



# of TARS & TERNS

Newsletter of the Northern Virginia Sail & Power Squadron

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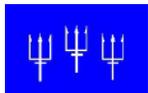
## May 2006

- 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](mailto:todonnell@goeaston.net)
- 10 All Hands' Meeting @1930 BoatUS, Alexandria Rick Baker, AP: "Boat Deliveries"  
Contact P/C Gale Alls, SN, Programs Chairman, for more information [galeandev@aol.com](mailto:galeandev@aol.com)
- 20 VSC Day Gangplank Marina, Maine Avenue DC. Contact Steve Shupak [steveshupack@msn.com](mailto:steveshupack@msn.com)
- 24 ExCom Mtg @ 1830 GMU Conf Room, Fairfax. Contact Jay Nelson, AP [gjaynelson@aol.com](mailto:gjaynelson@aol.com)
- 27– 29 NVSPS Memorial Day Cruise, St. Michael MD Joel Bailey, AP. 703-444-5269 [joelpbailey@hotmail.com](mailto:joelpbailey@hotmail.com).

## June 2006

- 10 VSC Day Cobb Island Marina, VA Contact Steve Shupak [steveshupack@msn.com](mailto:steveshupack@msn.com)
- 14 All Hands' Meeting @1930 BoatUS, Alexandria. Don Parkhurst: "Marine Finances"  
Contact P/C Gale Alls, SN, Programs Chairman, for more information [galeandev@aol.com](mailto:galeandev@aol.com)
- 19– 24 NVSPS Summer Cruise, Baltimore Inner Harbor/Lankford Bay/Bay Bridge Marina  
Contact Joel Bailey, AP. 703-444-5269 [joelpbailey@hotmail.com](mailto:joelpbailey@hotmail.com)
- 28 ExCom Mtg, @1830 GMU Conf Rm, Fairfax Contact Jay Nelson, AP, [gjaynelson@aol.com](mailto:gjaynelson@aol.com)

## FROM THE COMMANDER



### CDR G.Jay Nelson, AP

Once again this year the D5 Spring Conference was a success due to excellent work by squadron volunteers. Our topic this year was knots, with demonstrations on how to tie a one-handed bowline. Our theme was "Come tie one on with the NVSPS". All who attended had high praises and clearly enjoyed themselves. My personal thanks for a job very well done to all who made this event such a success.

The conference had informative sessions on the National Database 2000, membership activities, and educational programs. There were also discussions on the USPS awareness campaigns for National

Safe Boating Week, 20-26 May, and the need for summer boating courses. In all, the conference was time well-spent.

Our Vessel Safety Check program is getting into full swing. We've already conducted VSC events with the Coast Guard Auxiliary at Prince William Marina, with more scheduled for Gangplank Marina in the District and Old Town Alexandria. There's a training session on 17 May for those who would like to take part in these events. This is a rewarding activity that's also a lot of fun. Contact Steve Shupack at [steveshupack@msn.com](mailto:steveshupack@msn.com).

The inaugural of our new meeting format "Let's Talk About Boats" was a big success. The topic was spring commissioning and Jim

Roberts, AP, gave a great overview of activities that we should all be considering this time of year. There was excellent interaction among the members that significantly enriched the discussion. In the course of this, our next session topic emerged: "hurricane preparedness".

The squadron is planning a lot of spring/summer activities that I encourage all members to attend. We have cruises and rendezvous that accommodate large boats, small boats, and those that would like to join us by car. These events are a lot of fun and are an excellent opportunity to share boating experiences. Check the squadron calendar above for details.

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## "EXECUTIVE PRIVILEGE"



### NVSPS BRIDGE

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**Executive Officer: Lt/C George Degnon, AP**

We had three terrific, productive weekends in April at Prince William Marina with our Vessel Safety Check program helping a long list of boaters. This is such a fun and gratifying activity: meeting fellow boaters, talking about their boats and experiences, while checking their safety. Mark your calendars now for a special VSC orientation and training session on Wednesday evening 17 May. All are encouraged to meet our VSC team and take advantage of this opportunity. Our program is highly regarded within D5 and nationally. We're working now to expand it even further, so I would exhort you to participate, learn, and have fun so we can meet the growing requests throughout Northern Virginia and on the Chesapeake. Our VSC team will work with the USCG Auxiliary from 20 May – 9 July in a series of events with dealers, marinas and yacht clubs that will be widely publicized.

Contact Steve Shupack, VSC Chair, at [steveshupack@msn.com](mailto:steveshupack@msn.com) for location and more about our training session on 17 May. There are a series of checks scheduled for several Occoquan River marinas, Alexandria City Dock, Old Dominion Boat Club, and Potomac River sites, which provide plenty of opportunity to get hands-on experience with fellow NVSPS examiners who will mentor new examiners. We hope to welcome you aboard and make our VSC program the best in the Mid Atlantic.

