



of TARS & TERNS

Newsletter of the Northern Virginia Sail & Power Squadron

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



Vol XLI, No. 1

Feb, 2007

February 2007

- 21 All Hands' Meeting @ 1930, BoatUS (NOTE: 1 wk late) Contact Clara Blanding, P claralee@comcast.net
- 21-25 USPS Annual Meeting Jacksonville FL details in the USPS *Ensign*
- 28 ExCom Mtg @ 1830, GMU Conf Room Contact Jay Nelson, AP gjaynelson@aol.com

March 2007

- 14 All Hands' Meeting @ 1930, BoatUS (ELECTIONS!) Contact Clara Blanding, P claralee@comcast.net
- 24 40th Anniversary Gala & Change of Watch. Amer Legion, Fairfax Details and invitation in this issue
- 29-1Apr D5 Spring Conference, Ocean City MD Details in Mark 5 newsletter

Lordy, Lordy, Look Who's Forty!

24 Mar 2007 NVSPS will celebrate 40 years of promoting safe boating with a festive banquet, entertainment and ceremonies at American Legion Post 177 in Fairfax. Members are coming from as far away as Canada and Florida to join the celebration which begins at 1800. An invitation and response card are included in this oT&T. Be sure to send your reservation in by 10 Mar.

“Northern Virginia Sail & Power Squadron Day” will be proclaimed by the Fairfax Board of Supervisors on 24 March to celebrate the occasion. Cdr Nelson will accept the proclamation on our squadron's behalf and display it at the celebration.

Following a delicious buffet of prime rib and chicken cordon bleu, vegetables, salad and dessert, there'll be a full evening of activities and Founders Day and Change of Watch ceremonies.

Music of the Chesapeake will be woven throughout the evening with performances by soprano Janie Meneely and baritone Paul DiBlasi who have formed a dynamic folk duo known as *Calico Jack*. They'll delight you with music both somber and saucy. Check 'em out:

www.janiemeneely.com.

Caricature artist Paul Harrington will be sketching partygoers from 1800 to 2100. This accomplished artist has delighted NVSPS members for years with

his accurate and zany drawings. If you've ever wondered what your portrait might or should look like, this is your chance to find out.

“Celebrating the Journey 1967 – 2007” is a keepsake yearbook that everyone attending will receive. It contains a history of USPS and NVSPS, stories of outstanding members, and the reminiscences of many past commanders. A collection of squadron photographs and memorabilia will also be on display.

Be sure to attend this memorable evening! Any questions, call P/C Gale Alls at 703-569-1511.

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NVSPS BRIDGE



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



EXECUTIVE OFFICER
Lt/C George Degnon, P
703-448-8766
george@degnon.org



ADMIN OFFICER
Lt/C William Blanding, P
smodim@comcast.net
ASST: 1/Lt Wm Hammett, AP



EDUCATION OFFICER
Lt/C Rick Baker, AP
(703) 318-5899
rickbaker2006@verizon.net
ASST: 1/Lt D. Spevacek, AP



TREASURER
Lt/C Joel Bailey, AP
(703) 444-5169
joelbailey@hotmail.com
ASST: 1/Lt VACANT



SECRETARY
Lt/C Clara Blanding, P
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, AP 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

Nominees for 2007 -2008

In accordance with the NVSPS Bylaws, the following members are recommended for election by the general membership at the 14Mar07 meeting. All have agreed to serve their prescribed terms.

Bridge Members

Commander	CDR G. J. Nelson, AP	Exec Officer	Bill Blanding, P
Educ Officer	Rick Baker, AP	Admin Officer	P/C J. Shivik, AP
Secretary	Clara Blanding, P	Treasurer	Steven Hall
Asst Educ	Richard Unis	Asst Secretary	VACANT
Asst Admin	Ron Larson, P	Asst Treasurer	Joel Bailey, AP

Executive Committee Members at Large

George Degnon, P	D/Lt Walt Lazear, AP	Francis Williamson, AP
Tom Martin, AP	J. Karjala, P	P/C Keith Segerson, P

Rules Committee

1yr: Walt Lazear, AP	2yr: Paula Bailey, AP	3yr: Evelyn Alls, P
4yr: Doug Layne	5yr: Richard Weinberg	

