



of TARS & TERNS

Newsletter of the Northern Virginia Sail & Power Squadron

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



Vol XL, No. 3

April, 2006

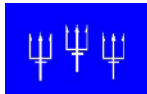
April 2006

- 12 All Hands' Meeting *BoatUS, Alexandria* "Let's Talk About Boats: *Spring Commissioning*" panel discussion
For more info contact LtC Clara Blanding, P. 703-566-7058 claralee@comcast.net

May 2006

- 3 GPS Seminar *Robinson Secondary School, 5035 Sideburn Road, Fairfax, VA 22035*
For more info contact Cdr G. Jay Nelson AP 703-437-0064 gjaynelson@aol.com
- 5 – 6 D5/NOAA Co-op Charting Workshop *Atlantic Marine Center, Norfolk VA* Details in Spring Mark 5
Point of contact: Tom O'Donnell 410-745-2186 todonnell@goeaston.net
- 7 Spring Picnic Sunday p.m. *site TBA*
- 10 All Hands' Meeting *BoatUS, Alexandria* Guest Speaker (TBA)
For more info contact LtC Clara Blanding, P. 703-566-7058 claralee@comcast.net
- 27– 29 NVSPS Memorial Day Weekend Cruise, St. Michael MD

FROM THE COMMANDER



CDR G.Jay Nelson, AP

As I step up to the Commander's role, I realize that I'm following large footsteps. Keith Segerson has done a superb job for the past two years and we're in his debt. Keith will serve on the Executive Committee this year to ensure that the many initiatives begun under his watch continue. I thank him for his leadership and look forward to his continued participation.



Many exciting changes are planned. Members are working hard to enhance the value of our squadron. The first change you'll notice is in

the structure of our all-hands' meetings. Administrative aspects significantly abbreviated, the focus will be on guest presentations and open discussions of boating subjects. We're enacting a program called "Let's Talk About Boats." Alternate meetings will be a forum by a panel of experts on a specific topic. The panel will open the discussion and then invite questions, comments, and experiences. Our inaugural effort for this will be 12 April, and the subject is "Spring Commissioning." Plan to join us, as this will be a very interesting evening.

Another change in the works is a revamping of membership recruiting in conjunction with changes to our education program. Our initial endeavor has been very successful

and we're hoping to develop this into an ongoing process that will steadily build our membership. We're also looking at ways to deliver better value to our members. We're exploring a wide range of options from enhancing our website with a boating information repository and discussion forums, to changing our social events and cruises to better accommodate the schedules of our members. More to come as these efforts develop.

I'm excited to be building upon Keith's excellent foundation, but we need your help. Call us, send us an e-mail, or attend meetings and social events. Anyway you can, let us know what you'd like. You'll find a very receptive forum among the bridge members.

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NVSPS BRIDGE



COMMANDER

Cdr G. Jay Nelson, AP
703-437-0064
gjaynelson@aol.com



EXECUTIVE OFFICER

Lt/C George Degnon, AP
703-448-8766
george@degnon.org



ADMIN OFFICER

Lt/C William Blanding, P
703-569-3648
smodim@comcast.net
ASST: 1/Lt Wm Hammett, AP



EDUCATION OFFICER

Lt/C Brian Middleton, AP
703-256-3276
brianmiddleton@msn.com
ASST: 1/Lt D. Spevacek, AP



TREASURER

Lt/C Jeffrey D. Hester, S
540- 667-4949
ASST: 1/Lt VACANT



SECRETARY

Lt/C Clara Blanding, P
703-566-7058
claralee@comcast.net
ASST: 1/Lt C. Sheffield, AP

MEMBERSHIP CHAIR

VACANT

AT LARGE

Lt Jean P. Durgin, AP 703-560-9106
Lt Joseph P. Jarocki 703-733-0695
D/Lt Walter D. Lazear, AP 703-620-1821
P/C John A. Shivik, AP 703-273-3351
Lt Francis Williamson, S 703-440-9074

of Tars & Terns EDITOR

Lt Pete Soballe, AP 202-337-0960
psoballe@yahoo.com

DISTRIBUTION

Lt Manette Lazear, AP
D/Lt Walter D. Lazear, AP 703-620-1821

"EXECUTIVE PRIVILEGE"



Executive Officer: Lt/C George Degnon, AP

It's a real pleasure to have been selected as Executive Officer and I look forward to collaborating with the bridge to increase member involvement. First, I'd like to acknowledge the terrific job which Glenn Fahey did providing me with a well organized base and insightful comments. Thanks from all of us, Glenn and Janet. My priority is to emphasize the fun in boating and squadron activities, but I'll need help from you to make a difference. Can I count on you?

