



# of TARS & TERNS

Newsletter of the Northern Virginia Sail & Power Squadron

[www.usps.org/localusps/nva/ott/ott.htm](http://www.usps.org/localusps/nva/ott/ott.htm)



November 2005

Vol XXXIX No 10

## Tilghman Island Daze

15 Oct 2005. Here are some reflections from Jean Durgin, AP, on an Eastern Shore weekend getaway by the intrepid squadron cruisers. If you missed it, better not make that mistake again. Plan now to join the next NVSPS boating event.

- Six NVSPS boats, rocking in their slips at Tilghman on the Chesapeake: Adventures, Bay Leeway, Celestial, Lone Sailor, Loon, and Tesoro.
- Family style dinner for all at Harrison's Chesapeake House on Friday night.
- Jigger Throw, boat docking contest, workboat races, oyster shucking contest, crafts, crab cakes, oysters, ice cream and beer amid Saturday sunshine.
- Grilling dinner under a bright full moon on Saturday night.
- Sunday's wind and waves: Shall we go home or stay?
- Good friends, good times!

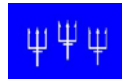


*Workboats race for cash*



Cdr Keith B. Segerson, P

*From the Commander*



Well, from my last article to this, fall has fallen quickly to become chilly and rainy. As I write this, the weather doesn't give me hope for many more days out on the water this season. That is, unless I am looking to take up ice fishing – P/C Shivik, AP, perhaps will join me?

I hope that each of you enjoyed the last edition of the oT&T and took notes on the many cost savings available to NVSPS members. As well, many of you participated in the NVSPS annual Oktoberfest at the Fairfax Yacht Club. My thanks to each of you – especially Martha Jane Dodd - for all the hard work necessary to make this event one of the most anticipated and enjoyable events of the year. The food was unbelievable – I'm still full two days later!

**“All-hands, On Deck”** Please note in your calendar the great speaker lined up for November. More information about PS1 Terry Waterfield, America's Waterway Watch Coordinator, U.S. Coast Guard District 5, is on the next page. It should be a great and informative presentation.

**Many exciting activities are coming up.** Your NVSPS advanced classes are well underway, with more starting early in 2006. The holiday party is on December 2<sup>nd</sup>, followed by the NVSPS Founder's Day event on February 8<sup>th</sup>. The National Capital Boat Show is scheduled for March 9-12, 2006 at the Dulles Expo Center in Chantilly, Virginia and soon afterwards, on the 19<sup>th</sup> of March, is your NVSPS Change-of-Watch celebration. Certainly a lot of fun planned for your NVSPS. I look forward to seeing you at some or all of these exciting events. There is more information forthcoming on all these activities in future newsletters.

**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

#### November 2005

- 4 - 6 D5 Fall Conference  
*Silver Spring MD*
- 9 All Hands' Meeting  
*BoatUS, Alexandria*

#### December 2005

- 2 Winter Party  
*details pending*

#### January 2006

- 4 - 6 USPS Annual Meeting  
*Orlando FL*
- 11 All-Hands' Meeting  
*BoatUS, Alexandria*
- 28 Executive Committee  
*2006 Bridge Planning Session*

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*Tilghman cruiser attempts  
bold escape*



**Lt/C Glenn A. Fahey, P:  
EXEC'S MOMENT**



**The NVSPS will have a booth at the National Capital Boat Show** at the Dulles Expo Center in Chantilly VA. It's not too early to start planning: from Thursday to Sunday, 9 -12 March, 2006, NVSPS attends this fun event every year, and we're looking for volunteers to staff the booth for 2-hour shifts. If you're new to the squadron, don't worry; we can pair you up with more experienced members. This is a great opportunity for new members to learn more about the squadron and to meet other members. Working at the booth is very easy and it's really a lot of fun to tell the public what our organization is all about. As a bonus, if you volunteer for 2 hours, your admission to the show will be free! Please contact our Boat Show Chairman, Lt Mike Triggs, AP, at (703) 212-8580 or [yaskipper@aol.com](mailto:yaskipper@aol.com)

**Our Cooperative Charting Chairman**, Lt Ed Phillips, AP will be conducting more of his marker location / recovery days this fall. This is a fun, land-based activity that involves locating and updating information on US Geodetic and Coast Survey markers. Many of these markers that we locate are close to shoreline of the Chesapeake or one of its tributaries. These can be used as "benchmarks" for the nearby waterways, and our work helps keep charts up to date and boaters safer. If you are interested in participating in one of these marker hunts, please contact Ed at [potter339@earthlink.net](mailto:potter339@earthlink.net) or 703-771-7096.

