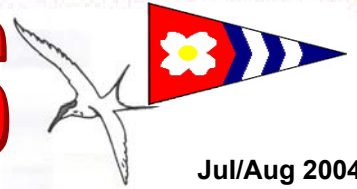




of TARS & TERNS



Newsletter of the Northern Virginia Sail & Power Squadron

Jul/Aug 2004
Vol XXXVIII No 7

QuickTime™ and a
are needed to see this picture.

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Squadron Calendar

July

4 Rendezvous -
Olverson's Marina
Callao VA
(S. Yeocomico)
14 All Hands Meeting
BoatUS Headquarters
23 - 29 D/5 Cruise
North & South
Chesapeake
29 - 1 D/5 Rendezvous
Crisfield MD

August

11 No meeting this month
15 of Tars & Terns
inputs due

September

NVSPS All-Hands Meetings

Monthly on the 2nd Wednesday at 1930. Changes will be posted here and on our web site.

At BoatUS 880 S. Pickett St., Alexandria VA.

From I-495 take Van Dorn St. exit, #3. North to S. Pickett. Turn left.

Or...

From I-395 take Duke St. exit #3. East to Van Dorn, turn right. South to S. Pickett, turn right.

Then...

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



of TARS & TERNS

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and Power Squadron

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Squadrons®

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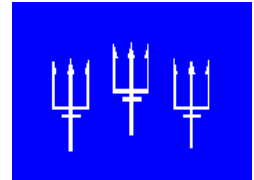
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From the Commander



Cdr Keith B. Segerson, P

Summer is finally here and I'm excited as we look to warm weather for boating and participating in seasonal events. We will have just completed our 2004 cruise as you read this - great time for all participants! The Smithsonian Folklife Festival on the Mall ends 4 July after 10 days of volunteering by NVSPS and others in District 5.

Your NVSPS concluded the final Basic Boating Class of the season in mid June. Many members came to West Springfield High School to grade exams and meet with all those interested in membership. Afterwards the volunteers went to Austin Grille for food and spirits to celebrate another rewarding year of boating courses. This annual event is a good way to extend friendships and to discuss past and future classes and activities.

We've gotten new members from each of this spring's classes and they all tell me that they can't wait to take more courses (see Education report below).

Those who have followed my sad story of not being able to find or make time to get my boat off the blocks will be glad to know that "Howdy" is finally in the water. I invited Lt/C Glenn Fahey, S, and his wife Janet, S, for a Sunday ride out on the Potomac in mid June. Of course that meant that I had to get everything really ship-shape in preparation. All went as planned and we had favorable winds and seas. It was GREAT to be on the water again!

Keep an eye on your NVSPS web site for activities coming up this summer and fall. There'll be opportunities to raft up with other vessels and to experience camaraderie with fellow NVSPS members.

I look forward to seeing you out on the water and at our All-Hands meeting on 14 July. Don't miss our next speaker, who has circumnavigated the globe in a sailboat. It'll be a fascinating presentation.

And, as always, I urge you to participate this year and get to know your fellow members. You'll be richly rewarded for your efforts. I certainly have!



Exec's Moment

D/Lt/C Richard Davis, AP

Congratulations to Elaine Colen and the Vessel Safety Committee. Their all-out promotions and the education department's successes in providing basic and advanced courses have certainly focused our squadron on Boating Safety so far this year. Speaking of safety, it's not by accident the NVSPS gets things done.

“**The Power of One**” is the USPS national theme this year. It means that if each of us would just bring in one new member, then our squadrons would double in size. But I believe this slogan has even broader meaning. It really emphasizes the effect one person can have in a volunteer organization. Our squadron can provide you with the encouragement and support to do whatever good idea you might have, within our framework. It's “the power of one” that takes a good idea from discussion to implementation.

Check out our many squadron activities in this newsletter and on the website and participate in as many as possible. Join us. It's fun and it's a good way to get involved. And let us know if there's anything you'd like us to add – it's your squadron.

Look in your Mark 5, the district newsletter, which will be arriving soon. There'll be a lot of information about the Summer Council to be held at Somers Cove Marina in Crisfield, MD 29 July – 1 August. There'll be activities for all ages. Sea Vesper will be there with boat-building for the kids, and there are Navigation Contests for the adults. Did I say contests? Yes. For the first time ever there will be a separate race for beginners. And this year electronic navigation will be allowed!

