



of TARS & TERNS

Newsletter of the Northern Virginia Sail & Power Squadron

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



December 2005

Vol XXXIX No 11

Holidaze

03 Dec 2005. The NVSPS year drew to a close with a blow-out party at the Holiday Inn in Chantilly.

Greetings to all our members "from our boat to yours" are featured in this edition. Each was paid for by a donation to our "Flower Power" fund. These colorful messages are best seen in radiant color at the NVSPS website (address above)

The season kicked off even before Thanksgiving with a D5 educational conference hosted by our neighbors in the Potomac squadron. Seavester was a consensus star of the conference. He's the smart aleck mascot of D5 and the envy of all other districts. He rides his own PWC, and moves, winks, and speaks via remote control. There are actually two Seavesters, north and south, who hand out safety and USPS information for all the trade and boat shows their masters can possibly arrange.

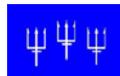
This is the 11th and last newsletter this year. OT&T is normally published only ten times annually, but this year we're transitioning to include a December edition and eliminate the January effort. The editors and distributors thank all of you contributors and readers for another great year and wish you **MERRY CHRISTMAS!**



Wisecracking Robot



Cdr Keith B. Segerson, P
From the Commander



Anyone interested in helping me winterize my boat? If any of you are great planners and have your boat all tucked away, then I'm sure that you are looking for something to do to keep your hands involved in boating. Have I got a deal for you! Well, at least it would be a good deal for me!

It seems as if each year I promise to winterize my boat in October, before the weather turns colder. However, it seems as if each year the weather fools me by staying warmer well into November, thus luring me into thoughts of "one more voyage!" This year, I did go out in November and LOVED it! So, it looks like the long Thanksgiving holiday weekend will be the time (once again) for me to get the boat winterized and put away for the long winter. I do have the process down and had two sons just to help me! You know, in hindsight, it would have been cheaper to just hire the winterization done by a marina! But, my sons have proven to be great hands and wonderful partners in our various boating excursions and adventures. I wouldn't trade our experiences for the world!

The Holiday Dinner & Dance will be over by the time you read this. Your bridge and executive committee are very excited about this event. Turnout is always very high and we have a great time. Santa told me, personally, that he is looking forward to have all the beautiful women sit on his lap and tell him what gifts they want for the Holidays, but understands that their better halves will be waiting their turn and keeping a close eye on Santa!

As you see on the adjacent calendar, many exciting activities are coming soon. I look forward to seeing you at some or all of these exciting events. There is more information forthcoming on all these activities in upcoming newsletters.



SQUADRON CALENDAR

January 2006

- 4 - 6 USPS Annual Meeting
Orlando FL
- 11 All-Hands' Meeting
BoatUS, Alexandria
- 15 oT&T articles due, send them to
psoballe@yahoo.com
- 28 Executive Committee
2006 Bridge Planning Session

February 2006

- 8 Founders' Day & Meeting
Site TBD
- 15 oT&T articles due, send them to
psoballe@yahoo.com

March 2006

- 8 All-Hands' Meeting
BoatUS, Alexandria
- 9 - 12 National Capital Boat Show
Chantilly VA
- 19 NVSPS Change of Watch
site TBD

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Chairs**



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of Tars & Terns EDITOR

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703-642-0818 or cjhouch_nm@yahoo.com

Merry Christmas & Happy New Year !



Janet & Glenn Fahey



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



Timeless Knowledge and Timeless Skills. This evening I was thumbing through old editions of Chapman's "Piloting, Seamanship, and Small Boat Handling," that I inherited. These were c. 1943 and 1951, formerly owned by my great uncle, a merchant marine in WWII and my grandfather, an accomplished sailboat captain. I know where I got my taste for saltwater!