Auditing Committee

Chair: Tom Martin, AP	2yr: Larry Marcus
3yr: Dwight Bues, AP	

Nominating Committee

P/C Will Russell, SN	Cathy Sheffield, AP	P/C Alan Hart, AP
Glenn Fahey, P		Joe Jarocki

The Nominating Committee: P/C Keith Segerson, P
P/C Gale Alls, SN
Martha Jane Dodd, P
Russell S. Grasso, P
Judy K. Soballe, AP

21 Feb 07 All Hands: On Deck!

"Cove Point"

The newly operating Cove Point LNG (Liquefied Natural Gas) facility located just north of the Patuxent River, is owned by Dominion Resources. A 500 yard Coast Guard security zone is monitored by Dominion.

Our speaker, Louis V. Blancato, is the Security Compliance Manager for Cove Point. Mr. Blancato will have a presentation and charts delineating the security area with instructions to follow if you inadvertently penetrate the zone. He'll also give us a demonstration on LNG.

Don't miss this program if you boat in the mid-bay.





Admin Officer

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

D/5: Norfolk Governing Board

Sept 2007. D/5 is hosting the next Governing Board. Your help is needed. Each committee chair needs assistance!

This will be the last Governing Board on the east coast for years, so come and see how informative and fun these meetings are. Get in touch with P/D/C Bill Selden, AP, bill@cpdean.com or with P/R/C Tom Dougherty, SN, tdougherty@simcare.net) to volunteer.

Each squadron is asked to donate a door prize for the Ship-mates' luncheon. It should be \$15 - \$20 and reflect your part of the world. Dogwood for NVSPS, for example. Bring gifts to spring conference or send to: Mrs. Dympna Bain, 2220 Normandstone Dr., Midlothian, VA 23113.

Raffle items are also needed. Created or purchased, please call Pat Smith at 410-822-3339. (Pat doesn't have e-mail.)

There'll be a table at spring conference with all you'll need for Norfolk. See you there!

Sea Scouts: "State of the Ship"

Ship 1942 is strong and we're wearing the new navy-style uniforms with pride. Ten of our scouts stormed ashore this summer and earned the "Ranger Award." For the 4th year in a row, our scouts spent over 50 days on the water (20 more than the national average).

During our summer cruise, 23 of our youth completed the Kodiak Leadership Course. Three scouts headed off to join our long blue line of 14 Sea Scout Advanced Leadership (SEAL) graduates, more than any other ship in the country. Ship 1942 supplied the last three Quartermasters to become Northeast Regional Boatswain (highest youth leadership position in the region).

Two of our girl scouts earned their Gold Awards, one of our boy scouts became an Eagle Scout, and we added a new Quartermaster, bringing our total to 6 in two years, the only ones in the region. For the 2nd year in a row, one of our youth saved a life and earned the Heroism award. Our racers placed 2nd, 3rd, and 4th at the Merchant Marine Academy and at the International "Koch Cup" in Miami. Sea Scouting has reinstated their one-week program aboard the USCG Barque *Eagle*. Two of our Able Sea Scouts were selected for this prestigious experience.

We sent 6 high-school seniors off to college this fall with scholarships valued at \$648,000. Our college-age scouts are majoring in everything on-the-water from Marine Architecture, Marine Engineering, Naval Architecture, to Cruise Ship Social Director. We've been the runner-up for the "National Flagship" award for the best Sea Scout Ship in the United States for the past two years in a row.

We're grateful for our USPS memberships and access to advanced courses. Ours has completed more USPS courses than any other Sea Scout unit in the country.

"Don't Give up the Ship" Skipper Tom Ballew

Holiday Party! The food was good, the dancing relaxing and the camaraderie fantastic as usual. A thank-you to Jay Nelson, Robin and Jim Roberts, and Clara Blanding for creating the commander's gifts. Very special and huge **Thank-You's** to Gale and Evelyn Alls, Mary Shoaf, Dick and Jean Durgin, John and Robie Shivik, and Walt Lazear for all the hard work and heavy lifting planning, marketing and executing this memorable event!