Renew your membership. Please take a few minutes now to renew your membership. We need to close the books on this and finalize our plans. And we need you to share your knowledge and experience with the rest of us.

Join the fun, share the knowledge.



Education

Lt/C G. Jay Nelson, AP

This season we'll be running nine Public Boating courses plus Seamanship, Piloting, Advanced Piloting, Weather, Engine Maintenance, and Marine Electronics. We're considering a Cruise Planning course if interest allows. Many are also very interested in a Sailing Course this coming year. A schedule will be out in the next of *Tars & Terns* and on the websites soon. So there are lots of teaching and assisting opportunities coming up for NVSPS volunteers.

Capacity Plates, located near all boats' helms, have been the subject of a lot of misunderstandings lately. Some marinas tell new owners that they're merely “guidelines”. This is technically true, but needs to be placed in context.

The USCG uses complicated (some might say convoluted) formulas for estimating capacities. Manufacturers translate these into “numbers of persons.” So if a vessel is rated for 6 adults but you have 3 adults and 4 children, is the boat considered overloaded? Even if weight limits aren't exceeded?

Most likely not, says CDR Ruiz of the USCG Maritime Regulations Office. He cites a USCG Boating Safety Circular (#68, March 1989). The safe occupancy of a monohull less than 20 feet cannot be determined without first knowing how the weight capacity was calculated and the results of physical tests of the boat. They use an average of 160 pounds per adult to estimate. Since the issuers don't know the actual weights nor the physical test results, the plates are considered “guidelines”. The USCG determines if a vessel is overloaded by estimating the actual load (persons, motor, and gear) and comparing it to the weight on the capacity plate. Then they apply common sense. They consider factors such as the freeboard (height of the gunwale above the water), horsepower, and available seating.

But an insurance company might disagree. Commander Ruiz points out that although the Coast Guard may not consider a boat overloaded, many companies adhere to a more stringent interpretation of the regulations. Should there be a mishap resulting in a claim, they could resist paying if there were more people on board than actual number stated on the capacity plate.



Administration

Lt/C Glenn A. Fahey, S

Welcome to Lt Pete Soballe, AP, our new editor. And thanks to P/D/LT/C Richard Davis, AP, and Lt Ron Larson, P, for pinch-hitting. Great job!

When I joined NVSPS, I asked people why don't we cruise to more distant areas such as Cape May, NJ, Virginia Beach, or even Newport, RI. Reactions ranged from positive to something like "no way, who is this guy?" But I'd like to re-open this discussion.

There are many ways to expand our horizons... beyond the Chesapeake

We are the Northern Virginia Sail and Power Squadron, but most of us boat outside of northern Virginia. For example the Potomac and northern Chesapeake are in Maryland; much of the rest of where we cruise is actually southern Virginia. The point is that we're a far-flung group with no ties to a particular body of water. Yet many of us still limit ourselves to the Potomac or the Chesapeake. What if we were to venture beyond?

Such cruises don't have to be for extended periods. Cape May is only about 6 hours from Annapolis for those with moderately fast cruisers. Even slower boats could make this easily over a long weekend. But I know not everyone has time for this kind of boating.

And of course not all of us own boats that can make trips like these (I don't).

Our Cruise Chairman, LT/C Joel Bailey, AP, does a terrific job of planning the traditional summer cruise and I don't think a more distant cruise should replace that tradition. An additional, informal, distant cruise could be planned by those interested. Perhaps we could even join with other District-5 squadrons and share the camaraderie.

Trailering is another option. Many NVSPS members have trailerable boats. Perhaps meeting in the Florida Keys in winter or in New England in the summer would be appealing.

There are many ways to expand our horizons and I can't think of a better way than with fellow Power Squadron members. If you like this idea, then please talk about it, suggest options, make plans. Participate and have fun!

Safe Boating!



One thousand years before NVSPS went to Oxford, Vikings sailed in open boats from Iceland to the New World

NVSPS to Oxford

At least seven NVSPS boats and a few of the squadron's "unboated" members trekked to Oxford, Maryland on Memorial Day weekend, 2004.

Our Power Squadron cousins from Patuxent River were also there, to make it the more the merrier.

The weather threatened but the rain held off until the final day.

Cool nights and excellent fellowship highlighted the adventures.



same?