We have a terrific team lined up. The Capital Boat Show was a phenomenal success, thanks to the great work of Francis Williamson, S, and the dozens who showed up to help. Those of us who participated in our booth had a terrific experience. It's a delight to report that Francis will be chair again next year.

Vessel Safety Check Chair Steve Shupack is assembling an outstanding team for refresher training and for new vessel examiners. The squadron website will have information on spring dates and locations. This is a unique way to learn about the vast array of boats being manufactured, meet wonderful people, and contribute to safer boating. If you have any interest, contact Steve or me for details.

Co-op Charting Chair Ed Phillips, AP, has some exciting, fun projects in his plans. This is a wonderfully rewarding activity which contributes in no small way to NOAA and the USCG. Check it out at the USPS website and give Ed a call to get involved.

Our youth program with the Sea Scouts is recognized as one of the most outstanding in the nation, thanks to Tom Ballew, S, and his passion for helping young folks command the skills of seamanship and sailing. Tom would love to talk to you and your teenager.

The squadron benefits greatly from the time and skills of those long-standing members who work tirelessly for us. They're looking for members to help out. Tom Martin, AP, our Legislative Liaison Chair; and John Shivik, AP, who leads our Public Relations Committee.

Alexis de Tocqueville wrote how amazing it is that groups with common interests in America get together and make a difference. I hope to help each of you to enjoy the heck out of boating and provide opportunities for less active members to get more involved. Think of it this way: it's a lot like love. The more you use it and give it to others, the more you receive in return. So too with your membership in NVSPS. However, helping you enjoy the heck out of love is NOT in my current job description! Enjoy!



Sign-Up Now for The Summer Cruise !

Joel Bailey, AP
joelpbailey@hotmail.com 703-444-5169

The annual summer cruise is scheduled for Mon, 19 June through Sat, 24 June. Destinations and dates are:

Inner Harbor East Marina, Baltimore MD
Mon & Tue, 19 & 20 June

Lankford Bay Marina, Lankford Creek
Wed & Thu, 21 & 22 June

Bay Bridge Marina, Kent Island MD
Fri & Sat , 23 & 24 June

Everyone heads home on Sunday, 25 June.

Note: as in previous years, I need to collect slip deposits in advance. I must have your slip reservation form with a check for all deposits plus the activity fee (\$30) by 10 May or you're on your own for making slip reservations.

Please complete the attached form and forward to me with a check for the slip deposit and the activity fee of \$30 by 10 May. Inner Harbor East deposit is \$30. The other marinas will allow me to guarantee the slips with my credit card. The activity fee covers the cruise booze and party favors. Your deposit will be credited to your slip rental fees.

Please make your decision about the summer cruise early! I must forward the list to the marinas and release excess reservations by 10 May. It may be challenging to get a slip reservation after that date.

Note that all of these cruise locations are accessible by land. Please feel free to join us by car. Contact me if you have any questions.



HELP WANTED !

NVSPS needs an assistant treasurer.

If you have bookkeeping experience or an interest in learning, please contact

Lt/C Jeff Hester, S,
540- 667-4949



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Summer Cruise Reservation Form

Captain's
Name _____

E-mail _____

Address _____

Boat
Name _____

Boat Make,
Model _____

LOA _____

Draft _____

Beam _____

Electrical: _____ connections, _____ amps each

Check which days you plan to attend:

___ 19 June, Mon Inner Harbor East Marina
Baltimore MD (\$15 deposit required)

___ 20 June, Tue Inner Harbor East Marina
Baltimore MD (\$15 deposit required)

___ 21 June, Wed, Lankford Bay Marina*

___ 22 June, Thu Lankford Bay Marina*

___ 23 June, Fri Bay Bridge Marina
Kent Island MD*

___ 24 June, Sat Bay Bridge Marina
Kent Island MD*

* These reservations will be secured with my credit card, so if you need to cancel, please let me know as soon as you know. Otherwise, my cousin "Bruiser", who's scheduled to be paroled in early June, will want to discuss any late fees

Forward this form by 10 May with deposits and activity fee of \$30 to

**Joel Bailey, 20817 Waterbeach Place,
Sterling VA 20165**

If you plan to attend all nights, enclose a check for \$60 (\$30 for Inner Harbor plus \$30 activity fee). Your deposit will be credited to your slip rental fees.

Cruisers must make their own slip reservations after 10 May.

Questions?

