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# Northern Virginia Sail and Power Squadron



**Celebrating the Journey  
1967 – 2007**

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# **Northern Virginia Sail and Power Squadron**

Chartered 14 May 1967

**40<sup>th</sup> Anniversary Celebration  
24 March 2007**



A unit of  
United States Power Squadrons ®

*May you always believe...*

*that there is nothing quite so satisfying...*

*as messing around in boats.*

*Jean Durgin, Editor*

*March 2007*

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## **The United States Power Squadrons**

### **PLEDGE**

I do solemnly pledge to:

Abide by the Bylaws of the United States Power Squadrons;

Promote high standards of navigation and seamanship;

Maintain my boat and operate it legally;

Render assistance whenever possible;

And conduct myself in a manner

that will add prestige, honor and respect

to the United States Power Squadrons.

Approved by Fall Governing Board

11 September 1993

## **The United States Power Squadrons**

### **PLEDGE – 1967**

I do solemnly pledge myself to promote and perpetuate high standards of navigation and seamanship;

To abide by the Constitution and By-Laws of the United States Power Squadrons and of any District or Squadron of which I may be a member;

To cooperate with agencies of the United States of America and all governmental authority charged with the enforcement of laws and regulations relating to navigation;

To maintain and operate my boat legally and in a manner that will not cause damage or discomfort to others;

To render assistance, whenever possible to anyone afloat who is disabled or in distress;

And at all times to conduct myself in a manner that will add prestige, honor and respect to the organization whose Ensign I am privileged to fly.

# United States Power Squadrons



## Local Squadron Charter

Be It Known that upon application duly made and pursuant to resolution of the Governing Board of the United States Power Squadrons, a Local Squadron has been constituted, known as the

## Northern Virginia Power Squadron

to consist of William W. Abbott, Jr., M, Gale Alls, Thomas W. Barnes, S, Norman E. Barron, Ronald E. Beckman, AP, Leroy S. Bendheim, Joseph G. Bernard, AP, Donald R. Berry, William R. Black, Stanley F. Bolin, S, Joseph S. Campbell, AP, Roy E. Carlson, AP, James D. Carroll, AP, John G. Chambers, James W. Christian, Joseph D. Coker, AP, Ralph W. Crain, Jr., Charles R. Criss, John H. Crowe, AP, Thomas D. Culbertson, AP, Lee D. De Armond, Herbert R. Dichtenmueller, S, Guy W. Dwyer, Harry J. Eby, S, William C. Elbridge, AP, Clifford W. Ford, D, Burton J. Goodyear, S, Ralph H. Graham, Jr., S, Hubert L. Hall, Alan R. Hart, E. Ross Hart, Russell D. Hartz, D, James F. Head, Ronald C. Horn, Alan Isicson, Jack Isicson, AP, Herbert Jacobs, Ellsworth M. Jennison, Sr., AP, Joseph L. Jones, Kenneth L. Jones, Edward Katz, James P. Kessler, S, William M. Kelly, M, Harry L. Keneman, S, William W. Kennedy, S, Robert E. Kloske, AP, Earl L. Koberg, D, George R. Kraft, Frederick H. Kruck, Myron A. Loewinger, AP, Robert B. Malone, AP, Thomas J. Martin, AP, James D. McClanahan, Elmore P. Mudd, Virgil H. Muus, S, Benjamin Noble, Joseph J. O'Meara, D, William W. Pinkerton, S, William C. Redfearn, Jr., AP, Richard E. Reedy, S, Clyde P. Reeves, Alfred H. Reynolds, Sr., AP, Anthony Rizza, Milton E. Rome, AP, Stephen L. Rome, Irving H. Rosen, Arthur Schintzel, Wayne L. Shedd, S, Yve L. Smith, Edward H. Spearman, George M. Stone, S, Charles M. Stratton, Paul J. Temples, William R. Warren, John C. Watson, Walter E. Weaver, Robert M. Whiting, AP, Roy E. Williams, Archer M. Wilson, AP, Claude R. Yates, III

and such other members of the United States Power Squadrons, as may be elected to membership therein.

This Charter is granted subject to the provisions of the Constitution and By-Laws of the United States Power Squadrons, now or hereafter in force.

In Witness Whereof, this Charter is issued under the hand of the Chief Commander and Secretary

this day of 14 May 1967

  
Secretary

  
Chief Commander

## **A History of the United States Power Squadrons ®**

The story of the United States Power Squadrons began in Boston in the early 1900's. Most recreational boating was confined to sailing craft and a few larger steam yachts generally manned by professional crews. Yacht clubs taught and promoted the spirit of sailing and had little to offer owners of the new gasoline powered vessels.