My point in mentioning these old copies of Chapman's is that the skills and knowledge that can be gained from them is just as valid today as it was back then. The fundamentals don't change. Although we have classes in electronic navigation in today's classes, we are fortunate that the USPS also teaches fundamental skills that never become obsolete. Skills that every mariner should know. Browsing the table of contents of the 1943 Chapman's, the topics look very familiar. How many of the following sound familiar? Equipment, Rules of the Road, Seamanship, Safety at Sea, The Mariner's Compass, Aids to Navigation, Charts and Piloting, and Manners and Customs on Shipboard.

All of those would be familiar to today's USPS members who take advantage of our advanced classes. If you've taken them, count yourself as truly fortunate. Most of today's boaters lack that knowledge. If you haven't taken them, there's no better time to start than this winter.

Inside the front cover of the 1943 Chapman's, there's a handwritten note. "With good luck and best wishes, to an aspiring young mariner from an 'Old Salt'. Don. 6/5/44." I don't know the identity of the "Old Salt" Don. But all of us can find "Dons" in the Power Squadron who are great sources of knowledge and boating wisdom. Take advantage of the wealth of knowledge in the USPS, and you too will be more than just a boater. You will be a mariner.

Best wishes for the New Year!

*Happy Holidays to All!
May your New Year be filled with friendship, health & happiness*



"Sherry Lynn" – Al & Elaine Sheetz

NOEL from the crew of "Kathy El"



Bill & Kathy Eldridge

Merry Christmas & Happy New Year



P/C Chuck & Annie Ebv

Happy Holidays and Safe Voyages in the New Year



from the Lake Mates, Walt and Manette Lazear



Lt/C G. Jay Nelson, AP

EDUCATION



Best of the Season from Jay & Peggy Nelson *Deck them halls!*

We have had to adjust our 2005/2006 educational program to accommodate our instructor availability. One of the changes we are going to make is to replace the Marine Electronics course that is scheduled to begin on 05 January 2006 with an Engine Maintenance Course. This change will oblige those who were unable to take this course back in September. It will be taught by Dwight Bues at Marshall High School in Falls Church, which is at the intersection of the Capital Beltway and Route 7 (Leesburg Pike).

The NVSPS courses for the 2006 winter season are provided below. Contact the instructor to make your reservation. The entire educational program can be found at <http://www.usps.org/localusps/nva/educ/schedmem.htm>

Engine Maintenance <i>INSTRUCTOR</i>	Marshall High School Dwight Bues	7731 Leesburg Pike, Falls Church, VA 22180 dbues@aol.com	05 Jan Thurs 703-404-8728
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Seamanship <i>INSTRUCTOR</i>	Robinson Secondary Rick Baker	5035 Sideburn Road, Fairfax, VA 22035 20rjbaker04@cox.net	05 Jan Thurs 703-318-5899
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Sail <i>INSTRUCTOR</i>	Robinson Secondary Rick Baker	5035 Sideburn Road, Fairfax, VA 22035 20rjbaker04@cox.net	05 Jan Thurs 703-318-5899
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Advanced Piloting <i>INSTRUCTOR</i>	Marshall High School Jay Nelson	7731 Leesburg Pike, Falls Church, VA 22180 gjaynelson@aol.com	10 Jan Tues 703-437-0064
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Weather <i>INSTRUCTOR</i>	West Springfield High John Shivik	6100 Rolling Rd., Springfield, VA 22152 jshivik@cox.net	16 Feb Thurs 703-273-3351
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Finally, we have had three requests for a Junior Navigation course. The last time we ran this course the members formed a 'study group' and worked through the material at their own pace. If you have an interest in taking JN please drop me a note at gjaynelson@aol.com and we'll arrange it.

More Member Benefits from Maptech

Maptech is now providing USPS members free downloads of their entire library of NOAA raster digital charts. These are the absolute latest available. You can work with them using the Maptech Digital Chart CD provided with our Boating, Piloting, and Advanced Piloting courses - planning and then uploading routes, waypoints and marks to your GPS - or printing your own charts complete with plotted courses. These charts will also work with virtually every navigation program on the market. This is an invaluable benefit of membership in USPS.