Thanks too to all who participated in our "New Member Mixer" at the January meeting. A special thank-you to my sous chefs, Robin Roberts and Clara Blanding—your preparations made my chef job seem effortless! The food and socializing were great and the chance to relax and talk boating was even better. Keep an eye out for our next "New Member Mixer".

NVSPS won 3rd place in D/5 for membership retention. Plus we've accepted 66 new members since last February and we all look forward to their involvement in squadron activities. Another warm welcome to all of them: Alexis Breaux, E. Paul Breaux, Carol Brown, Eva Ceniceros, Keith Clark, David Courter, Marcia Cram, Adam Crosswell, Robert Donahue, Stephen Ervin, Ann Foster, Catherine Franzosa, Barbara & Norman Frisbie, Luis Gazoni, Stacey & David Glazier, J. Shawn Gregor, Ann & Steve Hall, James & Margaret Hiser, William Kearney, Christine Keller, Gordon Kendrick, Sharon Kent, Douglas Layne, Paul Lee, Dave Lewis, Erich Lorenz, Edward & Linda Majca, Curt Mann, Robert Manning, Larry Marcus, Jeremy Migliara, Jewel Miller, Charles, James, & Mona Moody, Carol, Danielle, & Drew Newgaard, Stephen Nurre, Daniel Owen, Donna & Lawrence Paulson, Richard Roberts, Adriana & Marcos Salazar, Susan Same-Grohoski, Howard Smith, John Spaulding, Robert & Timothy Stalzer, Carol Stewart, Frank & Sandra Tugwell, David & Martha Tuthill, Carl Uchytill, Philip Whipple, Eric Wright, Rudy York, Donnie & Pam Young.

Congrats and thanks to those who brought in new members and are now "Power of One" awardees: Richard Durgin, Richard Baker, Virginia Ivin, Edwin Dodd, Martha Jane Dodd, Richard Davis, George Degnon, John Shivik, Keith Segerson, F. Eugene Brown, Brian Middleton, Jay Nelson, Clara Blanding, and Douglas Layne.

Mark your calendars for the D/5 Spring Conference at the Princess Royale in Ocean City, Thurs 29 Mar - Sun 01Apr. I've put information and a registration form on the NVSPS web site.

We're still looking for volunteers. If you're interested in giving something back without a lot of work/time involved, meeting other members, and just having fun, send me an email and get involved. We're especially looking for volunteers to help planning the Summer Cruise-- an event that should not be missed by anyone!



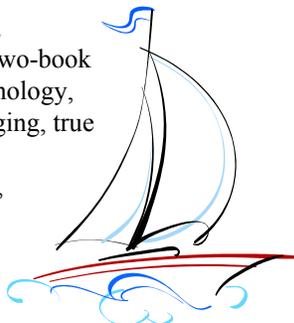
Education Officer's Report

Lt/C Rick Baker, AP

703 318-5899 rickbaker2006@verizon.net

GOT A FRIEND IN THE USCG OR AUXILIARY? If you'd like to invite them into USPS, we've made membership even more valuable and rewarding for them. National recently announced that USCG and USCGAux and those with a USCG Captain's License could receive credit toward the boating safety course and for member courses through Advanced Piloting, depending on their nautical service and/or educational achievements. Please have them contact me to discuss membership and acknowledging their marine background and education.

SAIL COURSE! Aye, Mateys, NVSPS is finally teaching the two-book Sail course: 101 includes terminology, design and hull types, sails, rigging, true and apparent wind, leaving and returning to the dock under sail, parking, sailing upwind and downwind; marlinspike, and sailing rules. 102 teaches sailing forces, stability and balance, trim, tuning a rig, helmsmanship, spinnakers, heavy weather, survival in storms, safety, racing, and navigation rules. You'll better understand the life of the sailor and why he must turn when he does—usually right in front of your powerboat! This is not a hard course, but you have to read the book, answer chapter questions, and come to class.



19 Mar -07 May 2007. Six Mondays, 1930 - 2130 (which includes a couple of weather days). P/C Keith Segerson has graciously volunteered his conference room at the GMU office on University Drive, Fairfax City.

