



# of TARS & TERNS

Newsletter of the Northern Virginia Sail & Power Squadron

[www.usps.org/localusps/nva/ott/ott.htm](http://www.usps.org/localusps/nva/ott/ott.htm)



Vol XLII, No.1

February 2008

## 27 - 30 Mar: Beach Week - NVSPS Style !

Tired of winter hibernation?



You need a weekend getaway to feel ocean breezes on your face and enjoy the companionship of people

who love boating as much as you do:

**What:** 2008 D/5 Spring Conference  
**When:** 27-30 March 2008  
**Where:** Princess Royale Hotel, 9100 Coastal Hwy., Ocean City MD  
**How:** Call 1-800-476-9253 by 1 March  
**Reservation code:** USPS, D/5  
**How much:** \$99 for ocean or pool view suite  
**Details:** Mark V and D/5 web site

The daytime officer training, sessions on squadron programs, and other meetings are instructive, but truthfully they

are overshadowed by the fun and fellowship that occurs before, after and during the sessions.

**The highlight** comes on Friday evening



from 1900-2200 when squadrons open hospitality suites by the pool and everyone is invited to visit each one. The suites will have themes, decorations, activities, refreshments and more.

You will be amused and amazed by the creative and zany entertainment.



Skip dinner because there will be food and drink galore.

**Welcome to our Bilge** is the theme for NVSPS's suite. This has inspired the unsupervised organizing committee to plan all sorts of humorous displays and activities. We expect to reach new depths of tastelessness and hilarity. Suite #219 will be open all weekend for NVSPS members to gather, eat, drink and make merry. If you can help set up our bilge displays Friday afternoon (around 3:30+/-) or take a short turn hosting that evening, please e-mail the committee at [rjdurgin@aol.com](mailto:rjdurgin@aol.com). Or just show up.

So, make your hotel reservations now and dig out your old NVSPS t-shirt to wear with our "Bilge Brigade" on Friday night.



**The Bilge Rats:**  
Alls, Shivik & Durgin

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## NVSPS BRIDGE



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Lt Francis Williamson, AP 703-440-9074  
P/C Keith Segerson, P 703-670-2270

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**All Valentines ... On Deck!**  
**Wednesday, February 13, 2008 @1900**



Give your family the best gift of all – the knowledge and skills to keep them safe in an onboard emergency. February's NVSPS meeting will feature the USPS Skipper Saver program presented by SEO Rick Baker. Everyone will learn lifesaving procedures to adapt to their own boat's equipment. So, bring your sweetheart for a pre-Valentine's Day treat. Refreshments too!



**CORRECTION (spelling) :**

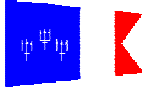
Merry Christmas and Happy  
New Year from "Sea Glory"  
Francis and Georgia Williamson

## All Hands... On Deck !

GET READY FOR SPRING COMMISSIONING. Don't miss the **March 12** All Hands' meeting. Our guest will be Brian S. Kieb from the Kop-Coat Marine Group, manufacturers of Pettit Marine Paint.

Brian will present a seminar on the marine products produced by Pettit. Learn how to choose the right paint for your spring projects and ask Brian questions about bottom paint, varnish, top-side paint, and their correct application. He'll be happy to make recommendations for products best suited for your boat. Come and learn.





# Admin Officer's Report

Lt/C John Shivik, AP [jshivik@cox.net](mailto:jshivik@cox.net)

The Snowflake Holiday Dinner Dance is now very memorable history. A special thanks to Robie Shivik, Janet Fahey,



*District Cdr & Elf*

Evelyn Alls, Jean and Dick Durgin, Nancy Dando, Cdr Jay Nelson, Santa and Ms Claus and the other helpers who made the 2007 Holiday Party a success! Thanks to the American Legion for a great meal and service and to DJs Melanie and Kevin for those special musical memories. To Judy Soballe – I don't think we'll ever be able to excel or duplicate those fine dancing moves – Pete, it was ok! Honest!