Ed Phillips is cooking up some fun with Co-op Charting. Check him out on page 5 and join us for fun for the whole family. If we get enough participation, we could even expand this to the Northern Potomac.

Those with teenagers at home should give Tom Ballew, S (703-352-9719) a call if you want to provide them some fantastic boating experiences with the Sea Scouts. Tom's program is one of the tops in the nation, and they have a terrific set of plans for the summer. Character building and military academy appointments are no small fringe benefits either!

Thanks to P/C John Shivik, AP, for his work as Public Relations Chair. John has a full plate right now, so to help, give him a call (703 273-3351).

How else can one explain the D5 Conference without using the words "educational" and "fun filled"? Exactly what over 3 dozen NVSPS members experienced in Ocean City last month. Check them out on page 6. This was only my second time attending, but it's a fantastic experience meeting some terrific folks in a relaxed environment of fun, frivolity, and fellowship--and if "libation" began with an "f", I would've added it to the alliteration! Next year, as winter loosens its icy grip, plan a weekend away. Ocean City's long beaches, quiet during the off season, are a great place for walks and talks, and just appreciating the quiet and sounds of nature. Inside the hotel some really creative people provide lots of fun concocting and delivering memorable experiences relating to boating. Tying knots and tying one on were experienced by all so inclined. Plan on attending next spring, you'll become a repeat attendee too!



## Sign-Up Now for The Summer Cruise !

Joel Bailey, AP  
[joelpbailey@hotmail.com](mailto: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](mailto:joelpbailey@hotmail.com)

## Education Officer's Report

Lt/C Brian Middleton, AP

703-256-3276 [briancmiddleton@msn.com](mailto:briancmiddleton@msn.com)

D/Lt/C Robert Palmer, SN, the new District 5 Education Officer, presented some new initiatives at the D5 Spring Conference. Most exciting for me was the idea of conducting classes over the internet. The most likely first attempt would be Junior Navigation. I'll keep you posted as this great idea is developed.

We were briefed on a huge challenge to D5: the requirement by New Jersey that all boaters pass a proctored boating safety examination by 2009. As currently written, this legislation will also apply to transient boaters in NJ waters. Because it will require over 200,000 boaters to be given a safety examination, the legislation may be delayed for up to two years to allow organizations such as the USPS and the USCG Auxiliary to gear up. This requirement may spread to other states and Virginia's trend of relaxing the requirement for proctored boating safety tests could well be reversed.

There is still time to sign up for our first summer course. Rick Baker, AP, will be teaching Seamanship beginning 06 June. Please contact Rick as soon as possible as the deadline to sign up is 16 May.

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Location: George Mason University  
Address: 4031 University Drive  
1<sup>st</sup> 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](mailto:rickbaker2006@verizon.net)  
Phone: 703.318.5899  
Register By: 16 May 06

### SHIP'S STORE



Need a new burgee, shirt or name tag?

Contact Cory-Jeanne "CJ" Houck-Cox, S,  
703-642-0818 or [cjhuck\\_nm@yahoo.com](mailto:cjhuck_nm@yahoo.com)

## Captain's Corner

The speaker at our 14 June All Hands' Meeting will be Don Parkhurst, Senior Vice President, SunTrust Marine Lending Division. Don has over 26 years of marine lending experience and he's the President of the National Marine Bankers Association.

The chances of running aground when navigating the shoals of finance are high, and mistakes can be costly to your wallet. So here's a little test.

1. A boat may qualify as a second home and the loan interest payments are tax deductible.
  - A. True
  - B. False
2. The maximum number of years a boat can be financed for is 10 years.
  - A. True
  - B. False
3. Your credit rating does not affect the interest you pay on a boat because your loan is secured by your boat.
  - A. True
  - B. False

*answers on page 5*

**10 May 2005 All Hands . . . On Deck!**

### "LOST NO MORE"

NVSPS member and USPS Certified Instructor Rick Baker, AP, our Seamanship Instructor, will present a travelogue from his November 2005 sailing-catamaran delivery from Venezuela to Grenada at 1930 in the BoatUS Conference Room. It begins as he escapes from the famous "Lost World" of Venezuela. Apparently the gods did not want Rick and his crew to leave! Rick details the trials and tribulations of delivering boats off-shore from foreign ports and how they clawed their way to Grenada. Afterward Rick will be happy to answer questions and make observations about full-time cruising in the Caribbean, boat deliveries, and his "Lost World" tour to Angel Falls.