To access the protected web site, visit the USPS website, the Educational Department (www.usps.org/national/eddept). Then click the large Maptech panel at the top of the page that says "Maptech Download Free NOAA Charts." You will be sent off to the special USPS Maptech page where you can follow the instructions to download individual charts.

Lt/C G. Jay Nelson, AP

Merry Christmas & Happy New Year



From Ruth & Russell Grasso

"CAPTAIN'S CORNER

Anchoring is something that we all know about, or do we?

- The advantage of an all-chain anchor line is
 - more comfortable in rough conditions
 - lighter strength per pound than nylon
 - shorter scope in tight anchorages
 - it prevents anchor drag
 - it limits rode abrasion
- The most ideal anchor for a soft mud bottom is
 - mushroom
 - grapnel or kedge
 - Danforth or Fortress
 - plow
 - helix
- The advantage of a chain / rode combination is
 - improved scope
 - more comfortable anchoring
 - reduced rode abrasion
 - light weight
 - all of the above

answers on page 5

A Wild Ride Home

16 Oct 2005. I left Tilghman with a triple reefed main and 110% jib. I had a beam reach to #2 off Little Choptank, approx 10 miles, with 18 to 25 kts. This included a 3 mile run at 8kts. Then from #2 to Cove Point, 9 miles, I had aboard reach with 16 to 22 kts. Between #2 and MOA buoy (4 miles) I averaged 8.1 kts. Dock to dock my trip was 4 hrs 10 min for approx 29 miles. So overall the trip averaged 7 kts -- which included raising and lowering the sails etc.

I've experienced other trips where parts posted 8 kts, but never a sustained speed. Well, I forgot. In Nov, 2004, I left Solomons for Crisfield, 38 miles. Wind was 25 - 35 kts from NW, so I raised 1/3 of the jib and I continually stayed between 6 and 7 kts. Almost wished I'd stayed home!

Ben Fulton, AP

Merry Christmas



From the "KIM", Gale & Evelyn Alls

Happy Holidays!



Ed & Martha Jane Dodd

Three Memorable Cruises

Our squadron's first long distance cruise was in 1977 to the D5 Summer Rendezvous at Atlantic City, NJ hosted by the Absecon Power Squadron. The cruise was co-chaired by Bob Malone and Bill Eldridge. After a weekend rendezvous at Solomons, the NVPS fleet of six headed north to the C&D Canal. We cruised to Cape May Canal, to the ocean for almost 40 miles, then through Absecon Inlet to Atlantic City. For most of us this was the first ocean trip in our own boats. Many members attended by car.

Our team took first of 17 entered in the navigation contest in the Atlantic, with a total error of only 91 seconds (PERIDOT - 4 sec, KATHY EL - 39 sec, HU-KE-LAU - 48 sec). PERIDOT was first of the 37 competing boats. The next week we headed south in the ocean with stops at Cape May, the Cohasset River off Delaware Bay, the C&D Canal, and Fairlee Creek in the Chesapeake.

In September 1985 USPS held "Excitement 85", a national cruise following the Governing Board meeting in Baltimore's Inner Harbor. For a week we Annapolis, St. Michaels, included 50 sail and locally by members from Steere's boat came from cruise, all boats McHenry and filed past At the St. Michaels National Executive Officer's boat ran aground in the harbor. NVPS was represented by six boats as well as members traveling by land to the stopover sites.

Season's Greetings



from "SEA AMIGO"

Bill & Helen Alberts

cruised the Chesapeake: and Oxford. The cruise power boats, some chartered around the country. C/C Texas. At the beginning of the assembled alongside Fort the fort to their assigned slips. stopover - to his chagrin - the

In 1989 another national cruise, on Puget Sound, followed the Governing Board meeting in Portland, OR. Cruisers were bused to the Sound with a stopover to see the eruption at Mt. St. Helens. Many boats were chartered by distant squadron members, including C/C Bill Selden and others from Richmond. Two groups represented NVPS - Malone/Eldridge and Alls/Alberts. We picked up our charter on Lake Washington and had the experience of locking through some 15 feet to the Puget Sound level.