*Snowflakes boogie*

**On Sat, 15 March 2008** 1100-1400 NVSPS combines Founder's Day and the Change of Watch into one program. We're honored to have D/5 representatives D/1st/Lt Chris Brown, JN and D/1st/Lt Ginny Brown, P to officiate. Location is the American Legion, 3939 Oak Street, Fairfax, VA 22030 (Located in Fairfax City). Schedule is as follows:

<b>1100 - 1130</b>	Social	<b>1245 - 1330</b>	Change of Watch; Founder's Day Awards
<b>1130 - 1245</b>	Brunch	<b>1330 - 1400</b>	Congratulations / reception.

The brunch consists of: juices, fresh fruit, scrambled eggs, sliced roast beef, bacon, link sausage, breakfast potatoes, quiche Lorraine, pasta salad, bagels, muffins, Danish pastry, coffee. If someone has special needs for dietary purposes due to, for example, allergy to milk products, gluten, etc., please let me know when submitting your reservation. There will be a cash bar for soft drinks, wine, mimosa, Bloody Mary and a few other light beverages. Dress is coat and tie or Uniform A. It's time to bid farewell to the outgoing and warmly welcome the new Bridge and EXCOM. \$18 per person.



*P/C Dick & Jean Durgin  
trip the light fantastic*

**From DC or the I-495 Beltway:** I-66 West. Exit 57A, = Rte 50 East. At junction of Rtes 50 and 29, straight through onto Rte 236. 4 blocks then left on Oak Street, 2 blocks to 3939 Oak Street.

**From Rte 123 North or South:** Proceed to Fairfax City and take Route 236 West, 3 blocks, right on Oak Street, 2 blocks to 3939 on the right.



*Editor meets the Clauses*



## NVSPS Change of Watch Reservation 1100 to 1400, 15 March 2008

at The American Legion 3939 Oak Street, Fairfax, VA 22030 (Fairfax City)

**Name:** \_\_\_\_\_  
**Phone number:** \_\_\_\_\_  
**Name Spouse / Guests:** \_\_\_\_\_



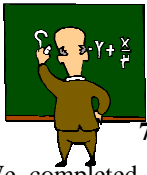
**YES!** I will attend the Change of Watch on 15 March 2008.

# \_\_\_\_\_ persons X \$18.00 each = \_\_\_\_\_ Total

**Special Needs:** \_\_\_\_\_

**NOTE:** Please make your check payable to NVSPS and mail it with this form prior to 5 March 2008 to :  
P/C John Shivik, 10815 Colton Street, Fairfax, VA 22032.

*Questions? Call 703-273-3351.*



## "Chalk Talk"

**Education Officer Lt/C Rick Baker, JN**  
703 318-5899 [rickbaker2006@verizon.net](mailto:rickbaker2006@verizon.net)

We completed the 2007 USPS Junior Navigation (JN) Course presented by NVSPS. Eleven members completed the JN Sight Folders, and ten went on to successfully complete the JN Exam. Twelve members did not complete this 20-week "summer and fall" course for various reasons, such as, boating, work, boating, weddings, boating, funerals, boating, etc., you get the idea. The following members successfully completed the JN Course and are entitled to the grade as indicated below:

Paul Baartz, JN	Rick Baker, JN
Jim Broder, JN	Bob Cox, JN
JJ FitzGerald, JN	Shawn Gregor, JN
Larry Paulson, JN	Rich Unis, JN
Eric White, JN	Fred Zugay, JN

Many, many thanks to District JN Chair Bob Stammerjohn, SN, for all of his help, mentoring, observations, suggestions, and grading to help us complete the course!

**What's in your boating education future? Check out these seminars!**

**SKIPPER SAVER PROGRAM** (1 session, Wednesday, at Monthly All Hands' Meeting – Open to Public)

As a Valentine's Day gift to each other, take the first step in learning to save the skipper and yourself! Learn procedures for the whole family to use in an emergency. Earn a Skipper Saver certificate and patch with completion of an on-the-water segment. Refreshments provided at meeting. ♥♥Happy Valentine's Day: Free!♥♥  
13 Feb 2008 1900 – 2100

**Location:** BoatUS HQ, Training Conference Room, 880 South Pickett Street, Alexandria VA 22304

**Registration:** None

**ON-BOARD WEATHER FORECASTING**

**SEMINAR** (1 session, Thursday 13Mar08)

Learn to forecast the weather from your boat! New Seminar for 2007! Cost is \$45.

