



of TARS & TERNS

Newsletter of the Northern Virginia Sail & Power Squadron

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



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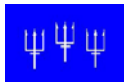
October 2006

- 7 - 9 D5 Sail Rendezvous @ Castle Harbor Marina, Chester River See Mark 5 for details
- 11 All Hands' Meeting @ 1930, BoatUS "Winterizing" Contact Gale Alls, SN, 703 569-1511 galeandev@aol.com
- 21-22 Tilghman Days Cruise @ Tilghman Island MD . Contact Bill & Clara Blanding, P claralee@comcast.net
- 25 ExCom Mtg, @1830 GMU Conf Rm, Fairfax Contact Jay Nelson, AP, 703 437-0064 gjaynelson@aol.com

November 2006

- 3-5 D5 Education Conference. Suffolk VA Details at <http://www.uspsd5.org/>
- 8 All Hands' Meeting @ 1930, BoatUS "Puget Sound" Contact Bill & Clara Blanding, P smodim@comcast.net
- 22 ExCom Mtg, @1830 GMU Conf Rm, Fairfax Contact Jay Nelson, AP, 703 437-0064 gjaynelson@aol.com

"COMMANDER SENDS..."



CDR G. Jay Nelson, AP

We live in an area that many would argue does not experience conditions requiring winterization. Although this might true for some more extreme practices, all boats that sit for 4 – 5 mos over the winter need protection. Proper winterizing protects your investment by preventing maintenance problems and extending the life of your boat.

Most think of winterization in terms of freezing. If your boat has fresh, gray, or black water systems, or air conditioners, you'll need to protect them with biodegradable antifreeze. Some believe that a lamp or heater in the bilge is sufficient. Maybe; maybe not. During January and February we can experience temperatures below 15° F. If these are sustained for 48 - 72 hrs, and the water systems are unprotected, hard freezing will occur and water lines and hoses will split. In my experience they never split where they're easy to repair. There's also the

possibility of pumps, accumulators, strainers, water heaters, ice makers and faucets being damaged by residual water freezing; always expensive.

Just as important are corrosion and moisture. Marine engines seldom fail from being worn out. More often it's due to corrosion and acid byproducts that build up on internal surfaces. Changing the oil and fogging the engine will prolong engine life. Spray fogging oil on any engine part that might corrode, including linkages, fittings and hose clamps. I also advise winterizing engine cooling systems to avoid damage to strainers, hoses and heat exchangers.

Close all thru-hull seacocks. Water transfers cold 25x faster than air. It'll freeze in the seacock inlet, and either split or push the hose off the seacock. When the temperature rises, water will flow into the bilge through the open seacock.

I recommend that people use a fuel stabilizer and fill the tanks to capacity. Some will argue that the tanks don't need to be filled, but all tanks are vent

ed to the outside air. As the temperature rises and falls, air is drawn into the tank and condensation occurs. This puts a lot of water into the fuel, and, with the new ethanol, the water is suspended instead of settling to the bottom.

Build a winterization checklist. No matter how good your memory, you need to ensure that you complete everything. My checklist has over 150 steps, and it would never occur to me to try and do without it. Browse the web, look at magazines, ask your marina, check with your manufacturer, or shoot me an e-mail gjaynelson@aol.com and I'll send you mine. Once you get several checklists, combine and modify them for your boat. Yours will be different based on boat type and size, whether it is an outboard, I/O, or inboard, and whether it is stored on a trailer, land, or water.

Finally, you might want to pay your marina to winterize your boat while you watch and take notes. You can also learn a lot from helping knowledgeable boaters winterize their boats.

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"EXECUTIVE PRIVILEGE"



NVSPS BRIDGE



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Executive Officer: Lt/C George Degnon, AP

Mid-way through our squadron year and time for a little reflection on what makes NVSPS special. If you're not a very active member (I wasn't in my first few years), you'll be surprised by the vitality, excitement, and spirit of camaraderie that permeates our ranks. USPS, America's Boating Club, is an extended family on the water, member helping member. Old timers are a tremendous resource to new boaters, and both greatly enjoy the exchange.