This was different from boating on the Chesapeake. Depths measure in fathoms (100 or more) as compared to our typical 20-50 ft. The bottom is not the soft, forgiving mud of the Chesapeake, but hard, solid rock. Piers are of the floating type, or the 10-15 foot tides would keep one up all night adjusting lines. They even have "docks" with bottoms onto which you can pull your boat at high tide. As the tide drops, you can clean, paint, or otherwise work before the next tide comes in.

One highlight of the trip was escorting the WWII battleship Missouri (BB63), the "Mighty Mo", to her berth at Bremerton WA.



P/C William S. Alberts, SN, Squadron Historian

Wishing all NVSPS members a warm & friendly holiday season!



Dave Moore & Gina





A Sailor's Experience

LAND LOCKED - CHARTER BOUND PART I

My first charter was a forty-ft wooden double-ended sloop named "Osprey." She was owned by an acquaintance and I had her for four days. We set out for the north Chesapeake. She sat high on the water and moved slowly in light air, very comfortable with a great feeling of security (from 22' to 40' was a big step). I'd sailed to the Sassafras River from Back Creek before in two days, but this time it took only one. (A displacement boat's maximum speed through the water is determined by the length of its waterline. My 22' had a 17' waterline, Osprey had 36'. The formula for hull speed is $1.34 \times \sqrt{\text{length}}$ of the waterline.) The Sassafras is a protected estuary that is emerald green in color; a great spot to clean the hull with clear fresh water in 13' of depth.

Not only was the boat comfortable, but this time I had company. Jacque and I had met a retired admiral who had been in submarines in WWI and destroyers in WWII. He owned a large farm near Manassas, where we often met for weekends. The admiral was slight of build, in his early 80's, with a kind of coughing hesitation in his voice that gave him a very authoritative sound. (Alone in retirement, he'd set out to read the encyclopedia and had gotten as far as the T's.) Jacque and her friend Ruth were both biochemists; and with all the Admiral's vast experience and acquired knowledge it made for great discussions. I filled in bits and pieces with physics and art. Our talks continued throughout the sail.

The morning after we arrived, a strong breeze from the northeast blew in. With full main and genoa, we sailed Osprey out to the bay on a starboard tack, WOW! We really picked up speed. Determined to experience all she had, I kept up the sails without a change except the main was brought to starboard and let out fully, the genoa remained on the port, a wing-and-wing position. We were zooming down the bay, passing ever heightening waves with ever increasing white caps. Around Rock Hall, off of Hodges Bar, we saw a small sailboat blow down, sails in the water. The admiral was listening to the radio, a pastime of his. I said "send out a May Day". We got the Coast Guard who relayed to an Auxiliary at Rock Hall. They sent out a boat immediately (there was a small craft advisory with winds toward the outer end; they must have been waiting for just such a call). As we passed close by, going well over hull speed as we were really surfing, we saw a couple in

CAPTAIN'S CORNER ANSWERS

1. C – Less scope needed
2. C – Specifically designed for mud and sand
3. E – Combinations are best in our area

May your holiday be filled with joy and good cheer



Brian & Angela Middleton

the water hanging on to the stern, which was just under water. A red gasoline can was floating nearby. I did not see life jackets. We couldn't stop and help; I couldn't handle the sails by myself with blustering wind and high waves without risking my own crew and boat. We did monitor the radio and we did see a small boat head out toward them; they were rescued. Anxiety had been high for all of us. I was handling an unfamiliar boat in 30+ knots with a crew that knew little beyond fixing sandwiches and then we had the overturned sailboat with people in the water hanging on for life. We had those sandwiches, they were great.