13 March 2008, 1900 - 2130

**Location:** TBD, Fairfax

**Instructor:** Lt/C John Shivik, AP

**Register by:** 3 February 2008 so we can order books!

Contact: SEO Rick Baker at [rickbaker2006@verizon.net](mailto:rickbaker2006@verizon.net)

**SAIL TRIM AND RIG TUNING SEMINAR**

(1 session, Monday, 14 Apr, 2008)

This seminar shows in clear and simple terms how to use and adjust sails for optimum performance under a wide range of conditions. The seminar comes with prepared "Student Notes" and with a waterproof USPS Captain's Quick Guide written by North Sails. This is a new Seminar for 2008! Cost is \$35

Starts 14 April 2008 1900 - 2130

**Location:** TBD, Fairfax

**Instructor:** TBD

**Register by:** 1 March 2008 so we can order books!

Contact: SEO Rick Baker at [rickbaker2006@verizon.net](mailto:rickbaker2006@verizon.net)

Please remember, family members and significant others may share materials for a discount, and at least 10 in-class participating registrants are required to make a course or a seminar a GO!

**ADVANCED PILOTING (AP)** (12 sessions, Tuesdays)

Learn modern navigation and piloting techniques suitable for coastal and offshore navigation, using charts and electronic navigation equipment. \$95; family members and significant others may share books for a discount.

**Prerequisite:** USPS Piloting Course

**Starts** 26Feb08 @1900 **Ends:** 13May08

**Location:** GMU Offices, 4031 University Dr, Fairfax, VA 22030 **[THIS IS A CHANGE!]**

**Instructor:** Bob Cox, JN

**Register by:** 15Jan08 so we can order books! At least 10 in-class participants are required to make this course a go.

Contact: [rickbaker2006@verizon.net](mailto:rickbaker2006@verizon.net)



*Lt/C (P/C) John & Robie Shivik  
Two more happy snowflakes*



## Commander Sends...



A bit of World War II has lain at the bottom of the Potomac for nearly 60 years. About a mile west of Piney Point MD under 91 feet of cold dark water rests the German submarine *Schwarzer Pantner* (Black Panther), U-1105.

She was built at the Nordseewerke Shipyard, Emden, Germany, and was launched on 20Apr1944 to begin a brief but dramatic wartime career. Commissioned in the Kriegsmarine on 03Jun1944, the U-1105 was one of fewer than ten subs outfitted with an experimental synthetic rubber skin designed to counter allied sonar. In spite of problems with this coating coming off while underway, by all accounts its acoustic masking worked quite well.

Black Panther's first mission was to patrol the allied convoy routes in the vicinity of Black Rock, Ireland. On 26Apr1945, she detected three British destroyers that were part of the 2nd Division of the 21st Escort Group. At a range of a little more than 6500 ft the Black Panther fired two acoustic torpedoes and then dove to 330 ft to escape a counterattack. The first torpedo struck after 50 seconds, followed immediately by the other. A 13000 ton frigate, HMS Redmill, was disabled and 32 men lost.

Allied reinforcements soon arrived and joined in the search. The sub was unable to maintain her 330-foot depth and sank ever deeper, touching bottom at 570 ft (600 ft was the maximum depth for U-boats). For the next 31 hrs, the allied squadron conducted a continuous attack, dropping at least 299 depth charges, but without effect. On 28Apr1945 the destroyers departed and the Black Panther escaped. This would be her only wartime success.

On 04May1945, U-1105 received her last order from Grossadmiral (Admiral of the Fleet) Karl Donitz: the war was over. Black Panther was ordered to surface and fol-

low a course to the allied base at Loch Eriboll northern Scotland. Ironically she surrendered to the 21st Escort Group, the same one she'd attacked just a few weeks earlier. Black Panther sailed under armed frigate and air escort along with other surrendered U-boats, to Lishally, Northern Ireland, where she was turned over to the United States for study of its unique synthetic rubber skin.

In 1946 the U-boat arrived in Portsmouth NH. The Naval Research Laboratory in Washington and Massachusetts Institute of Technology's Acoustic Laboratory in Cambridge, MA conducted research on its unique rubber-tiled skin. After this was completed, Black Panther was used for demolition testing in the Chesapeake off Point No Point, where she was temporarily sunk. In midsummer, 1949 the sub was raised, floated by pontoons, and towed into the Potomac to an anchorage off Piney Point.