*With or without a boat, I hope you enjoy this fall season!*

**UNDER NEW MANAGEMENT**  
**SHIP'S STORE**



**Need a new burgee, shirt or name tag?**  
**Contact Cory-Jeanne "CJ" Houck-Cox, S, 703-642-0818 or**  
[cjhouch\\_nm@yahoo.com](mailto:cjhouch_nm@yahoo.com)

**All- Hands, on Deck**

Our guest speaker for the Nov 9 All-Hands meeting will be PS1 Terry Waterfield, Waterway Watch Coordinator, Coast Guard District 5. Terry is a reserve on active duty and a retired enforcement officer from the N. C. Wildlife Resources Commission.

The America's Waterway Watch Program is designed to improve maritime awareness on the water. Terry will have a variety of materials that describe the program and will provide information for the boating public. It's his job to get the word out about this program, employing assistance from interested organizations. He explains the program with a Power Point Presentation and is actively seeking NVSPS involvement

**P/C Gale Alls, SN**



Lt/C G. Jay Nelson, AP

## EDUCATION

Check <http://www.usps.org/localusps/nva/educ/schedmem.htm> for our full educational schedule. Here are our upcoming courses:

Seamanship	St. George's Episcopal Church	915 N Oakland St, Arlington 22203	05 Nov 05 - 04 Feb 06
Advanced Piloting	St. George's Episcopal Church	915 N Oakland St, Arlington 22203	05 Nov 05 - 04 Feb 06
Engine Maintenance	St. George's Episcopal Church	915 N Oakland St, Arlington 22203	05 Nov 05 - 04 Feb 06
Instructor Development	Thoreau Middle School	2505 Cedar Lane, Vienna 22180	14 Nov 05 - 19 Dec 05
Marine Electronics	Marshall High School	7731 Leesburg Pike, Falls Church 22180	05 Jan 06 - 04 May 06
Seamanship	Robinson Secondary School	5035 Sideburn Road, Fairfax 22035	05 Jan 06 - 13 Apr 06

The courses at St. George's are generally for Sea Scouts, but are open to all USPS members. They're full courses merely taught on a modified Saturday schedule. A good alternative for members who have trouble with evenings but have Saturday's free.

The intent of Instructor Development is to prepare members to become teachers, but this course is valuable to anyone who delivers presentations at the office. The student learns presentation techniques, how to develop outlines, and how to conduct interactive sessions with adults. Monday evenings 1900 - 2100. Cost is only \$10.00. Those interested should contact Dick Durgin at [rjdurgin@aol.com](mailto:rjdurgin@aol.com) or (703) 560-9106 during the day.

Finally, we've had three requests for Junior Navigation. The last time we ran this course, the members formed a study group and worked through the material at their own pace. If you're interested please drop me a note at [gjaynelson@aol.com](mailto:gjaynelson@aol.com)

### USPS: Value Added

The USPS Educational Department has been working to develop great discount programs:

**Maptech** offers digital charts and software at no extra cost with every chart book purchased. Their Digital ChartKits include the full *Offshore Navigator*. These are the best values in paper, waterproof, and raster charts available today. Click on the Maptech store button on the USPS Ed Dept Members Only page, or by going to <http://info.maptech.com/usps/store/>. Standard retail prices are shown. You'll see the discounted prices at checkout. Maptech will send the products directly to you.

**McGraw-Hill** offers course books and guides at 35% off list. The USPS Ed Dept has selected a range of titles and will add more over time. Click on the McGraw-Hill button at the Ed Dept Members-Only page, or

<http://books.mcgraw-hill.com/getdiscount.php?q=USPS&template=im>.

Books will be shipped directly to you.

**C-MAP** offers Dealer Discounts to Squadrons, which can be offered to members. Many chartplotters use C-MAP digital cartography. The entire line is included in this agreement including chart chips, their new software, PC Planner, and their latest product the GeoSat2 portable car navigation system. The chips come in three levels based on coverage. You can find the coverage areas at [www.c-map.com](http://www.c-map.com). PC Planner allows users to plan routes and waypoints at home. By using a recordable chip, you can transfer the plans between the computer and your compatible chartplotter. The discounts range from 20% for accessories to 25% for charts. Contact Jay Nelson at [gjaynelson@aol.com](mailto:gjaynelson@aol.com).

**Nobeltech and Dell** also offer discounts. There are more details at [www.usps.org/member/news](http://www.usps.org/member/news).

Lt/C G. Jay Nelson, AP

### Merry Christmas!

**BY NOV 10** send your 3-line message and check payable to NVSPS Flower Power Fund to P/C Dick Durgin, 308 George Street SW, Vienna VA 22180 in order to meet the newsletter deadline. For more information, call me (703) 560-9106.

