out the NVSPS Weather Course.

1. Metal boats and ships
 - A. Are rarely hit by lightning
 - B. Are great to raft up with in a storm
 - C. Have extensive intrinsic grounding protection
 - D. Must be painted with special insulation

2. Fiberglass and wood boats
 - A. Are safe since they are non-conductors
 - B. Should head for open water when thunderstorms are seen
 - C. Had standard protection systems installed prior to 1987, but these were eliminated as a cost-cutting measure
 - D. Depend on conductive grounding pathways built into their structures

3. If caught in a thunderstorm you should
 - A. Race for the safety of open water before you lose visibility
 - B. Turn off all engines to minimize noise
 - C. Hold on tight to handrails and your radio
 - D. Avoid contact with metal and keep low.

Answers on page 5





Admin Officer

Lt/C William A. Blanding, P
smodim@comcast.net

As the season winds down, don't place your boating experiences on hold. Sign up for our winter classes and activities.

December 9th at the Elks Lodge in Fairfax, Good food, mingling with other NVSPS members, dancing, and a Jolly "Ho, Ho, Ho" will mark our Annual NVSPS Holiday party. So mark your calendars and check the oT&T for more information.

On 08 Nov at the all hands' meeting, Clara and I will "show and tell" and discuss our cruise with fellow squadron members Robin and Jim Roberts as our guests around Seattle, the San Juan Islands and British Columbia aboard *Sea Waltz*, our 1996 Kroger 42 wide-body. If you've ever dreamed or thought about what it's like to cruise the Pacific Northwest, then come to the meeting. We'll discuss the trip, the sights, the experiences, and lessons learned (no, nothing bad happened!).



Know what's special about this "rock"? Come & find out

We're still looking for volunteers for NVSPS activities; if you're interested in giving back to the squadron, meeting other members, and just having fun, e-mail me (smodim@comcast.net) and get involved.



Ferries: still part of the Puget Sound culture



NVSPS History

On 24 March 2007, we'll celebrate our 40th anniversary with a big party at the American Legion Post in Fairfax. We hope you'll be there for an enjoyable evening of entertainment and remembrance. The Anniversary Committee is preparing a yearbook for each guest. It will contain stories of the squadron from its first days until now. Like this:

One thing that NVSPS can be especially proud of is the fact that women have been important to the success of the squadron from the beginning. In 1967 when NVPS was chartered, USPS constitution and bylaws allowed only men to join USPS and attend meetings. Wives were permitted to take courses and were designated "Certificate Holders." Most squadrons had ladies auxiliaries with names like *Nautigals* and *The Gulls* which met during squadron meetings.

One of the first major decisions by our squadron members was to invite their wives to attend the monthly meetings "pending the establishment of a ladies auxiliary." No auxiliary was ever deemed necessary for NVPS, and women have been valued participants ever since.

On 11 June, 1982, Chief Commander Raymond Finley, Jr. called a special meeting of the Governing Board to vote on two amendments to the USPS constitution and bylaws. The first deleted all references to gender and removed the word "male." It passed by a vote of 616 to 67 and allowed women to become fully participating members of USPS. The second amendment was also passed creating a Family Membership Plan for spouses and children ages 12 through 25. NVPS later amended its bylaws to conform to national bylaws.

The richness of the NVSPS experience is due in part to the women who have held leadership positions, taught courses and participated fully in the life of the squadron. Including writing newsletter articles.

Jean Durgin, AP

For the 40th Anniversary Celebration Committee

Instructor Development Course

Beginning Monday, 8 Jan 2007 at 1900, in the Vienna area:

Interested in improving your presentation techniques? How to present your ideas with maximum impact? Select the best teaching methods for your group and increase your effectiveness by using different teaching aids? Sign up for the Instructor Development (ID) course. This will not only help you make a better presentation at your work place, it will qualify you to teach USPS courses.

It's fun and takes only 4 - 6 weeks to complete, depending on the number of students. We presently have 3 signed up but need 4 or 5 to have a good course.

If you're interested please call Dick Durgin 703 560-9106 and we can talk about the course.

Education Officer's Report

Lt/C Rick Baker, AP

703 318-5899 rickbaker2006@verizon.net

It is with regret that we announce the resignation of Lt/C Brian Middleton, AP as SEO. Brian has made many excellent recommendations for our program and we look forward to implementing them. Brian is resigning for personal reasons and we wish him success.

Rick Baker will become the new SEO effectively immediately. Rick is currently reviewing our training schedules as we will need to adjust some of our course dates. Monitor <http://www.usps.org/localusps/nva/educ/educ.htm> for schedules. Please support Rick any way you can so we can continue to provide the outstanding educational program for which our Squadron is so well known.

GPS Seminar 18 Dec, 1900-2130 at Robinson Secondary School, 5025 Sideburn Rd., Fairfax, VA 22032.