On 19Sep1949 teams from the Explosive Ordnance Disposal Team at the Naval Powder Factory at Indian Head MD placed demolition charges below her waterline. U-1105 went down one last time in more than 91 ft of water, landing upright. Its conning tower is 68 ft below the surface. No evidence was left to mark the wreck, so for the next 36 yrs the submarine would be all but lost to history. Yet the legend of a German submarine at the bottom of the Chesapeake would survive.

On 29Jun1985, the wreck was rediscovered by a team of sport divers led by Uwe Lovas of Virginia with financial support by the Department of Defense Legacy Resource Management Program. Under a cooperative agreement



between the Navy and the State of Maryland, the wreck was designated as Maryland's first historic shipwreck preserve in November, 1994.

So the next time you are headed up the Potomac, keep an eye peeled for an unassuming blue and white buoy just off Piney Point (south of Ragged Point). As you pass L 38° 08' 10" N, Lo 076° 33' 10" W, think of the Black Panther that lies quietly just 68 feet below you.

**Cdr G. Jay Nelson, AP**

**[gjaynelson@aol.com](mailto:gjaynelson@aol.com)**



# Fresh Cookies, Jelly Beans and a Heck of a Lot of FUN on the ICW

By Clara and Bill Blanding  
Sea Waltz, KK42

## Trip Statistics & Itinerary

14 days and 13 nights, 1076 miles, 146 engine hours, 340 gallons of diesel, 1 quart of oil, 2 Racor filter changes, 6 marinas/docks, 6 anchorages, 2 Atlantic runs (1 overnight ) and most irritating of all...one tense Bill. Let me explain the “tense” part and highlight an observation up front. Since this was our first trip on the ICW, I had researched and digested everything I could about the ICW and other cruisers’ experiences. I especially made mental and written notes concerning all the warnings of groundings, buoy placement, shoaling, channel depths, and taking to heart warnings from other cruisers concerning “skinny water” and rocks in very narrow channels, etc. Can you see it coming? I painted a very grim picture of what to expect. I’m



surprised the crew didn’t keel haul or hang me from the yardarm every time I popped into the pilothouse to issue another warning about some upcoming danger I had read about or to make “noise” about staying in the channel, or to keep a wary eye on the depth sounder. Eventually I realized how “stupid” this was---there are many cruisers using the ICW every day and they successfully negotiate all the hazards and pitfalls (well, except for the poor sport fisher in this picture)! Bottom line...we never bumped or grounded during the trip. OK, a lot of that credit goes to Robin and Jim and their quietly uttered suggestions to “stay in the center of the channel”, followed by strongly worded warnings that “4 feet from shore was NOT the center of the channel”, until the warnings were replaced with “MOVE OVER NOW”! We’ll not bore you with the mundane activities, but highlight some of the items and observations we think were most interesting (not in any order).

Our nightly stopping points, daily mileages, and marina or anchorage GPS coordinates:

Start	Stuart, FL		AA Marina
Day 1	Melbourne, FL	65 miles	Melbourne Harbor Marina
Day 2	Daytona Beach, FL	87 miles	Daytona Marina and Boat Yard
Day 3	Pine Island, FL	66 miles	Anchorage 30° 03.156' N 81° 21.795' W
Day 4/5	St Johns River Inlet	33 miles	
Day 4/5	Charleston, SC	197 miles	(Offshore underway overnight)
Day 5	Minim Creek, SC	43 miles	Anchorage 33° 11.408' N 79° 16.363' W
Day 6	Myrtle Beach, SC	61 miles	Barefoot Landing Marina
Day 7	Wrightsville Beach, NC	71 miles	Anchorage 34° 12.368' N 77° 48.027' W
Day 8	Morehead City, NC	82 miles	Sanitary Restaurant Dock
Day 9	Pungo River, NC	77 miles	Anchorage 35° 33.533' N 76° 28.239' W
Day 10	Coinjock, NC	78 miles	Midway Marina
Day 11	Portsmouth, VA	49 miles	Tidewater Yacht Agency Marina (maintenance day)
Day 12	Hampton Roads, VA	21 miles	Anchorage 37° 01.693' N 76° 20.273' W (weather delay)
Day 13	Cockrell Creek, VA	69 miles	Anchorage 37° 50.427' N 76° 16.448' W
Day 14	Friendship, MD	77 miles	Herrington Harbor South Marina (Home Port)