A self-taught navigator named Roger Upton persuaded his colleagues at the Boston Yacht Club to allow him to organize a club within the club for the "gasoliners." Upton was elected rear commodore in 1912 and placed in charge of the unofficial power boat division of the fleet. He kept the division's 36 members busy with studies, cruises, races and drills modeled after naval maneuvers so that they would be of possible use to the U.S. Navy in time of war.

The power boat division's quest for recognition received a boost that summer when 20 power yachts accompanied the sailing yachts on their annual cruise to Portland, Maine. During the cruise a screeching nor'wester dismasted or disabled many of the sailing yachts. Under Upton's command the power yachts towed all disabled sailing yachts safely to port. *Motor Boating Magazine* reported in a six-page photo story, "The fellows of the Powerboat Division provided meritorious service and emerged from the ordeal crowned with glory."

In January 1913 the executive committee of the Boston Yacht Club voted to officially establish the power boat division and named it "Power Squadron." Squadron members were required to pass an examination of advanced piloting subjects in order to join and fly the new squadron pennant above the yacht club pennant.

The power squadron idea grew, and in February 1914 representatives of many yacht clubs met at the New York Yacht Club to join together in a national organization to be known as the United States Power Squadrons. Two months later the Governing Board approved the bylaws, divided the Atlantic Seaboard into six districts, and appointed

boards of instruction and examination. Members were required to participate in at least three on-the-water drills yearly in addition to knowing the rules of the road, the compass, buoys, chart bearings, etc. In March 1915 the present USPS flag was adopted.

The squadrons grew and the educational program was developed to keep pace. On-the-water drill requirements became subordinate to courses of study which included Navigation by 1917. One of the principal objects of the squadrons was to be of service to the Navy in time of emergency. So as World War I approached, Charles F. Chapman approached Assistant Secretary of the Navy Franklin D. Roosevelt volunteering the entire USPS instructional program to train men for naval coastal defense. Secretary Roosevelt accepted and local squadrons organized schools which trained over 5,000 men who entered the armed services. Squadron members used their nautical education to serve the U.S. in many capacities during World War I.

Interest in both yachting and the squadron ebbed following the war. Many yacht clubs went out of business. In 1919 the squadrons had dwindling membership, were \$450.00 in debt and its leaders considered disbanding. Vice Commander A. B. Bennett believed the squadrons could be revived and he proposed three changes to the constitution: (1) making membership in the national organization primary and local squadron membership secondary; (2) eliminating all boat drills and maneuvers; and (3) eliminating membership in a yacht club as a requirement for membership. Elected to Chief Commander in 1920, Bennett worked tirelessly to invigorate the membership and education program and at the end of four years there were over 400 members, \$400 in the treasury and no debt.

The advanced grade program was established in 1932 with the introduction of Advanced Piloting. By 1938 there were 4,406 members and the Governing Board established seven divisions, later changed to districts. The U.S. Power Squadrons celebrated their 25<sup>th</sup> anniversary with a dinner-dance at New York's Hotel Astor. President Roosevelt sent a letter of congratulations and, later that year, accepted honorary membership in USPS.

Less than 24 hours after the attack on Pearl Harbor in December 1941 Vice Commander William Sayers sent a telegram to President Roosevelt and to the Secretary of the Navy offering USPS support for America's war effort. For the second time in 24 years, President Roosevelt accepted this support with appreciation. During World War II over 3,000 USPS members entered the armed forces. USPS developed courses in first aid, signaling, motor mechanics, air navigation, weather, seamanship and instruction techniques. Classes provided instruction for both service personnel and civilians. Thousands of squadron members served with the Red Cross, Merchant Marine and other war-related services.

USPS grew rapidly after World War II. Recreational boating was booming. That growth required paid staff, office space and changes in administration and organization. The first USPS office was a three-room apartment in Englewood, New Jersey. By 1974 USPS membership had grown to more than 70,000 in 425 squadrons. The next year the Governing Board voted to move squadron headquarters from New Jersey to Raleigh, North Carolina. Construction on a modern office and warehouse began in 1978. Today it includes a library and up-to-date computer system to handle all requirements of USPS, including membership and inventory control.

By 1982 the Governing Board recognized that boating was a family-oriented activity and changed the constitution and bylaws to permit women and other family members to become active members. By 1995 women made up 27% of USPS membership. Boating Safety, a program for youngsters ages 10–16, was launched in partnership with U. S. Coast Guard Auxiliary.

In the following decades, education continued to drive USPS's mission and success. Public courses included the Squadron Boating Course, Boat Smart and Chart Smart. Advanced and elective courses included: Seamanship, Piloting, Advanced Piloting, Junior Navigation, Navigation, Weather, Cruise Planning, Sail, Engine Maintenance, and Marine Electronics. Other courses were developed: Skipper Saver, USPS Video Boating Course, Instructor Development, Leadership Development and Operations Training.