Our destination was St Michaels, a protected harbor on the Miles River with good food and secure moorings. As we rounded Kent Island, I stayed well west and south of Bloody Point Light and south of the green #1 bell, this time not chancing a shortcut

Season's Greetings



from the "Lone Sailor"

Joe & Gail Jarocki



through the shallows north of the Wild Grounds. It was a fast and comfortable sail close-hauled up the Eastern Bay. A short sail down the Miles River and we were there. We'd expected a later arrival from the Sassafras but fortunately we were in before dark and were able to secure the last available mooring right at the entrance. It seems everyone was at the Crab Claw, a really crowded harbor. Ah, peace and quiet. But as we ate dinner a huge thunder storm was heading our way. A lot more to come next article.

D/Lt Charles H. Olin, AP

Happy Holidays !



from Clara & Bill Blanding

"Tesoro" – from our "treasure" to yours

Where's Rick ?

(NVSPS's Sailing & Seamanship instructor Rick Baker, AP)

To catch some of you up, I am helping friends, Dave and Marci Hutson deliver their 42 ft sailing catamaran, "Godiva". They've been waiting out the hurricane season in Puerto La Cruz in northern Venezuela. The plan is to get "home" to Antigua by 5 Dec, bed down at a mooring, and depart by air for the holidays by 7 Dec. You may think this is a long time, but a lot of things need to be done and a lot of water, mostly upwind, needs to flow under the keels.

But let's ratchet back a few days. Our mutual friend, Bob, and I arrived in Venezuela 29 Oct. Dave and Marci (the Captain and the Admiral) met us with open arms and two berths. We stored our gear, took showers, and crashed. The next day the Admiral fixed us a great welcoming breakfast and we toured, by dink, the local maze of boatyards and waterfront houses, condos, apartments, and malls in this marine canal community. This is where Presidente Chavez brings his friends (e.g.: Castro) to party. Check it out at <http://www.world66.com/southamerica/venezuela/puertolacruz>.

[10-31] Bob and I started a four-day tour of the interior, making our way to Angel Falls & back via car, small plane, wooden dugout, long hikes, small bed & breakfasts. You've heard of, or experienced, the Disney "E-ticket" rides? Well, the 240 mile taxi trip to the City of Bolivar (an overnight stop) was an "E-ticket" ride, and the most dangerous segment of our trip. The upriver canoe and hike to the falls, an "EE-ticket". And the canoe downriver, shooting the narrow, shoal rapids, during a raging tropical downpour, an "EEE-ticket". Angel Falls are the tallest in the world. The water flows from the "Lost World". We got our money's worth! I will definitely post photos when I get home in December.

[11-6] we're cleaning Godiva, fixing the niggling stuff, cleaning clothes, and getting the boat ready for sea. Cap'n Dave has checked the engines (two propulsion and the generator), the rigging, sails, and electronics. We're checking the weather websites every four hours. We don't want to sail into a hurricane!

Our next destination is the Isle de Margarita, still in Venezuela. We can provision the boat in that duty-free port and save some money. We hope to arrive Wednesday afternoon.

[11-7] we shove off this morning from Puerto La Cruz. We'll be using a much slower internet connection via satellite phone for e-mail. Ah, leaving port is so dang good! We attended to last minute boat systems and cleaned—vacuumed, scrubbed, washed, rewashed, soaked, and scoured. We cleared customs and immigration at the marina office. Dave and Marci paid their bills and said their goodbyes after living here since August. The marina hands helped us with lines on shore from the sterns and from our "med-mooring" balls on the bows and gave us a shove with their barco (boat) into the wind and out into the Caribbean. Until next summer—muchas gracias, mis amigos y amigas.

Our first anchorage is rather close, about 20 nm, slightly off the wind. Which means we can sail along the coastline. We checked the engines, sails, navigation, and water-making systems, all of which have been "pickled" for three months. The water maker will need more work -- a critical system.

We deployed the mainsail and jib, and Cap'n Dave asked me to familiarize crewdog Bob on the finer points of setting this catamaran's sails. Three critical factors come into play: speed, beam, and where you want to go.