## Anchoring

Ah! Pine Island FL, our first anchorage of the trip. What a relief getting away from the docks with the anticipation of lounging on the aft deck with a cool breeze while sipping tasty drinks after a long day of running. As Clara eased the boat towards the anchorage, we flipped on the windlass switch and Jim and I went out to the foredeck to ready the anchor. We were casually chatting up a storm as Clara made the final maneuvers to position Sea Waltz. We got the “high sign” to drop the hook and I leaned over and removed the snubber line, let out some chain to release some tension, opened the foot switch cover and engaged the windlass . . . then time seemed to stop. The windlass operated for no more than 3 seconds, then nothing. I stepped on the foot switch repeatedly (convinced that I must not have fully engaged the switch). Still nothing. Jim comes over and gets the same results. We walk back to the pilothouse to check the breaker switch. Yep, seems to be ok. We go back and try the foot switch again. Nothing! Almost on queue Jim and I both turn towards the pilothouse with hands up in the air, heads cocked, and shoulders shrugged, and pronounce, “It isn’t working”. Imagine the intense technical training and experience it took to arrive at that conclusion! By now, Clara and Robin had had enough of us “playing around” and just want the anchor down, so down it went under “manual power”. Of course that means we’ll have to fix the windlass or we will become the human-powered windlass for the rest of the trip.

Over the course of the trip, we did troubleshoot it and determined it was more than likely the windlass motor brushes causing the problem. But we decided to wait until we got back home to fix it. After all, pulling up an all chain rode and a 45 lb MAX anchor couldn’t be that hard, right? Wrong, we should have fixed it or had it fixed right away! That became apparent when we weighed anchor in Minim Creek. I’ll let the picture Robin snapped (Jim and I had our hands full) tell that story. Yep, that’s a crab pot with our chain wrapped around it and a log wrapped around the chain. It was hell getting off, but we did it without harm to boat or crew. We did have to do an “overboard drill” though, to rescue the boat hook after it was snatched out of my hands by the falling mess as I unwrapped the last chain loop.



The most precious and animated anchoring story happened when we were approaching an anchorage in the Pungo River. Again, Jim and I are just hanging around the foredeck as Clara maneuvered Sea Waltz towards a “perfect spot”. Then Jim and I start discussing the pros and cons of several positions and pointing to those different positions, often pointing in different directions at once. Then we both turn to the pilothouse to give Clara incremental fine point adjustments to our position and then returned to our discussions and arm waves. We both turn again to the pilothouse to give Clara more adjustments. Now, you’ll have to vividly imagine the next sequence of events. After a few sessions of incremental adjustments, Clara gets this “hard” look on her face, simultaneously with a flat hand raised makes a hard and quick slashing motion across her neck, after a moment instantly balls her hand into a fist with the index finger extended, and emphatically drops the hand pointing downward. Well, it took about one half second to erase the dumbstruck look from our faces and we both instantly knew what to do - drop that anchor NOW! From that moment on, Clara’s hand signal will likely become the international standard for “DROP THE ANCHOR NOW”! Of course, once anchored, the scenery was fantastic and even better than the picture represents! Yes, that is the moon in the sky.



**Next: “Wildlife & Scenery**



## NVSPS Nominations for 2008

In accordance with Article 6, Section 6.8 of the By Laws of the Northern Virginia Sail and Power Squadron, the Nominating Committee report is presented herein.

The following members are nominated for the bridge positions indicated:

George K Degnon, P	Commander
Ronald H Larson, P	Executive Officer
Richard E Unis, JN	Education Officer
John G Karjala, P	Administrative Officer
Steven D Hall, P	Treasurer
Joel P Bailey, AP	Asst Treasurer
George Nartsissov	Secretary

The following members are nominated as Members at Large of the Executive Committee:

Gale Alls, SN  
John A. Shivik, AP  
Cathleen F. Sheffield, AP  
TBD  
TBD

Note: The immediate Past Commander (G. Jay Nelson, AP) will automatically be a Member at Large as specified in the By Laws.