New services were offered to members. A marine insurance program offered comprehensive coverage with discounts for educational achievements. A no fee credit card with cash-back incentives which benefit local squadrons was made available. A Port Captains Program developed a network of experienced boaters who could provide local knowledge to squadron members traveling in unfamiliar waters.

Financial benefits of USPS membership grew. BoatU.S. offered U.S. Power Squadrons members discounts for membership, towing services and other important services. USPS members also received discounts for airline travel and automobile rentals.

New times called for new ways of doing things. During the 1990's the constitution and bylaws were streamlined into new USPS Bylaws. USPS updated the pledge. Squadrons were offered the option of adding "Sail and" to their squadron name to more accurately reflect their members' interests.

USPS members worked with NOAA to keep nautical charts up to date through a Cooperative Charting Program. Some squadrons took responsibility for specific charts and received credit on the chart.

## United States Power Squadrons

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The United States Power Squadrons and United States Coast Guard Auxiliary partnered to educate outside the classroom and developed the computer-based America's Boating Course. USPS members were trained to perform vessel safety checks in cooperation with USCGA.

Change is the one constant in the life of the United States Power Squadrons but the mission remains the same: to promote safe boating through education. USPS's 60,000 members in 450 squadrons are dedicated to that mission.

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Source: USPS Operations Manual 2005  
USPS web site

## **A History of Potomac River Power Squadron**

### **Parent Squadron of Northern Virginia Sail and Power Squadron**

The Potomac River Power Squadron is the oldest chartered and still active squadron in the United States. Only months after the formation of the United States Power Squadrons, men in the Washington, D.C. area formed a class to study for the examination required for admission to USPS. On 8 May 1915, 22 people took the exam given by the Board of Examiners and Instruction. It was reported that 19 passed the exam and three were “questionable” but passed later.

The Potomac River Power Squadron was chartered on 25 May 1915 by Executive Order #12 and designated as local squadron #14. A. B. Bennett was the first commander of Potomac River Power Squadron and ultimately served ten years in that position.

A. B. Bennett was Chief Commander of the United States Power Squadrons from 1920 to 1923, a critical time in USPS history. USPS members had served ably in the U.S. Navy during World War I and wanted no more of small boat maneuvers based on anything connected with the Navy. In 1919 Chief Commander H. M. Williams reported that local squadron secretaries did not answer his letters, there was no money in the treasury and USPS was \$450 in debt. He recommended that the Governing Board members chip in to pay the debt and then disband USPS.

Vice Commander Bennett believed the squadron could be revived with a few changes to the constitution. He thought national membership should be open to “any worthy man” who passed the exams, not only yacht club members. He proposed more emphasis on the education program and the elimination of all war-type boat drills.

Bennett’s ideas were adopted and he was elected Chief Commander. There was no list of members. So, he and Secretary James Bresnahan, also from Potomac River Power Squadron, sent letters to one thousand people on the mailing list of *The Ensign*, informing them of the program changes, and asking each to sign on and pay one dollar dues for 1920. The 161 who responded were appointed as Local Boards of Examiners and urged to start classes to prepare men for the spring entrance exams. It was hard work but at the

end of Chief Commander Bennett's fourth year, there were over 400 members and \$400 in the treasury. Most important, United States Power Squadrons organization was saved.

In addition to Chief Commander Bennett (1920-1923), Potomac River Power Squadron has provided USPS with three other national leaders:

Chief Commander Theodore I. Coe, JN (1916-1917)  
Chief Commander J. Edwin Lawton, JN (1929)  
Chief Commander Arthur Middleton, N (1938-1940)

Today, the Potomac River Power Squadron continues to set the standard for squadrons nationwide. Under its leadership five new squadrons were established, of which Northern Virginia Sail and Power Squadron is one:

1916 – Patapsco River Power Squadron  
1953 – Patuxent River Power Squadron  
1967 – Northern Virginia Power Squadron  
1970 – Prince George's Power Squadron  
1971 – Rockville Power Squadron

## A History of Northern Virginia Sail and Power Squadron

### 1967: Launching NVPS

One of the charter members of the Northern Virginia Sail and Power Squadron has written that 15 February 1967 was a beginning, an end, and a continuation. Nineteen men of the Northern Virginia Division of the Potomac River Power Squadron met on that date to organize a new squadron to be known as the Northern Virginia Power Squadron. It marked the end of Potomac River Power Squadron's responsibility for USPS activities in Northern Virginia. Most importantly, it marked the continuation of the U.S. Power Squadrons' motto, "Safe Boating through Education."