703-444-5169, joelpbailey@hotmail.com.

Education Officer's Report

Lt/C Brian Middleton, AP
703-256-3276 brianmiddleton@msn.com

First, let me say that it is an honor to serve as Education Officer. It was only five short years ago that I sat in my first boating course. I was impressed by the professionalism and enthusiasm of the instructors and immediately joined the NVSPS As I continued my boating education, I gained a deep respect for the knowledge and experience of the members. I'll do my best to uphold the high standards of the Education Department.



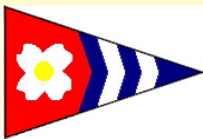
My goals are to improve membership sign-up rate at our public boating courses, better serve our large, diverse geographical area with more public courses and look for new ways to provide our members with useful, interesting education.

Under the leadership of Rick Baker, AP, and Robert Van Buskirk, we've already torn through my goal of doubling the sign-up rate from 15%. At a recent class they signed up 17 members from a class of 22 (77%) They're now working to help others do the same.

Traffic and congestion discourage some from taking our courses when locations are not convenient. To better serve a growing southern Fairfax County we'll begin boating courses at Prince William Marina in Occoquan this spring, managed by Jay Nelson.

For our existing members, we'll be looking for new ways of sharing information. Our members have a wealth of knowledge and experience. Our new program "Let's Talk About Boats" will give boaters an opportunity to learn from experienced members. The first is "Spring Commissioning Your Boat" scheduled for our 12 Apr All Hands' Meeting.

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

We have one more GPS seminar scheduled this spring and for the first time we have a seamanship class scheduled for the summer.

GPS SEMINAR

We cover the basics of the satellite system and then focus on the actual use of a GPS to make your navigation and piloting more accurate.

Location: Robinson Secondary School
Address: 5025 Sideburn Rd
Fairfax, VA 22032

Time: 7pm-9:30 pm
Date: 03 May 06
Costs: Free to members
\$25 for non-members

Instructor: Jay Nelson, AP
Contact: gjaynelson@aol.com
Register By: 17 April 2006

SEAMANSHIP

You'll learn advanced techniques for anchoring and putting your boat in a slip in adverse weather conditions, advanced procedures for dealing with emergencies, up-to-date information on regulations, and boating etiquette. We recommend this course to anyone who hasn't taken it and of course to recent graduates of the public boating course. When you complete this course, you'll earn the advanced designation of "Seaman" or "S". A minimum of 15 members are required to make this course a go.

Location: George Mason University
Address: 4031 University Drive
1st Floor Conference Room
Fairfax, VA 22030

Time: Tuesdays 7:30pm-9:30 pm
The classroom will be open
at 7 pm for knot practice and
one-on-one consultation

Dates: 06 June 06 to 29 August 06
Costs: \$87

Instructor: Rick Baker AP
Contact: rickbaker2006@verizon.net
Phone: 703.318.5899

Register By: 16 May 06



A Sea Scout's Story

**Tom Ballew, S
Skipper, Sea Scout Ship 1942**

Congratulations to Sea Scout Quartermaster Stephanie Hebda for her "dream realized". Stephanie received word of her Appointment to go along with her Congressional Nomination to enter the Naval Academy Class of 2010. This has been a goal of Stephanie's since our Ship 1942 "Long Cruise" sailed into Annapolis Harbor three summers ago. She visited Bancroft Hall for the first time and saw that the "Don't Give Up the Ship" flag is not a myth.



She'll join the "long blue line" of naval greats to include Decatur, Dewey, Spruance, Crisp and many past shipmates from our Ship 1942. She follows our current service academy leaders 1/C Rachael Johnson (USFA), 2/C Tim Lundin (USCGA).

The path Stephanie chose was: outstanding high-school academics, officer in school clubs, strong community volunteer service, varsity letter, Sea Scout SEAL leadership graduate, American Legion Girl's State Delegate, Venture Silver Awardee, BSA Heroism Award, and Sea Scout Quartermaster. That same path is a guaranteed success path out there for anyone. It will get you into ANY college in the entire country along with the money to pay for it.

Congratulations to Quartermaster Stephanie Hebda for "Not Giving Up the Ship".

SO, YOU'RE BUYING A BOAT?