**P/C Dick Durgin, JN; Chair, Flower Power Fund**

### "CAPTAIN'S CORNER"

We all use charts but do we really know what the common symbols mean? Try your hand at these:



- Submerged wreck, depth unknown
- Pilings/pier visible at low tide
- Submerged rocks, depth unknown
- Underwater cable, no anchor area



- Lighthouse, with horn signal
- Danger area, keep clear
- Light surrounded by riprap
- No fishing area



- Mooring area
- Marine services available
- Wreck exposed at low tide
- Limited overhead clearance

*answers on page 5*



## “The Crew of MV Tesoro Sends:”

Folks -- what an absolute great time! Going to Tilghman was a new experience, with the ok weather and going through the Narrows (first time). It wasn't that hard. Meeting up with fellow boaters, having fun, sharing, enjoying the great company, the FOOD, the hospitality, and the encouragement is certainly wonderful! Thanks to all.

Back to Herrington South wasn't really as bad as I'd built it up to be in my mind and, again, another good boating experience at 12kts. We took some waves and a lot of spray on the canvas. I was blind, Clara was hanging her head out the fly bridge as "eyes", getting as soaked as the rest of the boat -- need a pilot house with wipers on that trawler! We were feeling good until we rounded the corner for our turn into our fairway and there was a Mirage Grand Harbor docked across from our slip in the "No Docking Allowed" area. So we decided to spring in, just to ensure we stayed away from that beast--worked fine, no incidents. The teamwork between Clara and me was on the mark and we settled TESORO right in. Things are coming together, life is good and "this doesn't suck"! Clara and I are so grateful to the whole group for "getting us out there".



**Lt/C Martha J. Dodd, P**

### **ADMINISTRATION**

### **OKTOBERFEST: GOOD FOOD - GOOD FRIENDS**

Oktoberfest was a great success. We held an abbreviated Squadron meeting and then ate and visited with friends. Some members were unable to attend, we're sorry you missed a great get-together. I hope this article relays how much you were missed! See you next time.

If you recall my postcard about Oktoberfest, I mentioned our squadron's good cooks & bakers. BOY! That was an understatement and the "Red, Hot & Blue" spread was super-delicious as well.

Our Christmas Holiday Party is scheduled for 2 December. Location TBD, but as soon as I know, you will. Watch your mailbox. Mark the date on your calendar, get out the red & green outfits, and try them on for size.

I have a new E-Mail address - [MarthaJane@Cox.net](mailto:MarthaJane@Cox.net)

## **Your Boating Partner**

**(Reprinted from *The Lighthouse* by permission)** I cannot count the number of times my wife has saved me from disaster (major and minor) while boating. She has done that by being a knowledgeable and cautious boater herself.

By insisting on reefing early (even before leaving the sunny dock), foregoing a questionable entrance to an inviting cove, staying over a day to repair a small rip in a sail, topping off the fuel despite having plenty to make the day's run, and by keeping a sharp anchor ear all night while the skipper blissfully sleeps on, she has saved this boater from lurking unwanted consequences of his more risk accepting and adventurous outlook.

Even when all is right she is there, checking course, position, instruments, other traffic and offering suggestions/advice/orders as appropriate. During our trip offshore from Cape May to New York our steering began to slip. While I was busy trimming sail to reduce forces on the rudder system, she reminded me that there was an emergency tiller stowed in the lazarette. It was quickly installed and the boat easily sailed to port where the steering was repaired. I wonder how long it would have taken me to remember the tiller. Guess who squirmed under the cockpit with the wrench to fix the steering?

To this little anecdote let me add the encouragement to skippers to do all they can to make their boating partners useful observers and backup. To those who enjoy boating without the responsibilities of being the skipper, BE READY; someday when you least expect it you may literally be "on watch."