A catamaran's two hulls are faster than a displacement sailboat's one. We do have two keels, but they are shallow and built like knives. As we set the sails we go faster--to a point. But this also brings the "apparent" wind, the wind you feel on your face, more forward. You re-trim the sails for this new wind angle and repeat the process for about three cycles.

Secondly, a catamaran is wide. We have a beam of 23 ft. A monohull of this length might have a beam of 14 ft. We use this platform to better shape the sails, especially when we can sail downwind. But the catamaran also allows close adjustment of the sails when working to windward. In case some of you think this sounds complicated, it is; but it's fun to learn and apply.

We found a small anchorage along the north coast of Venezuela for tonight. It sported a sandy beach in front of a small resort ("posada del mar" if you'll oblige my Spanish). We're the only boat in the anchorage. The fishing boats were tall in the bow and short in the stern, propelled with outboard motors. The fishermen paint them bright blue or red, trimmed in white.

[11-8] up anchor at 0615 for a 60 nm sail to the Isle of Margarita.

1600: at Porlamar. <http://www.venezuelatuya.com/margarita/porlamareng.htm>. We're getting groceries, fuel, and boat parts. We have some non-critical things wrong with the cooling systems on both engines. Our watermaker shouldn't be broken, but is. Again, not critical, but lugging water from town via dink is not convenient. But we have tank capacity to get us between islands. At night we take saltwater showers off the stern and a quick fresh water rinse afterwards. The weather looks good, so we plan to and head northeast to the isles de Los Testigos on Saturday, stay overnight, then sail to Grenada, a 24-hour sea passage. We hope to get more parts in Grenada and fix more things. I met a fellow last night who summed up the cruising experience: "You gotta like fixing shit."

Season's Greetings & Best Wishes for 2006



Cmdr Keith Segerson

Merry Christmas & Happy New Year



Cathy & Lin Sheffield

Season's Greetings and a Happy, Blessed, Healthy New Year



from "Grey Eagle III", P/C John & Robie Shivik

Warm Wishes for a happy, healthy holiday season



To the great folks of NVSPS
From Robin & Jim Roberts aboard "Adventures"

"Head in the Clouds"

We're at the end of the hurricane season. Or are we? The season is actually predicated on the frequency of hurricanes during a given period. Did you know that we've had hurricanes in January? So . . . are we out of the woods? Probably. Based on historical trends and storm paths.

But . . . now is the time to start thinking of ice and snow. Our boats should be protected against the environmental onslaught of winter storms this season.

Aaah . . . then there is spring. . . AND the Clash of Seasons! Thunderstorms. Tornadoes. Can you predict what the weather will be when you're out on the briny this boating season? YES! You can. Jim Roberts and I will be enthusiastically happy to have you become amateur meteorologists. We're nuts about the weather. For example the clouds on 13 Nov were fantastic; did you see them? Do you look or observe the weather conditions surrounding you?

Learn about the weather and how it can affect your boating safety. If you'd like to enroll in the Weather Course, please sign up now, as attendance is limited. Contact jshivik@cox.net. Don't be in a fog.



P/C John Shivik, AP

Wishing you Happy Holidays & Fair Winds in 2006



"Blue Skies", Dick & Jean Durgin

A Blessed Christmas and Happy and Healthy New Year to All



Ed Phillips

Happy Holidays & Happy 2006 Boating



to all our Northern Virginia friends --
Hank & Lucille Trochesset

*Happy Holidays & Best Wishes for a Good, Safe
2006 Boating Season!*



Ron Larson

Best Wishes for the Holidays



Glenn Harvey

A Happy & Joyous Holiday Season



from Bill &
Marlene Hammett

May the Star of Christmas be Your Guide all Year

The crew of "Celestial" -- Pete & Judy Soballe



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MONTHLY ALL-HANDS MEETING

2nd 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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