We cover the very basics of the satellite system and then focus on the actual use of a GPS to make your navigation and piloting skills more accurate. This is a first-class course and we know you'll learn a lot about your GPS, Chartplotter, and Computer-Aided Navigation (CAN) System. It's free for members, and \$25 for non-member guests. Please register by 01 Dec with Rick Baker at rickbaker2006@verizon.net with the number of people attending in your party.

Advanced Piloting 01 Feb – 17 May (12 sessions, Thu @ 1900) at BoatUS training room 800 South Pickett Street, Alexandria, VA 22030

The logical follow on to USPS Piloting, this all-new course continues to build coastal and inland navigation skill, allowing the student to take on more challenging conditions – unfamiliar waters, limited visibility, and extended cruises. GPS is embraced as a primary navigation tool while adding radar, chartplotters, and other electronic navigation tools. As with Piloting, there are many in-class exercises advancing skills through hands-on practice. Topics include:

- Review of skills learned in Piloting
- Advanced piloting techniques such as advancing a line of position
- Other electronics: radar, depth sounders, autopilots, chartplotters, laptop computer software, etc.
- Hazard avoidance techniques using electronics (e.g., "keep out" zones in GPS)
- Collision avoidance using radar and GPS
- Working with tides: clearances, depth, effects of current
- Piloting with wind and currents
- The "Seaman's Eye" – simple skills for checking that one is on course

Register by 01 Dec: Rick Baker, AP 703-318-5899
rickbaker2006@verizon.net

08 Nov 06 All Hands: On Deck!

"Cruising Puget Sound"

Bill & Clara Blanding, P, will wow you with their tales of daring do and adventures on the high seas out west at our next All Hands' meeting. If you've ever wondered what it was really like out there in the mists and cold, come and



hear this very special presentation. San Juan islands, British Columbia and more, all in the company of old salts Jim & Robin Roberts, AP.

Refreshments will be provided. So see you there:

19:30, 08 Nov at BoatUS, 800 Pickett St.

Directions are on the back cover.



Chantilly Boat Show

9-11 Mar 07 at the Dulles Expo Center, Chantilly, will be The National Capital Boat Show. NVSPS will sponsor a "NVSPS Boating Safety" Booth. Our 2006 booth was very successful. Volunteers enjoyed meeting potential boaters, promoting boating safety, and spending time with other members. NVSPS had 121 boat show visitors sign the register. Jeff Hester, AP, donated 6 Washington Nationals tickets and NVSPS offered two \$20 BOATUS Gift Certificates as raffle prizes. Letters from the Commander were drafted for each winner along with the prizes. Raffle winners were drawn from the register list by squadron members at the Change of Watch at the Springfield Country Club.



Boat Show Chair Lt Francis Williamson, AP, standing the watch at our 2006 booth in Chantilly

The 2007 show is only open on Fri, Sat and Sun, but attendance is expected to be the same. Our booth will offer Boating Safety Course Schedules for the entire metropolitan area, updated regulatory information from local jurisdictions and "Sea Tales" from squadron members.

Lt Francis Williamson, AP, will be the chairman again next year. He's looking for two squadron volunteers to assist in updating Boating Safety material and preparing for the show. Members interested in working on the committee can contact Francis at francis.williamson@jhuapl.edu or at willyjhu@cox.net or cellphone 301-775-5120. The call for booth watchstanders will go out in January 07. Materials and training will be provided to all volunteers. Experienced members will share tours of duty with newer members. As Lt/Cdr George Degnon, AP, recently wrote: "Working the boat show is a great way to get involved in the squadron and experience the camaraderie we all share"

Lt Francis Williamson, AP
Boat show chair

Don't Miss a Great Deal !

P/C Dick Durgin, JN. 703-560-9106

By 8 Nov 2006: Share the joy of the Holiday Season with your NVSPS friends by posting a message in the December issue of *oT&T*. It's easy! Just make a tax-deductible contribution of any amount to the NVSPS Flower Power Fund. Your donation will become part of the Flower Power Fund, the interest from which supports squadron educational and other programs.

Examples of messages are "Happy Holidays and Safe Voyages in the New Year from the crew of ----" and "Blue Skies and Fair Winds in the New Year from ----"



Please send your 3-line message and check payable to NVSPS Flower Power Fund to:

P/C Dick Durgin, JN
308 George Street SW
Vienna VA 22180

by 8 November in order to meet the newsletter deadline. For more info call Dick Durgin, 703-560-9106.

Holiday Dinner Dance

It's going to be a sparkling evening of dining and dancing with good squadron friends and it's almost here!

- Saturday, December 9, 2006
- 7:00 to 11:00 pm
- Fairfax Room at Arlington-Fairfax Elks Lodge
- 8421 Arlington Boulevard, Fairfax VA 22031

By 24 November send your check (payable to NVSPS) for \$47.50 for each person attending to P/C Gale Alls, SN 7800 Braemar Way, Springfield VA 22153

See you there!