Dwight Bues, AP

You really have to resist the temptation to buy the one that "just feels right". You could be making an expensive mistake. Take your time; look at each system. At the risk of making you look TOO MUCH like an expert, one thing I'd do is take off the fuel cap and exhale into the tank. When it exhales back, if it smells like rotten eggs, RUN, DON'T WALK. This is a sign of an advanced case of "bad" diesel. Don't mix it up with the holding tank, however, or there may be other repercussions. Secondly, I would start up the generator and put a load on it by turning on the heat and stove. If it works OK, chances are that the fuel is pretty good (you can't really load your propulsion en-

gine enough to try this without a sea trial). Start the propulsion engine and check for a good idle. Check for leaks of oil, coolant, and diesel fuel. Shut it down after a few minutes and check the oil. It should smell like oil (duh!), but NOT like diesel fuel. If it's milky there could be coolant in the oil. Look at the RACOR filters. Use a powerful flashlight to shine through the transparent housing. This way you can see if they are dirty (not a good sign).

That covers the engine, but there's still hull, deck & cabin, and electrical to consider. Can you get an appointment to see it when it is raining, to spot leaks? If it's 10-15 years old you might have blister issues, especially in warmer water. On a 42' boat it's about a \$30-50K job, so don't fool around about this. If the boat DOES have blisters, get an estimate and take that off the price. If the price is "too good to be true" you're looking at blisters or maybe even hurricane-damage. This is where you REALLY NEED A SURVEY! Don't worry, you probably can't get insurance without it, so that decision is out of your hands. How about electrical? If something doesn't work it may be a problem. One favorite is that the blower works OK from the switch down below, but not from the bridge. Or maybe the AC lights get dim when the heat comes on. Both are the result of "resistive" or "bad" connections. More insidious is a voltmeter or fuel gauge that reads incorrectly. Hard to trace, but often a bad ground. An especially bad issue is the shore power inlet plug. When (not if) these go bad they can build up so much heat that they can cause a fire (one of BoatUS' more "popular" claims) Best to replace it right after you buy the boat. There are always possible galvanic or stray current corrosion issues on any boat. A survey should cover these. If all else fails, see the Marine Electronics course. Last but not least, look to see if the batteries are "brand new". This is the easiest way to cover up a DC power issue, including:

- 1) Battery over-charging (possibly an inverter added to the system and the charger set incorrectly)
- 2) Batteries mismatched on the same charger (one favorite is generator battery, series 24, and engine battery, 8D, on the same charger. The gen battery gets burned dry, but the 8D barely gets charged.
- 3) 12V batteries in parallel without a charging divider (one will get overcharged and dried out, but the other gets undercharged and sulfates up -- often the result of having longer battery cables on one than the other).

Well, that ought to keep you busy. Good luck!

NVSPS Has a C.O.W.

The new bridge and committees stepped up at NVSPS 39th Change of Watch at a gala held, for the first time, at the beautiful Springfield Golf & Country Club. Special thanks to Lee and Anita Baumann, parents of our new (and previous) Secretary, for sponsoring us.



Cdr Welcomes NVSPS 2006-07 Bridge



D/Ist/Lt J. Brian Becker, AP and Gail represent D5

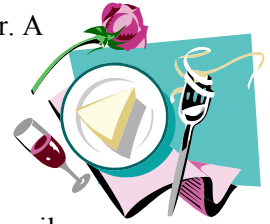


Lt/C Martha Jane Dodd, P our past membership chair, celebrates a special birthday



40th ANNIVERSARY

May 14, 2007 will mark the 40th anniversary of the NVSPS charter. A few members are planning to meet on April 19 to form a 40th Anniversary Committee and brainstorm ways to celebrate the occasion. If you would like to participate in this effort, please e-mail P/C Dick Durgin at rjdurgin@aol.com. Location TBD.



Memories of P/C William S. Alberts, SN

P/C Gale Alls, SN

I first met Bill at the 1974 Founder's Day party and began a friendship that lasted more than 32 years. Bill was a Bertram aficionado. His first boat was a 28' Bertram named "Sea Amigo". That name became synonymous in the squadron and D5 for winning navigation contests. In 1986 the Alberts bought a 42' Bertram they also called "Sea Amigo", and invited friends to accompany them for part of the trip from Florida. Bill soon became a proficient navigator. During the 70s and 80s our squadron held 5 nav contests each summer. The results of the first 3 determined who would represent us at the D5 Summer Rendezvous. Sea Amigo was almost always selected. Bill often won NVSPS' Dean C. Lindquist Trophy for best navigator competing in all contests in a season.



Bill was an Electrical Engineer specializing in antenna design and location. He was a Senior Navigator (SN), awarded when one has passed all USPS Advanced Grade and Elective Courses in effect at the time of completion of the candidate's last course. He held many positions in our squadron including Commander in 1983-1984. He taught Advanced Piloting and enjoyed tutoring students. They often said he had a gift for being able to explain the most difficult concept in ways they could understand.