We've had some proud moments. In Oct. 2004, Ben Fulton, AP, a long-standing member, sailed over to check out something amiss on the bay. He pulled in an exhausted sailor who's engine quit and boat had swamped. The man had been in the water all night! Talk about doing something for others. Thanks again, Ben.

Our NVSPS Sea Scouts program is one of the most highly regarded in the nation. Tom Ballew, AP, maintains a vigorous program of activities where our youngest members learn seamanship skills and character development and have fun doing it.

The Education team headed by Lt/C Brian Middleton, AP, is making a terrific contribution to boating safety. Basic Boating and Boat Smart are our introductions to prospective members and we need instructors, assistant instructors, and volunteers to help with registration, exam grading, and greeting new members. This is a wonderful way to get involved.

All-Hands' meeting attendance has grown impressively over the past few months. It's a delight to see so many longstanding members and so many of our newest members attending. We may need to think about a larger facility next year, which is a nice challenge to face. Our programs are alive and exciting, the speakers and panelists are superb, and the new membership discussion time is resulting in tremendous exchanges of information. If you haven't been to a meeting this year, come on out. Invest some time in your membership. "Try it, you'll like it."

Our Vessel Safety Check program is going along nicely. Thanks to an initiative by P/C John Shivik, AP, our Public Relations Officer, we had vessels lined up en masse in August at Tim's Rivershore on the Potomac. We all had a wonderful day, owners and examiners. Contact Steve Shupack, AP our VSC Chair to be part of this adventure.

The ENSIGN just printed a letter from NVSPS member Carol Newgaard that you read first in our *oT&T*. She summed up in a few lines the value of membership and how Rick Baker, AP, her Basic Boating Instructor, used his USPS contacts in South Carolina to help her and her daughter (also one of our members, who had recruited Mom) out of a difficult situation. One more reason to get involved: get to know fellow boaters; there's always someone ready and willing to help.

There are many more activities and I'll talk about some of them next month. In the meantime, the best way to maximize your investment in NVSPS is to call me or one of the other officers or chairs and discuss the opportunities. Volunteer service comes with a guarantee: you'll get more out of your membership than you contribute, when you become more involved. Come aboard!





Admin Officer

Lt/C William A. Blanding, P
smodim@comcast.net

After “goofing off” cruising the San Juan Islands in the Pacific Northwest, I guess it’s time to get back to work. We have several things coming up.

Starting 21 Oct, all are welcome as we head off for Tilghman Island Day. Come by boat or car for a great time. <http://www.tilghmanmd.com/tilghmanday.htm> All proceeds from this festival go to the Tilghman Volunteer Fire Co. for the purchase of fire and rescue equipment. Besides the food and festive atmosphere, my favorite events are the workboat docking contest (this really puts your docking ability to shame), and the workboat races. Tilghman-On-Chesapeake marina can be contacted by phone, 1-800-RELAXED or <http://www.tochesapeake.com/club.html>. Please send me an e-mail to let me know if you’re planning to attend or if you have any questions.

On 09 Dec at the Elks Lodge in Fairfax, good food, mingling with other NVSPS members, dancing, and a jolly “Ho, Ho, Ho” will mark our annual holiday party. So mark your calendars and check the *oT&T* for information.