The skies opened as our intrepid members struck out across the Tred Avon for home



“CAPTAIN’S CORNER”

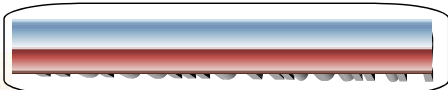
1. What speed must you make good to complete 236 miles in 24hrs?
 - a. 9.8 MPH
 - b. 23.4 MPH
 - c. 10.2 knots
 - d. 17.2 GPH
2. What is the maximum width trailer you can tow without special permits?
 - a. 8’ 0”
 - b. 7’ 6”
 - c. 8’ 6”
 - d. 8’ 9”
3. When crossing a large wake or wave, you should approach it ____
 - a. straight ahead, bow on
 - b. from the beam
 - c. at a 45° angle to the bow
 - d. from the stern

answers on page 7

Circumnavigation at NVSPS, July 14

The featured speaker for our next All-Hands meeting will be Richard Navickas. He and his wife Dora sailed around the world between ‘93 - 2000.

Thanks to Ben Fulton, AP, for arranging what will certainly be an exciting event.



Vincent R. Sandusky

Great Falls VA
26 ft powerboat

Ralph & Judith Young

Vienna VA
Non - owners

STILL ALIVE AFTER TWO HRS UNDER A CAPSIZED BOAT

USCG press release, 5Jun2004

Portsmouth, Va. – A six-year-old boy was found alive under a capsized boat near Newport News, Va. tonight in a joint-agency rescue effort involving the Coast Guard, Virginia Marine Resource Commission, Newport News lifeguards, and Newport News Fire and Rescue.

“Our NVSPS vessel safety examiners do a great job partnering with boaters. One thing they emphasize is proper fitting Personal Flotation Devices. This is why!”

Lt Elaine Colen

The Coast Guard was notified at 1730 of a 15-foot pleasure craft capsized in the James River with four people already recovered and the boy missing. Coast Guard Station Portsmouth immediately launched a 25-foot rescue boat, and the Coast Guard Cutter Kennebec was diverted to assist.

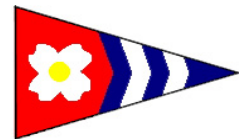
After two hours of futile attempts to get inside, the Kennebec was able to lift the boat slightly out of the water, allowing the divers to get in, locate the boy, and pull him out.

The boy was taken to Leeward Marina in Newport News and EMS transferred him to Riverside Hospital in good condition.

The boy was wearing a lifejacket.

The USCG strongly advises all mariners to wear a life jacket when underway.

SHIP'S STORE



Need a new burgee? How about a tote bag? Sport shirt? Name Tag?

Contact P/C Paula Bailey,
AP

410-702-4445

The Sailor's Night Sky

QuickTime™ and a
TIFF (LZW) decompressor
are needed to see this picture.

D/Lt Charles H. Olin, AP

Part two:

ELECTROMAGNETIC RADIATION

Would it surprise you that most of what I wrote in the last article was wrong? It was actually a past century's view of radiation. Light does not necessarily travel in straight lines, the angle of reflection does not equal the angle of incidence, light does not always travel the same speed in a vacuum. Quantum mechanics says otherwise. What goes on in the tiny world between the electron and nucleus is the beginning and end of electromagnetic radiation. The one theory in physics which best agrees with observation is quantum electrodynamics. Richard Feynman, a 1948 Nobel laureate, describes it eloquently: "If you were to measure the distance from Los Angeles to New York to this accuracy, it would be exact to the thickness of a human hair."¹

I reflected on the nature of this article for weeks. Often when we go about learning, we look for something practical: "How can I use this?" I've always tied the stars to navigation with a little history to help in remembering. Recently I've tried to present a more complete understanding in hopes of stimulating deeper interest. In this article I'm going over the edge about something that may not seem practical in the least. But... the width of a human hair compared to the distance to Los Angeles!

What is "quantum"² Feynman again: "The word 'quantum' refers to (the cockeyed) peculiar aspect of nature that goes against common sense." It took over a thousand years to overcome Aristotle's common-sense view that "the observed motion of the heavens is everlasting. So it is clear that the apparent rotation of the heavens cannot be due to a rotation of the Earth." When Isaac Newton established the universal laws of motion,³ common sense had to be done away with altogether. But "Newton's laws of motion were quite wrong in atoms...one had to lose one's common sense in order to perceive what was happening at the atomic level."¹

Most familiar phenomena involve an interaction of light with electrons. This very action defies common sense. Because we don't know why light partially re-

flects off glass, whether a particular photon will reflect or pass through a tiny slit, we calculate the probabilities. Bohr visualized electrons orbiting the nucleus. In quantum mechanics we find that the electron can be anywhere in the universe but the probability is highest in one of Bohr's orbits. We sailors can take comfort that all the lights we encounter on the water – rainbows, northern lights, mirages – are very accurately explained by this quantum theory, even though it doesn't fit our common sense.