Captain's Corner Answers

1. C. Though often hit, metal hulls de-fuse the damages.
2. D. Standard equipment since 1987, these systems are part of your structure and must be avoided in storms .
3. D. Best to not be there at all; monitor weather on the radio and "look out the window"

NORTHERN VIRGINIA SAIL AND POWER SQUADRON
Order form for Name Tags and Squadron Burgees

Name Tags



PLEASE PRINT CLEARLY:

1. Name (as you want it to appear on nametag): _____
2. Name (as you want it to appear on nametag): _____

Mailing Address: _____

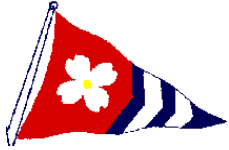
Cost per nametag: \$8.50 plus \$1.00 for postage (up to 2 nametags) = Total \$ _____

Please mail completed form along with your check to:

P/C Paula Bailey, AP
20817 Waterbeach Place
Sterling, VA 20165-7409

Email questions to: pdbva@hotmail.com

Squadron Burgees for your Boat:



Your Boat Length: _____ Power Sail

Burgees Cost:

<u>Boat(Feet)</u>	<u>Flag Size</u>	<u>Cost</u>
Dinghy	8" x 12"	\$10.00
18' - 20'	10" x 15"	\$12.00
20' - 30'	12" x 18"	\$20.00
25' - 30'	14" x 21"	\$25.00
30' - 40'	16" x 24"	\$30.00
35' - 45'	18" x 27"	\$35.00 (not in stock)
40' - 60'	20" x 30"	\$55.00

Cost per Burgee: \$ _____ plus \$4.00 for postage: = Total \$ _____

Please mail completed form along with your check to: Judy Soballe, AP
3601 Connecticut Ave NW, #213
Washington, D.C. 20008-2446

Email questions to: jksoballe@yahoo.com

Your Mailing Address: _____

WALTZING THROUGH THE SAN JUAN ISLANDS

Rumor has it that cruising in the Pacific Northwest isn't fun. Fog, rain, lack of sun, and the nippy, damp, cold weather can combine to make boating uncomfortable in this part of the world. We found this to be anything but true. However, the "locals" would like everyone to believe this in order to keep their cruising grounds free from tourists. Thankfully, we didn't fall for this myth and found out first hand that cruising Puget Sound, the San Juan Islands and British Columbia is absolutely wonderful.

HOW WE GOT THERE

Clara and I have only been boating for a little over two years, all of it in the Chesapeake Bay aboard our twin-screw Silverton motoryacht. Yes, a fast gas boat, but don't hold that against us---we've seen the trawler light! Don't get us wrong, the Silverton is a nice boat, but after experiencing a bumpy ride while exposed to all the elements and arriving at our destination totally exhausted, we decided the slower trawler life is what we really wanted. Specifically, a trawler that had a pilot house, fly-bridge, covered cockpit, walk-around decks, and live-aboard features. We wanted a boat that was set for extensive anchoring, sea friendly, and not a "project boat." A tall order, but we didn't rush the search. We looked at a lot of boats, talked to boaters, went for rides, and attended shows, seminars and trawler fests up and down the East Coast. The boat also had to be supportable, maintainable and affordable. Our search eventually narrowed down to DeFever and Kadey-Krogen. We kept vacillating back and forth, but kept coming back to the Krogen as offering more of our desired features.

Once we narrowed it down, we spent over a year looking at many different boats before we found the "right one." During our search we learned several important lessons: first of all, don't rush---you'll know the right boat; your initial gut feeling is usually accurate. Look past exterior beauty and cosmetic imperfections, but not too much. Don't overlook issues, especially the potentially expensive ones. Do perform a survey, sea trial and a separate engine survey. Do make intelligent and informed compromises on your wants and desires. Ask lots of questions and don't be afraid to walk away if the deal or the boat doesn't feel exactly right. Trust your instincts, and above all else, **have perspective and maintain it!**

Our Kadey-Krogen Yacht broker, Bill Harris, went above and beyond the call of his duties to help us find our perfect match and showed us what a good broker could and should be. He stuck with us throughout our two-year

search and actually joined us for surveys and sea trials in other states. Whenever we despaired of the right boat ever coming along and were ready to settle for a lesser boat, he counseled patience and persistence. His advice paid off and we finally purchased a 1996 Kadey-Krogen 42 widebody (hull #194) in June 2006.



MV Sea Waltz at home in Puget Sound

Unfortunately, the boat was located on the West Coast on Lake Union in Seattle and we live on the East Coast and cruise the Chesapeake. We were prepared to spend the summer season without a boat, but Bill Harris suggested we take advantage of the situation to cruise the Pacific Northwest and explore areas that we would not otherwise have the chance to visit. Since we work full time and retirement is still several years away, the time available to spend on the boat would be limited to several short visits, but it was an opportunity to get a taste of another boating environment. The seed of an idea was planted.



Command center: the bridge

Next month "The Preparation."

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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.

MONTHLY ALL-HANDS MEETING



OF TARS & TERNS

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