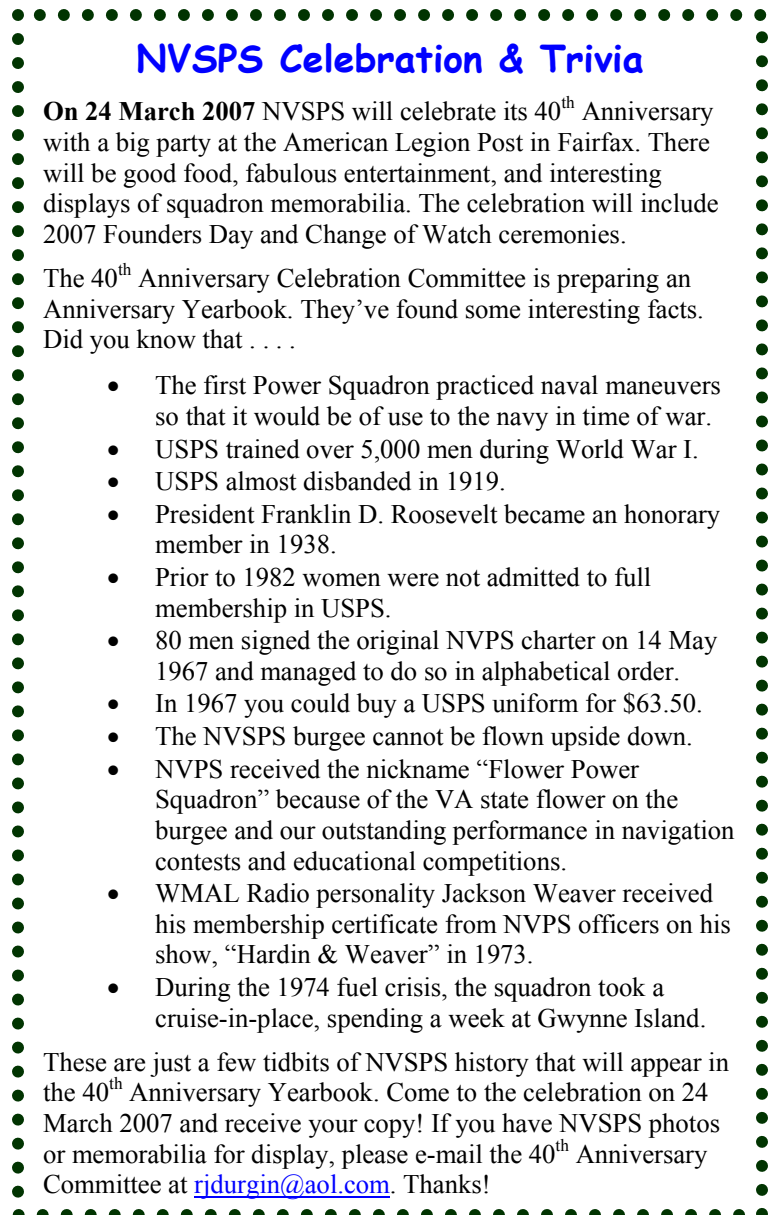
On 08 Nov at the all hands’ meeting, Clara and I will “show and tell” and discuss our cruise with fellow squadron members Robin and Jim Roberts as our guests around Seattle, the San Juan Islands and British Columbia aboard *Sea Waltz*, our 1996 Krogen 42 widebody. If you’ve ever dreamed or thought about what it’s like to cruise the Pacific Northwest, then come to the meeting. We’ll discuss the trip, the sights, the experiences, and lessons learned (no, nothing bad happened!).



Know what’s special about this “rock”? Come & find out

Also, be on the lookout in the next newsletter. Clara and I will start a series of articles with photographs of the trip.

We’re still looking for volunteers for NVSPS activities; if you’re interested in giving back to the squadron, meeting other members, and just having fun, e-mail me (smodim@comcast.net) and get involved.



NVSPS Celebration & Trivia

On 24 March 2007 NVSPS will celebrate its 40th Anniversary with a big party at the American Legion Post in Fairfax. There will be good food, fabulous entertainment, and interesting displays of squadron memorabilia. The celebration will include 2007 Founders Day and Change of Watch ceremonies.

The 40th Anniversary Celebration Committee is preparing an Anniversary Yearbook. They’ve found some interesting facts. Did you know that . . .

- The first Power Squadron practiced naval maneuvers so that it would be of use to the navy in time of war.
- USPS trained over 5,000 men during World War I.
- USPS almost disbanded in 1919.
- President Franklin D. Roosevelt became an honorary member in 1938.
- Prior to 1982 women were not admitted to full membership in USPS.
- 80 men signed the original NVPS charter on 14 May 1967 and managed to do so in alphabetical order.
- In 1967 you could buy a USPS uniform for \$63.50.
- The NVSPS burgee cannot be flown upside down.
- NVPS received the nickname “Flower Power Squadron” because of the VA state flower on the burgee and our outstanding performance in navigation contests and educational competitions.
- WMAL Radio personality Jackson Weaver received his membership certificate from NVPS officers on his show, “Hardin & Weaver” in 1973.
- During the 1974 fuel crisis, the squadron took a cruise-in-place, spending a week at Gwynne Island.