¹ Richard Feynman, *QED, the Strange Theory of Light and Matter*, Princeton Univ Press, 1985. A more definitive version: *Quantum Electrodynamics*, Addison-Wesley Publ Co., 1961, has more mathematical explanations.

² Webster's New Univ Unabridged Dictionary: 1. Quantity or amount 2. A specified quantity. Quantum leap: a sudden alteration in the energy level of an atom or molecule together with the emission or absorption of radiant energy. Quantum Mechanics: a mathematical theory in Physics which starts with the assumption that energy is not infinitely divisible... A quantum leap is very small, about 10^{-18} cm.

³ Newton defined the corpuscular motion of light as a stream of particles. This concept of particles versus wave has gone back and forth for 300 years; today we see it as both.



Merit Marks Due in the Fall

Recommendations for 2004 Merit Marks are due on **15 October 2004**. Members are awarded one Merit Mark for each year of "significant service". Examples include: teaching a class, organizing a rendezvous, serving on the bridge, and editing the newsletter. Smaller tasks, like working at a boat show booth or grading exams, can also be combined to earn a Merit Mark.

Members are awarded one MERIT MARK for each year of "significant service"...

Officers and Chairs are responsible for recommending Merit Marks. Just submit the names and brief but specific descriptions to Lt Jean Durgin, AP at rjdurgin@aol.com, the Merit-Mark chair. She'll compile your recom-

Old Salts Bury the Merit-Mark Needle



Leading by example, NVSPS charter members **P/Cs Alan Hart, AP, and Gale Ails, SN** and **Tom Martin, AP**, have over 35 merit marks each!

What's the point? After 5 you become a "senior member"; good for bragging rights. After 25 you become a "life member" and no longer pay any dues! Seems worthwhile ...

USPS Merit Mark Recommendations

Ranks, grades, and titles do not automatically qualify

Activities that may earn merit marks :

Teaching / Proctoring:

Number and name of classes
(explanation of exact duties will help)

Attending Meetings:

In an official capacity such as officer or committee chair, or reporting to a local, district, or national Meeting

Committee Work:

Number & percent attended. Contributions. (Words like *worked, assisted, participated, helped, served* need more explanation)

Telephone Initiatives:

How many calls and how many occasions?

Cooperative Charting:

How many trips were made, planning sessions held, reports submitted (not credits received)? Honor roll ?

Rendezvous:

Planned (checked locations, contacted marinas)?
Helped docking, cooking, serving, cleaning, shopping ?

Publications:

Contributed articles or photos? Printed, assembled, stapled, put on labels ? How many issues?

Audits:

Performed & presented to the membership? How many?

Law officer:

What was done? Legal papers prepared? Advice given?

Rules Committee:

Bylaws reviewed / revised? Percent / number attended

Boat shows:

How many? How long? Set up & takedown?

Port Captain:

How many inquiries? How much work & time required?

Membership:

Number & percent attendance? How many interviews?

Chaplain:

Number & percent of meetings attended and gave invocations or benedictions. Services conducted for members?

CAPTAIN'S CORNER ANSWERS

1. a. Use 60D ST
2. c. The beam on many boats is 8" 6"
3. c. Prevents riding over the top and slamming into the trough. Abeam or astern could capsize or swamp you.

www.usps.org/localusps/nva

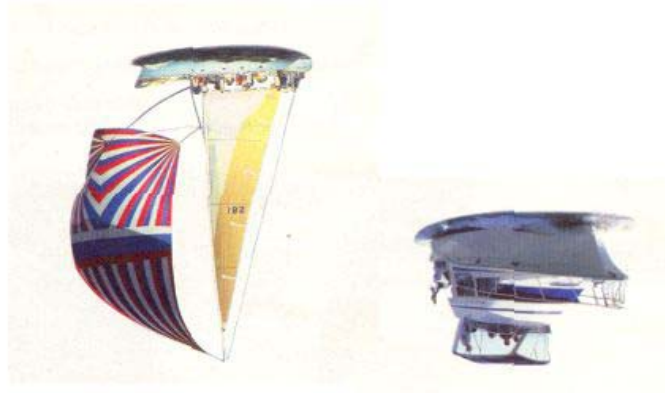
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