When Bill arrived in heaven, at age 90, I'm sure he was greeted by angels in a Bertram Sport fisherman !

In lieu of flowers, donations may be made to the NVSPS Flower Power Fund and mailed to:

P/C Richard J. Durgin, JN
308 George St., SW
Vienna VA 22180-6708.

INTERIM INTERESTING INCIDENCE

My old buddy Bush Keeler had a most convincing down-east accent for a non resident. We'd deliver boats along the northeast coast for owners who didn't want to challenge the Atlantic. One such occasion involved sailing a 36' sloop handicapped rigged to New York for the 1976 4th July celebration. Bush backed out, and so I invited the Admiral. I'd sailed with the owner once; he had no feel for setting sails, steering, or direction. The trip up was quick and uneventful. Passing under the Verazano Bridge into New York harbor is always exciting with the bustling of big ships and harbor activity. This time it was especially so as there was a stiff breeze and the large sign being attached to the bridge kept blowing loose. At the Manhattan public dock, just inside the East River, the Admiral and I departed for Washington to return in a week to see the fireworks and sail back. I later learned that the owner got a news crew to photograph a false reenactment of his sailing his family there by himself.

The fire works were spectacular, but first came the tall ships, then all five boroughs lit up, synchronized by computer, and finally the Statue of Liberty became engulfed in fire. The current was strong, so I let out a good distance of line so as not to drift into the carrier anchored further down. Not all respected this need; small boats kept crossing the anchor line dangerously close and boats kept passing us with their anchors dragging.

The next morning we set sail down the Jersey coast. Waves were choppy and it was slow going. Just off Atlantic City, the owner said his wife was not feeling well and we should head in. I kept on my course, planning a safe and comfortable broad reach into the harbor. I was told to motor, as it would be quicker; I said no. The wind on the sail kept us from bobbing and it would take us about the same time either way. He insisted, so on went the engine, down came the sails, and I went below. I could hardly stand the pounding and we really lost speed. The Admiral, always the consummate diplomat, kept out of it but privately agreed with me. I'd be glad when this trip was over. But things picked up when sailing up Delaware Bay. A line of ships passed us. In front was an open Coast Guard skiff with two aboard, one

seated and the other standing at parade rest. Behind her was a British cruiser followed by the large blue Britannia herself. Last in line was a Coast Guard cutter. It was the Queen of England returning after her visit to Washington for the celebration. I'll never forget that proud little skiff leading the way through the channel.

My six-week trip through the Bahamas years earlier on a Hinckley Bermuda 40 really set my sights on this boat. This time I chartered one in the Chesapeake. My guest was a close friend, Ed Edelsack, a retired physicist. We sailed out of Annapolis and down to Solomon's Island. Our second day out, around noon, I could see a threatening thunderstorm in the northwest. Ed was quickly down below, hatch closed. It hit with all the sound and fury possible but I had the sails adjusted in time. It didn't last long, all became calm and sunny; up came Ed. In not long at all, another storm was approaching from the same direction. The same thing happened; Ed went below, it hit, I got soaked again and it was over quickly. This happened a third time just off Chesapeake Beach; Ed was not feeling too well by now and did not want to come on deck again. Just as well. A fourth thunderstorm, with an almost a black sky, overcame us as before; it was even more powerful. But as it ended, there appeared a blue hole in the clouds and then a rainbow that circled the boat from stern to bow to stern in one continuous circle just touching the bow; it was like being wrapped in it as we sailed. I hollered to Ed to see it but he would not have anything to do with coming on deck. By now we were abreast of the nuclear plant and we were hit with another, driving, thunderstorm, the fifth. Until now they were hitting us off the starboard stern. As I turned to starboard and headed into the Patuxent River, rain was being driven into my eyes; they were stinging so badly I could not see. At my request Ed took the chart out of its plastic casing and handed it to me to use as a shield. After we tied to the dock at Zanheiser's, Ed said "Well that was quite a trip." He should have been on deck where all the excitement was. After handling the sails alone through the storms, I reflected that in a few years I might not be able to handle this much boat alone; I was then and there sold on the Pilot 35. Next: Betelgeuse sails home from Southwest Harbor with a motley crew.

D/Lt Charles H. Olin, AP
703-759-6616 137olin@cox.net

Lt W. Lazeur, AP
2014 Lakebreeze Way
Reston VA 20191

NON-PROFIT
ORGANIZATION
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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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