Contact P/C Gale Alls, SN, Programs Chairman, for more information [galeandev@aol.com](mailto:galeandev@aol.com)



## Co-Op Charting

**Ed Phillips, AP, CoCh Committee Chair**  
[potter339@earthlink.net](mailto:potter339@earthlink.net)

The Squadron would like to do some different things in Cooperative Charting (CoCh) this season. There's much more to CoCh than the geodetic marker recovery outings we've talked about in the past. CoCh is "Adopting-A-Chart," or portion of one, and committing as a squadron to keep it up to date, depth surveys, current surveys, marina surveys, and, of course, Geodetic Marker recoveries. Check the national perspective <http://www.usps.org/national/coch/>

We'd like to start off with a depth survey; and we're still looking for a candidate location. Perhaps the channel and surrounding waters at your marina haven't been surveyed recently. Let me know what you would consider a worthy location and I'll get the planning underway. There are many possibilities on the Chesapeake and Potomac; but we need to identify one that will be most beneficial to the boating community. Contact me with your ideas and suggestions.

The D/5 CoCh Workshop is 5-6 May at the NOAA Atlantic Marine Center in Norfolk, VA. Look for the details on page 7 of the spring edition of the Mark5 and on the D5 website.

## Safety: I Found a Bad One!

**Robin Roberts, AP**  
[robin@mvadventures.com](mailto:robin@mvadventures.com)

As a Vessel Examiner, I try to practice what I preach in terms of making my boat safe and insuring that my safety equipment is up to the task. Today's topic is fire extinguishers.

I check all the extinguishers on my boat at least monthly, sometimes more often. I make the checks when I dust – taking each extinguisher out of its bracket to give it a good shake and a quick inspection. This week, I found that one of my extinguishers was bad!



Many of us carry the dry powder, chemical type of extinguishers aboard our boats. Wave action can compact the very fine powder inside these extinguishers, rendering them ineffective. The solution is simple: periodically shake your dry powder extinguishers, holding them upside down and giving the bottom a smack or two to loosen things up. Tilt the extinguisher back and forth slowly and gently so you can feel/hear the powder flow back and forth. If you hear or feel the "thunk" of compacted powder, even after repeated shaking, the extinguisher is bad.

A dry powder extinguisher needs three things to operate properly:

1. Free-flowing powder (detectable by the shake-and-tilt method described above)
2. A clear nozzle (check to be sure an insect hasn't made a nest in there)
3. Propellant to discharge the powder when you squeeze the extinguisher's lever – the gauge should read in the "green"

Hopelessly compacted dry chemical powder or a gauge that shows "empty" (propellant) means the extinguisher needs to be replaced. The bad extinguisher on my boat had free-flowing powder, but the gauge read "empty". I took it to the marina dumpster to test-fire it (it was going in the trash regardless), and sure enough, nothing happened when I squeezed the handle. It was a sobering experience.

Be sure to use extinguishers that are CG approved (the approval number will be printed on the label); that's required by Federal law. You can never have too many extinguishers aboard your boat, and bigger is better! So consider adding some extinguishers the next time you stop by your local marine store.

Safe Boating !

## Thanks to Vessel Examiners

17 Apr 2006

Thank you all so very much for your participation in VSC days at Prince William Marina over the last three weekends. It's a real pleasure to work with such dedicated and well qualified professionals as all of you. The boaters certainly appreciate it and, I assure you, so does the Board of the PWYC.

I'm particularly gratified by the warm cooperation between the Coast Guard Auxiliary and the NVSPS. Let's all keep up this excellent work.

I will keep you updated re: VSC days at Gangplank Marina on April 30, Alexandria City Dock on May 20 and (a new one) at Cobb Island on June 10, 2006.

Best regards,

**Jay Wenzel**  
**SO-VE Division 14, 5th District South, USCG Auxiliary**  
**Safety Chair, Prince William Yacht Club**

## Captain's Corner Answers

1. True. Cruise-equipped boats qualify.
2. False. 20 – 30 yr mortgages are common
3. False. Of course your rating influences the risk to your lender

## NVSPS at D5 Spring Conference

30 Mar – 02 Apr 2006, Ocean City MD. The NVSPS was well represented at this year's Spring Conference. About 30 of our members joined the other 38 D5 squadrons. They all had a great time and learned a lot about current district and national issues.



*Outgoing District Commander Dick Nitschke, SN, welcomes the new bridge*

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

*P/C David Drummond, SN, representing national USPS, discusses new opportunities for D5*



*The NVSPS hospitality suite featured boaters' knots. It was widely acclaimed by all who attended. At least 300 members visited us on Saturday night.*



*Jean Durgin, AP, spearheaded a dynamic crew of NVSPS volunteers to provide a world-class seamanship demonstration . . . and some pretty gnarly refreshments!*



## 40<sup>th</sup> ANNIVERSARY

May 14, 2007 will mark the 40<sup>th</sup> anniversary of the NVSPS charter.

A few members met on April 19 to form a 40<sup>th</sup> Anniversary Committee and brainstorm ways to celebrate the occasion. If you would like to participate in this effort, e-mail P/C Dick Durgin, JN at [rjdurgin@aol.com](mailto:rjdurgin@aol.com).