The following members are nominated for the Rules and Auditing Standing Committees\*:

Yeuan-Ming Sheu, AP	Rules Committee 5 Year Term
William M Russell, SN	Auditing Committee 3 Year Term

\* Note that previously elected incumbents on the Rules and Auditing Standing Committees are to continue, with the exception of the Chair, whose term expires at the end of this Squadron Year, and the incumbent with one year remaining becomes the Chair.

Accordingly, if the above nominees are elected, the Standing Committees will consist of the following:

Rules Committee:  
Chairman (1 Year) P/ C Paula D. Bailey, AP  
2 Years Lt Evelyn Alls, P  
3 Years Lt Richard J Weinberg  
4 Years Lt Doug Layne, AP  
5 Years Lt Yeuan-Ming Sheu, AP

Auditing Committee:  
Chairman (1 Year) Lt Larry W Marcus, P  
2 Years Lt Dwight Bues, AP  
3 Years P/C Will Russell, SN

As shown above, while the Nominating Committee has been working on the nominations since October, a number of positions have not been filled as of this time. The Committee expects to continue to seek candidates for Assistant Administrative Officer, Assistant Education Officer, and Assistant Secretary. Progress on the remaining positions will be submitted as a supplemental report prior to the election at the annual meeting.

William M Russell, Chair



## NVSPS Calendar

### February 2008

13 Wednesday 1900: Social 1930: Meeting	<b>All Hands' Meeting at Boat US</b> Refreshments: TBD Meeting Topic: Skipper Saver Course for Sweethearts	Clara Blanding <a href="mailto:claralee@comcast.net">claralee@comcast.net</a>
15-19 Thu - Sun	<b>47th Annual Washington Boat Show</b> Washington Convention Center, Washington DC	<a href="http://www.washingtonboatshow.com">www.washingtonboatshow.com</a> 703-823-7960
19-23 Wed-Sun	<b>USPS Annual Meeting</b> Dallas, TX	Details in the <i>Ensign</i>
26 Tuesdays 1900	<b>Advanced Piloting Course (AP)</b> Location: GMU Offices, 4031 University Dr, Fairfax, VA 22030 <i>Register by 15 Jan</i> 12 Sessions. \$95.	Rick Baker <a href="mailto:rickbaker2006@verizon.net">rickbaker2006@verizon.net</a> 703-318-5899
27 Wed 1830	<b>Excom Meeting and Planning Meeting</b> GMU Conference Room, Fairfax	Jay Nelson <a href="mailto:gjaynelson@aol.com">gjaynelson@aol.com</a>

### March 2008

7 - 9 Fri - Sun	<b>13<sup>th</sup> Annual National Capital Boat Show</b> Dulles Expo Center, Chantilly, VA	804-425-6556 <a href="http://www.agievents.com">www.agievents.com</a>
12 Wednesday 1900: Social 1930: Meeting	<b>All Hands' Meeting at Boat US</b> Annual Membership and Elections meeting, All Members should plan to attend. Refreshments: TBD Meeting Topic: Spring Painting Projects Guest Speaker: Brian S. Kieb	Clara Blanding <a href="mailto:claralee@comcast.net">claralee@comcast.net</a>
13 Thursday 1900-2130	<b>On-Board Weather Forecasting</b> Location: TBD, Fairfax. Instructor: Lt/C John Shivik, AP <i>Register by 01 Feb</i> \$45, One session	Rick Baker <a href="mailto:rickbaker2006@verizon.net">rickbaker2006@verizon.net</a> 703-318-5899
15 Saturday	<b>NVSPS Founder's Day and Change of Watch Event</b> <b>Location:</b> American Legion, Fairfax	John Shivik <a href="mailto:jshivik@cox.net">jshivik@cox.net</a>
26 Wed 1830	<b>Excom Meeting</b> GMU Conference Room, Fairfax	George Degnon <a href="mailto:george@degnon.org">george@degnon.org</a>
27-30 Thu - Sun	<b>D5 Spring Conference</b> Princess Royale, Ocean City MD	1-800-476-9253 Reservation code: USPS, D/5

**WEAR YOUR NVSPS NAME TAG TO ALL EVENTS AND CLASSROOM SESSIONS**



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**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.



**OF TARS & TERNS**

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**America's Boating Club**