Ten members are required for the class. We need to order books at least one month prior to the class, so please email Rick Baker with your registration, no later than **18 Feb 07**.

Note: Completion of this course is mandatory towards your "full certificate" as a USPS Senior Navigator (SN).

GPS SEMINAR. Mon, 03 May 07@1900. Learn how the GPS satellite system works for you and how to use your other equipment connected to it, like autopilots, chart-plotters, etc. Robinson Secondary School 5035 Sideburn Rd, Fairfax. Register by: **15 Apr 07**

JUNIOR NAVIGATION. 14 Thursdays, starts 24 May in individual homes. This is the new USPS JN course for 2007 in seminar format. Learn celestial and GPS navigation for off-shore passages. Register by: **23 Apr 07**

SEAMANSHIP. 12 Tuesdays, starts 05 Jun @ 1900. Learn seamanship, marlinspike, boat handling, and review the rules of the road. This is the NEW Seamanship Course for 2007! Register by: **4 May 07**

"Dec 7, Day of Infamy"

(Ed. Note: I got this, from my brother, too late for the Dec oT&T.)

Only a few months before the attack, my Dad finished his first tour of sea duty, as a newly-minted naval officer, aboard USS Arizona. It was quite the plum assignment: "Assistant Weapons Officer" and football coach in the flagship of 7th fleet. Mom and Dad returned to see the remains of USS Arizona 15 - 20 yrs. ago. Mom says she could recognize almost nothing after 50 yrs. of changes. Imagine how far-flung an outpost that must have been in 1940! And it would have been one of those "navy towns" like Norfolk, San Diego, and Guantanamo.

I think it significant that that attack and the others by the Empire of Japan throughout the S. Pacific, had, as a principle goal, the securing of oil. Lives and careers destroyed and history irrevocably altered over oil. How rich the symbol that USS Arizona is still burping a gallon or so each day into Pearl Harbor. How ironic that she'd just topped-off with about one million gallons for her trip back to California - scheduled for one week after Dec.7, 1941. She likely would have never returned to Pearl, as she was hopelessly obsolete by 1941, having begun in 1913, and "modernized" several times since. Something like half of those million gallons burned furiously during the three days after she was destroyed - melting down 100-ton, 14" rifles, the reasons for the ship's existence, and forever eliminating the prestige and doctrine of big-gun warships. They would never have a chance to shoot at one another again. Even more ironic, in my view, was the utter failure of the crack pilots from Yamamoto's attack force to even drop a bomb on the fuel depot on Ford Island, next door to the battle-ships. Had that been torched, the US Navy would have been dead in the water - for years! Years that would certainly have had a huge impact on the final outcome. When Yamamoto learned, early that morning, that Ford Island had been spared, and that Halsey's carriers weren't hit (they were at sea), he broke his own rule of absolute radio silence and sent to Tokyo: "Sue for peace".

Many with whom my Dad had served in USS Arizona were destroyed that day, and are still in that vessel. The Old Navy died that day. Dad went on to carry the war to vastly superior forces in very small, fast ships - and somehow survived. Seamanship and luck; luck and seamanship.



7 Dec 1941, Pearl Harbor HI

I do not much miss the Navy, but I do much miss my Dad. Incidentally, his first born, a son, was born on Dec 7th.

"Julius P. Octane", Chicago IL



Chantilly Boat Show

9-11 Mar 07 at the Dulles Expo Center, The theme for the Boat Show this year is “WaterSmart From the Start”. The objective is to interest younger boaters and potential boaters to take courses, join USPS, and promote boating safety. It’s a D/5 initiative that provides online training, games and links for children. USPS4KIDS.ORG is the website. Volunteers and watchstanders should be familiar with the training selections, games and links at the show.

My grandchildren played the games over three hours and delighted in beating each other in head-to-head matches.

NVSPS is looking for two volunteers to assist in preparations, including procuring a new squadron banner, education schedules, state regulations, and watchstanders list.

We start putting our booth up on Thurs 8 Mar 07 Noon - 1900. Show hrs. are:

09 Mar Fri, 1400 –2100
10 Mar Sat, 1000 –2000
11 Mar Sun, 1100 –1700

Sea Scouts will be assisting us this year, and will be teamed with NVSPS watchstanders. Materials and training will be provided to all volunteers.