These are just a few tidbits of NVSPS history that will appear in the 40th Anniversary Yearbook. Come to the celebration on 24 March 2007 and receive your copy! If you have NVSPS photos or memorabilia for display, please e-mail the 40th Anniversary Committee at rjdurgin@aol.com. Thanks!

Merit Mark Recommendations Due

By 01 Oct 06, if you have performed any service for NVSPS during calendar year 2006, please send a complete description to Merit Mark Chair Jean Durgin at rjdurgin@aol.com. Examples of service are: performing vessel safety checks, cooperative charting, teaching classes, grading exams, writing newsletter articles.

Recommendations for Merit Marks are being prepared for submission to USPS for approval this fall. A Merit Mark is USPS’s way of saying “thank you” for all you do to support the squadron and its mission. Thank you

Education Officer's Report

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

USPS University. You may have read about this in the September *Ensign*. The core of this program is a new seminar series: VHF radio, GPS, chart reading, on-board weather forecasting, marlinspike, and radar. There will also be new seamanship, junior navigation and engine maintenance courses. USPS is also adding offshore weather, advanced seamanship, and three electronics courses. The idea is that you can choose from a wide range of courses to meet your boating needs. Credits will apply towards the type of certification you need: inshore, coastal, advanced coastal, and offshore. I hope to learn more at the D5 Education Conference in November.

Advanced and Elective Courses got off to a good start with 26 enrolled in piloting and 10 in marine electronics. We may add some additional advanced classes through our Saturday Sea Scouts training. For details please check www.usps.org/localusps/nva.

Here are the rest of our 2007 member classes. Sign up now, as these fill up quickly:

Instructor Development (6 sessions, Mon @ 1900)
Starts **6 November** at Thoreau Middle School
2505 Cedar Lane, Vienna, VA 22180
Register now: Dick Durgin, JN ,703-560-9106.
rjdurgin@aol.com

Advanced Piloting (12 sessions, Thu @ 1900)
Starts **11 January** at BoatUS training room
800 South Pickett Street, Alexandria, VA 22030
Register by 26 Nov: Rick Baker, AP 703-318-5899
rickbaker2006@verizon.net

Seamanship (10 sessions, Tue @ 1900)
Starts **09 Jan** at location TBD
Register by 26 Nov: Rick Baker 703-318-5899
rickbaker2006@verizon.net

Sail (12 sessions, Mon @1900)
Starts **26 Feb** at location TBD
Register by 01 Jan: Rick Baker 703-318-5899
rickbaker2006@verizon.net

GPS Seminar (1 session, Mon @ 1900)
18 Dec @ Robinson Secondary School
5035 Sideburn Road, Fairfax, VA 22032
Registration begins 1 Oct, Register by E-mail:
nvsps@yahoo.com

11 Oct 06 All Hands: On Deck!

"Winterizing"

Gale Alls, SN, and a panel of experts and graduates of the school of hard knocks will be featured at the next All Hands' meeting. Cold weather will be the hot topic. Whether your boat will be on dry land, in the water, or on a trailer, there are vital steps you should take to protect your investment from the ravages of mother nature this winter. Come and share your own experiences and you'll be sure to pick up something of value while your at it. Get ahead of the power curve this season. Members helping members. Isn't that what it's all about?

Refreshments will be provided by that great native-American chef, Cdr G. Jay Nelson, AP. So see you there:

1930 11 Oct at BoatUS, 800 Pickett St. Directions are on the back cover.

Captain's Corner

After the fall comes the "fall". I mean winter. Let's give it some more thought

1. The national capital boating area
 - A. Virtually never has sustained freezes
 - B. Is exempt by congress from cold weather
 - C. Has such high salinity that the water is liquid year-round
 - D. Has winters that can damage several of your boat's systems
2. Fuel tanks
 - A. Are always vented to the outside, allowing condensation to occur
 - B. Require no special attention for winter
 - C. Should be left only part full to allow for expansion when the temperature rises
 - D. Are often damaged by fuel stabilizing additives
3. Marine engines, diesel or gasoline,
 - A. Usually fail due to overuse and old age
 - B. Are resistant to corrosion and acid byproducts
 - C. Are insured, so no need to spend your time or money trying to protect them
 - D. Have several components at risk for ice damage

Answers on page 5



Sea Scouts Win Finley Award !