## A Sailor's Experience

### “BETELGEUSE”

I'm now retired, parents passed on; and I'm ready for the big, blue, deep water. I bought a 1965 yawl, Hinckley Pilot 35. It needed repair, mostly brightwork. The name, “Betelgeuse”, came from my lecture “What A Star Is,” in which I compared a 16' orange disk, simulating the star Betelgeuse, to a yellow ping-pong ball, the sun. A week on Betelgeuse next to the Hinckley dock, while final repairs were made, let me become acquainted with my new boat. My son David O. arrived with his buddies from high school. Joe is a top-notch diesel mechanic specializing in German cars; we were sailing with a 50 hp marine Volkswagen diesel. Dave W. is also a top-notch diesel mechanic, but more into heavy equipment, a college graduate, short, stocky, bald, who looked a bit like Kojak; he had a good sense of humor and was a willing hand. Ed, a construction worker, great on the sails. And Ed's older brother Chip, a ComAir pilot, very good with navigation. What more could I ask for?



After a sumptuous lobster dinner we set sail out of South West Harbor. The forecast called for fog the next day. It was a pitch black night. We no sooner got to the “SP” gong than fog began to creep in on its little feet. I went below for a short nap. Soon I heard sounds of confusion on deck and then foot steps down the ladder. “Charles, we need you on deck; the batteries went dead and we can't see the compass.” On deck there was Joe holding a flashlight over the compass, Dave W. at the wheel, and the rest exploring the batteries and cables. Quickly I removed the flashlight from above the compass to eliminate magnetic disturbance. Luckily we'd just passed our marker, but were drifting near the South Bunker Ledge. With the loss of electricity, the Loran was out; we didn't know our position. I saw a flashing green “1” on the chart. We listened and heard the gong. Direction of a sound can be deceptive in fog, so we ghosted along until a positive identification was made. With the bright spotlight we could read that it was G “1”. We knew exactly where we were. This was an eerie feeling: in the dark, in cold swirling water, the sound

of the gong shrouded by fog. We set a course to easily clear Little and Great Duck Islands to the east and Great Gott and Long Islands to the west. I went below feeling good about locating our position and the course we'd set. As I was drifting into a sound sleep, I heard, “It was the cable! It came loose. We have power.”

The Sun was up when I heard another call for me on deck. We were pitching heavily over 12-foot rollers; the crew wanted to change course. I took the wheel and tacked to starboard. No good. We would roll too much and might capsize. I had to go back on the original tack, slicing through the waves at an angle. Chip and I looked at conditions. The waves were out of the south, but the wind was from the southeast. Ah ha! The waves were from a distant storm and had time to organize into big rollers, but the wind had veered. There was no other course we could set, so we rode it out. By afternoon a check on the Loran indicated we had been fixed in the same position for many hours. We were clawing off a lee shore, but without much clawing!

Passage through Cape Cod Canal was fun, but not as fun as sailing full tilt on a starboard tack down Narragansett Sound, doing over 7 knots. The port rail was under water most of the time. Betelgeuse is a tender boat; easy to heal, difficult to capsize. She goes faster when her waterline increases; with a 5' overhang this means her 25' goes to almost 35' (Hull speed in knots =  $1.34 \times \sqrt{\text{water line}}$ ; 25' WL = 6.75K, 35' WL = 7.99K). We were using the same Narragansett Bay and Block Island charts you remember from the Piloting and Advanced Piloting courses.

Out came the fishing gear as we headed down Long Island Sound toward New York City. The eastern sound is full of bluefish at that time of year, and we caught our share. Sometimes even now, while fishing, I remember Dave W. lying on the lee side beside the lazarette, shaving with cold salt water! We pulled in at 17<sup>th</sup> St. Dock to let Chip and Ed off, as they needed to get back. Watch out for the tugboat swells in the East River; you need plenty of power and steady legs.

On our trip home we got to the Bay Bridge at 0430. The wind was gusting to 35 knots from the north, so we “surf-ed” (not really ‘surfed’, but wave action pushed us faster over ground than our theoretic hull speed) wing and wing all the way to the Patuxent River, arriving at Zanheiser's at 1130. Seven hours. Wow! People at the dock said they weren't going out, too rough. What did I think? Everything is relative. After sailing in the ocean, Narragansett Bay, and the wind-strewn Chesapeake, it all seemed simple and straightforward. What's that crazy saying? “Real men don't eat quiche.”

D/Lt Charles H. Olin, AP  
703-759-6616 [137olin@cox.net](mailto:137olin@cox.net)

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# of Tars & Terns



**MONTHLY ALL-HANDS MEETING**

2<sup>nd</sup> 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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# America's Boating Club