**Lt/C Twy Williams, P, Northern Neck**



**Oktober-feasters dig in**



**Food-meisters !**



**Commander with a Message**





# The Sailor's Experience

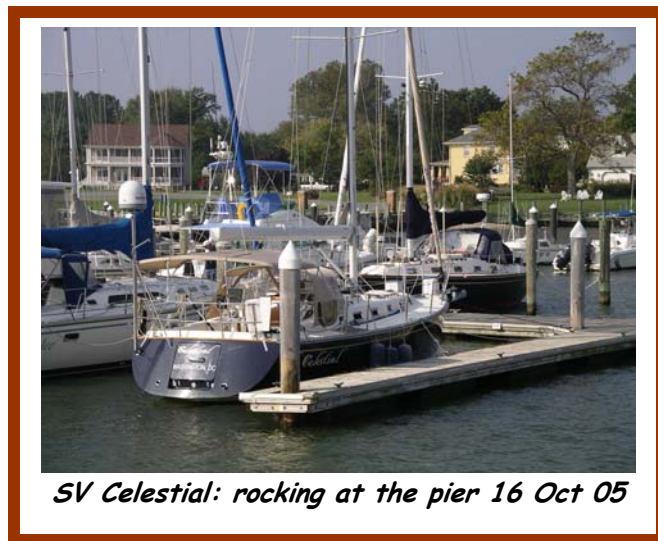
## Flicka Sköal's Last Sail

On 9Oct05, the high, narrow, two-lane bridge into Charleston SC, over which I towed Flicka Sköal in my last article was imploded: too dangerous for further use.

Sailing the Chesapeake Bay in January was a great delight for me throughout the late 60's. Back Creek, Annapolis, where I docked Flicka Sköal, usually had a thin layer of ice this time of year. Sailing out was like going on an expedition in the Arctic; there were often chunks of ice floating in the bay. Taking a long weekend toward the end of January, I set out late Thursday evening for a night sail to the Eastern Bay. Crunch, crunch, crunch all the way, slow going. It was dark by 1800 when I reached the Tolly Point gong. The wind had picked up to where I could only use a reefed main and a storm jib. I was heading south and across the bay on a broad port reach. It became quite choppy; cold spray was constantly hitting my left shoulder. Looking toward the Eastern Shore I noticed a large dark spot where there were no lights south of the bridge. As there were heavy dark clouds blacking out the almost full moon, any light along the shore shone brightly. I pondered this absence of lights for a minute or so as I headed across. Suddenly I noticed a light up high, as if suspended, over the Bay. A few moments later I spotted another, a bit to the north but a little higher. The dark spot was proceeded by a brightly lit small boat, far ahead. The spot seemed to grow in size; there was not a sound except the wind and the splashing of waves on the hull.<sup>1</sup> The further I sailed the larger the dark spot appeared. Wow, now I got it; the boat to the south was a tug towing a large freighter, unlit except for its running lights. Suddenly I jibed to a broad starboard reach, racing as fast as I could. Now I could see a large Coast Guard Cutter which was hidden behind my sails; they shined a bright light across my



*MV Adventures: into the wind, 16 Oct 05*



*SV Celestial: rocking at the pier 16 Oct 05*

sails. I was in harms way! I could sense the skipper's thoughts: "why is this little sail boat, out in the middle of the bay on this cold blustery night, trying to run down an abandoned freighter?" I still had not taken a single advanced course. All my sailing had been based on mere first-hand experience and the obvious navigational signals were a mystery to me.

The cutter kept me in sight until I demonstrated I could cross the bay safely. Once I was in the lee of Kent Point, the weather calmed and the choppy waves abated. I cut north of the Bloody Point light and through the shallow grassy area to save time - it was three feet deep there but my boat drew only 2<sup>1</sup>/<sub>2</sub>. To avoid being stuck in ice in the morning, I chose to anchor in open water outside Tanners Creek in about 7 feet of water.

The next two days I explored Crab Alley Bay, Prospect Bay, and parts of the Wye River. Sunday brought me to St. Michaels and then back to my original anchorage off Tanners Creek for a short rest before another night crossing of the bay and home. This time the weather brought no clouds and a favorable southwest wind, but it was still freezing. As I set out across I looked behind me, to the south, and saw the most startling sight. The moon was full. Circling it was a white crystal ring about 40° in diameter almost reaching the horizon. 20° above the horizon another white crystal ring encircled the whole sky intersecting the moon's ring at two points. It was as though some skywriter were drawing large circles with a piece of chalk. These circles followed me all night as I sailed into Back Creek. What a great last sail in Flicka Sköal. At times I felt as if she were a part of me; we'd moved together through the gulf-stream and through ice in the bay. She was a steady safe boat, easy to handle, and able to take heavy weather. But she was just too slow. I needed a faster (and larger) boat; so she was, sadly, sold.

<sup>1</sup> As the dark spot grew in size I began to make out the outline of a freighter: I later learned about the freighter and tug running lights

### CAPTAIN'S CORNER ANSWERS

5

1. A -- Submerged wreck, depth unknown
2. C -- Light surrounded by riprap
3. C -- Wreck exposed at low tide

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**MONTHLY ALL-HANDS MEETING**

2<sup>nd</sup> Wednesdays at 1930 (any changes posted herein and on the web)  
 at Boat/US 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 Boat/US sign.  
 Enter from the lighted parking lot behind the building.



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