14-18 Aug, USPS Governing Board Meeting, NY City. "Finley Sea Scout Service Awards" were presented to Skipper Tom Ballew, AP, of NVSPS and Wes Gleason, JN, of Patuxent River. P/Chief Cdr Raymond A. Finley, Jr. made the presentations along with R/C Roberta Dougherty, AP, and Wes Gleason's son, Able Sea Scout Keith Gleason, P.



Chief Commander Ernest Marshburn, SN. D/Lt/C Lee Popham, AP. Ship 1942 "Skipper" Tom Ballew, AP. Able Sea Scout Keith Gleason, P. Wes Gleason, JN. D-5/C Kay Simkins, AP.

The "Finley Sea Scout Service Award" recognizes those members and honorees of USPS who are also Sea Scout leaders and have provided outstanding civic, educational, and fraternal leadership to both. Raymond A. Finley, Jr., became a Sea Scout in 1935, and earned the highest recognition, the Quartermaster Award, in 1939. He was Chief Commander of USPS in 1982-3. He became the first adult recipient of this award in 2004, 70 years after his first Sea Scout activities. Skipper Ballew is the 26th recipient and Wes Gleason the 27th to receive the Finley Award.

Youth Quartermaster Sea Scouts are eligible for this Award by becoming a Quartermaster and passing the USPS "Seamanship" Course. You can read more at

www.seascout.org/for_leaders/adult_recognition/finley.pdf

Don't Give Up the Ship,
Tom Ballew, AP, Skipper, Ship 1942

"Flower Power"

P/C Dick Durgin, JN. 703-560-9106

By 8 Nov 2006: Share the joy of the Holiday Season with your NVSPS friends by posting a message in the December issue of *oT&T*. It's easy! Just make a tax-deductible contribution of any amount to the NVSPS Flower Power Fund. Your donation will become part of the Flower Power Fund, the interest from which supports squadron educational and other programs.

Examples of messages are "Happy Holidays and Safe Voyages in the New Year from the crew of ----" and "Blue Skies and Fair Winds in the New Year from ----"



Please 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 by 8 November in order to meet the newsletter deadline. For more info call Dick Durgin, 703-560-9106.

Captain's Corner Answers

1. D. The prudent mariner keeps a keen eye to weather, especially in the winter.
2. A. Topping off and adding stabilizers may save you a lot of grief, especially if your fuel contains ethanol.
3. D. Hoses, filters, accumulators are at risk from ice. Antifreeze is needed in both fresh and seawater cooling systems.



Join the fun at
Northern Virginia Sail & Power Squadron's

Holiday Dinner Dance !

On

Saturday, December 9, 2006

in Fairfax Room at
Arlington-Fairfax Elks Lodge
8421 Arlington Boulevard, Fairfax, VA 22031
(on Rt. 50 west of Rt. 495 exit 50)

7:00 pm – **Cocktails & Conversation !** (cash bar)

7:30 pm – **Delicious Filet Mignon Dinner !**

8:00 – 11:00 pm – **Dancing to Music by Bristol Sounds DJ's !**

Only \$47.50 per person
for an evening of holiday fun with your boating friends!

Tear off form below and return it by 24 November 2006

NVSPS Holiday Dinner Dance Reservation

(Names, phone number)

will attend the Holiday Dinner Dance on 9 December 2006

_____ persons x \$47.50 each = \$ _____ total

Please make your check payable to NVSPS and mail it with this form by 24 November 2006 to: P/C
Gale Alls, 7800 Braemar Way, Springfield VA 22153. Questions? Call 703-569-1511.