Experienced members will share tours of duty with newer members and Sea Scouts.

Join our Boat Show Team to see what’s new, promote Safe Boating through education and enjoy the camaraderie of fellow NVSPS boaters. You’ll be glad you did!

Lt Francis Williamson, AP 301-777-5120
willyjhu@cox.net or francis.williamson@jhuapl.edu



Boaters' paradise, the 2007 "National Capital Boat Show"

“Head in the Clouds”

P/C John Shivik, AP. jshivik@cox.net

OK, it’s winter. As I’m writing this it’s 70° out! What’s happening? Global warming? Are we just coming out of a “mini” ice age? Pacific El Niño or North Atlantic Oscillation? Will we be plunged back into cold weather during the winter months? Lots of snow?

So many questions, but a lot of tough answers. There are many variables and our data base is not very big. We know so little but we can understand some of these inconsistencies to help us predict the near future. The precession of the earth in its path around the sun certainly plays a role. Lets look at our ability to predict local conditions that will affect us afloat and ashore. During this time of year we need to track the jet stream and the low and high pressure systems that move from west to east. Look at the weather maps in your local newspaper but, better yet, check out <http://www.erh.noaa.gov/lwx/>

Weather isn’t an exact science. Many fluctuations affect conditions in Seattle, Miami, or Boston. If we’re aware of these, our predictions will improve. Air temperature, dew-point, wind (direction and speed), cloud cover, and barometric pressure are some observations that can keep us safe. Observation – that’s the key. How many of us ever look at the sky and really see the clouds and understand their significance? Is it a pretty sunset or sunrise? Altocumulus lowering signifies a good possibility of rain or snow. Towering cumulus can mean seek safe harbor quickly because of thunderstorms. “Red sky in the morning, sailors’ warning. Red sky at night, sailors’ delight”, rings true. At times, morning fog can be predicted the night before. More importantly, knowing that the sun will “burn off” that fog will make our boating experience safer. We need to be aware of our environment. Don’t be caught off-guard. Read the signs of the sky and be safe. Keep your head in the clouds this New Year!

Co-Op Charting

For 2007, we’re planning a depth survey in the Gloucester Point area of the York River aboard Francis Williamson’s Grand Banks. It’ll take place in mid to late May. Let me know if you are interested in participating.

Anyone else interested in doing a depth survey? Know of another good candidate location? Perhaps the channel and surrounding waters to your marina haven’t been surveyed in many years. Let me know what you’d consider a worthy location and I’ll get the planning underway.

The annual District 5 CoCh Workshop is coming up in early May at the NOAA Atlantic Marine Center in Norfolk. Look for the details on the D/5 CoCh website http://www.uspsd5.org/co_ch.html and in an upcoming issue of the *Mark 5*.

Have a look at <http://www.usps.org/national/coch/> for the National perspective on CoCh. The National website has been updated with a wealth of information on CoCh activities.

Ed Phillips, AP. CoCh Committee Chair
potter339@earthlink.net





Northern Virginia Sail and Power Squadron
cordially invites you
to its



40th Anniversary Celebration

featuring
Founders Day and Change of Watch ceremonies
on

Saturday, 24 March 2007

at

American Legion Post 177
3939 Oak Street, Fairfax, Virginia 22030



- 6:00 p.m. Cocktails, open bar, maritime music, caricature artist
- 6:45 p.m. Welcome & flag ceremony by Sea Scouts of Ship 1942
- 7:00 p.m. Sumptuous Buffet Banquet
Prime Rib, Chicken Cordon Bleu, baked potatoes, green
beans amandine, tossed salad, rolls & butter, dessert, coffee.
- 8:00 p.m. Maritime music by Janie Meneely and Paul DeBlasi
- 8:30 p.m. 40th Anniversary Observance, Founders Day &
Change of Watch ceremonies
- 10:00 p.m. More music by Janie Meneely and Paul DeBlasi

Dress: Uniform A, business and party attire

.....

Response Card

_____ will attend the 40th
Anniversary Celebration of Northern Virginia Sail and Power Squadron.

Enclosed is a check payable to NVSPS for \$_____. (\$45.00 for each person
attending). Cost includes the 40th Anniversary Yearbook.

Please mail Response Card and check to P/C Gale Alls, 7800 Braemar Way, Springfield, VA
22153 by 10 March 2007.

WALTZING THROUGH THE SAN JUAN ISLANDS: III

Our boating philosophy is pretty simple: learn, learn, and keep learning. We take every boating

class we can, take advantage of training and practice to gain skills, experience, and confidence; then practice more. We ask a lot of questions, talk to other boaters and, most importantly, just get out on the water and stretch our comfort zone. I only mention this because we'd never done a cruise like this, and the enormity of it was setting in, along with the apprehension of how we would perform. We were confident in the boat, our training, experience, and our common sense approach to boating---if it doesn't feel right, don't do it. And we had our secret weapons in case we found ourselves in a difficult situation---Robin and Jim, who are experienced cruisers in their own boat. Yes, we were a bit scared, but not paralyzed.

New experiences were plentiful on this trip, and some lessons learned. The Pacific Northwest is different than home. The cruising vocabulary is different, and many situations went from a reference in a textbook to reality. For example tides actually range over 16 feet in some areas. You seldom see nice tall dock pilings to casually drop a dock line around.

Instead you see ground-level bull-rail docking bars, and at other times only cleats on the pier. There are floating docks in the middle of an anchorage leading nowhere; linear moorings in the middle of quiet coves, and lots of mooring balls. There are currents ranging over 6 knots that can cut a trawler speed to nearly a standstill. Combine that with eddies, rip tides, hidden rocks, really deep channels, lots of commercial traffic, locks, ferries, and seaplanes taking off and landing around you and the



In the Ballard Locks



Down the ship channel to Puget Sound

challenges are many. Fortunately we'd been introduced to most of these during our hands-on training. We're very thankful for the time, patience and experience of Captain Curtis Oswalt, our primary training captain and owner of his own Krogen 42, CHUG, and Captain Jim McCarthy, an experienced delivery captain and long-time tug operator, who showed us the magic technique of walking a single-engine boat sideways.

We'd planned our first day of the cruise to be our longest underway, going all the way from Lake Union to the lower San Juan Islands. This would allow more time in the islands and subsequently shorter cruising days. After a chilly sunrise eased by some hot coffee, Clara, Jim and Robin loosed the lines on SEA WALTZ and the gentle wind eased her away from the dock as I kicked the stern out a bit more and we were on our way. We headed down the ship canal towards the Ballard Locks to Puget Sound. Built in 1916, the locks include a small lock (150 ft long and 28 ft wide) with floating steel line guides, and a large lock (825 ft long and 80 ft wide) with solid concrete walls and "mooring buttons" at the top of the wall requiring constant attention to lines. The water levels within the locks rise (east bound) and fall (west bound) 6 to 26 feet. Not large in the grand scheme of locking, but enough to be frightening to the novice. Clara and I had previously completed two round-trips through the locks, but that didn't qualify us as experts. My heart was racing and my palms were sweaty as we entered the small lock. Fortunately we were in and out smoothly without giving the spectators a demonstration on how not to lock. We clicked on the radar and autopilot and settled the boat and ourselves into a quiet graceful waltz up Puget Sound.

Puget Sound is an interesting body of water. It's deep, averaging 450 ft. The mosaic of beaches, bluffs, deltas, mudflats and wetlands is what Captain George Vancouver saw as he claimed the sound for Great Britain in 1792, and named it after Lt Peter Puget, who'd served under Captain James Cook, became an Admiral, and was eventually knighted. It became U.S. territory with the 1846 Oregon Treaty.



Exiting the Ballard Locks

Next Month "The Tacos Are Ready"

Lt/Cdr Bill Blanding, P
Lt/Cdr Clara Blanding, P
smodim@comcast.net

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

NON-PROFIT ORGANIZATION
U.S. POSTAGE PAID
PERMIT 6586
RESTON, VA

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of Tars & Terns



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

MONTHLY ALL-HANDS MEETING



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OF TARS & TERNS

America's Boating Club