A Sailor's Experience

“Into a Black Hole, Sideways”

Tom owned his own boat but never sailed in the ocean. He wanted this experience and so accompanied me on *Betelgeuse* to the 1999 Hinckley rendezvous at Southwest Harbor, Maine. On the morning we left there wasn't a breath of air, not even a ripple; so typical of the Chesapeake in August. We had to leave anyway. Powering up the bay, through the canal, and down the Delaware was our only choice. We left at 1200 and arrived at Cape May at 1800 the next day; not a speed record at all. But topping off with diesel, we found we'd only used 12 gallons. Since Tom couldn't see at night, we knew we needed another hand at sea. Eric, a friend of a friend, agreed to go, but had to get back to boot camp in one week. He'd never been on a sailboat nor the ocean, and this soon became clear. He stood the night watch with me, and we settled down to a fine sailing night, headed toward Nantucket. I was behind the wheel. Eric prepared for the night by setting out his sleeping bag neatly on the cockpit seat and taking off his shoes. When I reminded him of the rule to always wear shoes on deck, especially at night, he said he always took off his shoes before going to bed. “You're not going to bed, you're on watch!” Well, things were a little touchy between us for awhile. He'd obviously not yet been to boot camp.

Several days later we entered Buzzards Bay, east of Montauk and west of Block Island. I was dead tired. It was late afternoon; darkness would soon be on us. Tom and Eric wanted to pull into port. The only one I could think of was Woods Hole; I'd been there several times, and knew the anchorage provided quiet water. As we passed Block Island the wind picked up, the sun was a giant red ball in the west, and a very orange full moon rose in the east; what a sight! After many moments of sheer sailing delight, we brought out the charts and planned to enter Woods Hole. Tom and Eric consulted my *Eldridge Tide and Pilot Book*. The tide flowing into Vineyard Sound favored our eastward entrance. But it was full moon and the current was very rapid [*spring tide* for AP students]. By the time we reached the entrance, Tom and Eric had had enough of waves, wind, and high pointing, and I was weatherbeaten from two full nights at the wheel and a half night beating up Buzzard's Bay.

I reviewed the entrance lights on the chart. But the lights on the water were different from those on the chart!. We proceeded cautiously with the current sweeping us on. Red and green lights were soon upon us. Tom said “red right return, Charlie”. Eric repeated this, as I'd just point-

ed out this section in *Chapman* to him. I thought for a foggy second. No, we're not returning, we're going out! But in my beaten condition and with their insistence I hesitated. A black steel post with a green light loomed ahead; do I go right or left? Tom repeated “keep green left.” We were going 5 knots without the engine. I repeated to myself “green right when going out”. About 50 feet from the light, I set the throttle to max and turned the wheel hard to port, swinging the mizzen boom about a foot clear of the post. To the right I could now see the rocks. A row of red lights led to the right; I throttled down. The current took us fast sideways to the end of the channel; we passed red lights dead ahead one-by-one. Wow! I've never done this before. We landed in a calm, much larger channel, facing the service docks. Shaking now, I turned *Betelgeuse* to port toward the anchorage. We picked our way through sleeping boats and dropped anchor. Tom and Eric were exhausted and went below. I bedded down on the cockpit bench, too shook to sleep, adrenaline still flowing. A slight wind was blowing. As I dove in and out of awareness, I noticed masts moving towards our bow. With a bound I had the engine on, keeping *Betelgeuse* up with the other masts. I looked back and found a boat two feet off! Getting Tom and Eric awake to assist with the anchor was another chore. We succeeded in our next attempt, finally resting with anchor secure.

The next morning we awoke late to a brisk clear day. I asked the skipper next to us about the lights. He said that the Coast Guard had just changed the system and none of them liked it. Well I'm one of them now. The current began to slacken when we were ready to depart. We waited and reviewed *Eldridge*; printed in bold at the bottom: “**velocities can exceed 7 kts.**” Just below this on all six pages is another bold note: “**CAUTION: Going from Buzzard's Bay into Vineyard Sound (Woods Hole), Red Buoys must be kept on the LEFT hand.**” Be sure to read the bold type guys!

Venturing west, full sail and engine, we saw the protruding rocks that had surrounded us the night before; we got a good look, as we could barely move in the swift current.

Returning home, I checked; the new lighting still wasn't published. I never thought I'd need *Notices to Mariners* for Woods Hole. “Red-Right-Return”, yeah! Sailing sideways wasn't so bad, considering the alternative.

Thank you for the opportunity to write these articles for these past ten + years. It's been great fun for me; I hope the same for you.

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

This is the last installment of a series that has won many awards for oT&T and enriched all of our lives in the NVSPS. “Fair winds & following seas” Charles. And... he's NEVER missed a deadline! In over ten years. ED

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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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America's Boating Club