Things happened fast during the first few months of 1967. The first general meeting was held in April at the Old Dominion Boat Club in Alexandria. By the time the charter was signed on 14 May 1967, there were 80 members present. The charter signers were:

W. W. Abbott, Jr., JN  
Gale Alls  
Thomas W. Barnes, S  
Norman E. Barron  
Ronald E. Beckman, AP  
Leroy S. Bendheim  
Joseph T. Bernard, AP  
Donald R. Berry  
William R. Black  
Stanley F. Bolin, S  
Joseph S. Campbell, AP  
Roy E. Carlson, AP  
James D. Carroll, AP  
John G. Chambers  
James W. Christian  
Joseph D. Coker, AP  
Ralph W. Crain, Jr.  
Charles R. Criss

John H. Crowe, AP  
Thomas Culbertson, AP  
Lee D. DeArmond  
H. R. Dichtenmueller, S  
Guy W. Dwyer  
Harry J. Eby, S  
William C. Eldridge, AP  
Clifford W. Ford, N  
Burton J. Goodyear, S  
Ralph H. Graham Jr, S  
Hubert L. Hall  
Alan R. Hart  
E. Ross Hart  
Russell D. Hartz, N  
James F. Head  
Ronald C. Horn  
Alan Isicson  
Jack Isicson, AP

Herbert Jacobs  
E. M. Jennison, Sr., AP  
Joseph L. Jones  
Kenneth L. Jones  
Edward Katz  
James P. Keller, S  
William M. Kelly, JN  
Harry L. Keneman, S  
William W. Kennedy, S  
Robert E. Kloske, AP  
Earl L. Koberg, N  
George R. Kraft  
Frederick H. Kruck  
Myron Loewinger, AP  
Robert B. Malone, AP  
Thomas J. Martin, AP  
James D. McClanahan  
Elmore P. Mudd

Virgil H. Muus, S  
Benjamin Noble  
Joseph J. O'Meara, N  
William W. Pinkerton, S  
W. C. Redfearn, Jr., AP  
Richard E. Reedy, S  
Clyde P. Reeves  
A. H. Reynolds, Sr., AP  
Anthony Rizzo

Milton E. Rome, AP  
Stephen I. Rome  
Irving H. Rosen  
Arthur Schintzel  
Wayne L. Shedd, S  
Yeve L. Smith  
Edward H. Spearman  
George M. Stone, S  
Charles M. Stratton

Paul J. Temples  
William R. Warren  
John C. Watson  
Walter E. Weaver  
Robert M. Whiting, AP  
Roy E. Williams  
Archer M. Wilson, AP  
Claude R. Yates, III

The newly signed charter was presented for ratification by the membership at a general meeting on Charter Night, 11 July 1967. The first treasury report showed a balance of \$253.98. At that time, members could purchase USPS uniforms at Levinson's on King Street in Alexandria for \$63.50

Former State Senator Leroy Bendheim was chosen to lead the first Bridge. Officers were installed at a dinner dance on 21 July 1967 held at the Hospitality House Motor Inn in Arlington. They were:

Commander – Leroy S. Bendheim  
Executive Officer – William C. Redfearn, Jr.  
Educational Officer – Russell D. Hartz  
Administrative Officer – Robert B. Malone  
Asst. Admin. Officer – Robert E. Kloske  
Secretary – William C. Eldridge  
Treasurer – Jack Isicson  
Members at large:  
H. R. Dichtenmeuller  
E. Ross Hart  
William M. Kelly

Elected officials took note of the new squadron. Congressman Joel T. Broyhill presented Northern Virginia Power Squadron with a United States flag that had flown over the U.S. Capitol. Virginia's Adjutant General, Major General Paul M. Booth presented the squadron with a Virginia State flag that had flown over the State Capitol in Richmond.

The new squadron invited members to submit designs for its burgee. The design chosen was created by Nancy Redfearn, wife of the Executive Officer, and was approved in September 1967. The burgee reflects the squadron's origin and geographic location. The blue herringbone stripes and red field simulate Potomac River Power Squadron's pennant. The Dogwood blossom represents Virginia's state flower and led to the nickname "The Flower Power Squadron." The four petals represent the four primary areas served: Alexandria, Arlington, Fairfax and Prince William Counties. The burgee is symmetrical and cannot be flown upside down. The burgee design was approved by the

USPS Etiquette Committee at the Governing Board meeting in San Francisco, CA in September 1967.

The Volume 1, Number 1 issue of the squadron newsletter dated July 1967 announced a contest to name the new publication. The winning entry was designed by Lillian Rizzo. The *of Tars & Terns* banner first appeared on the August 1967 issue. The newsletter accepted advertising at the rate of \$10.00 per ¼ page per issue. By January 1968 the cost of advertising was increased to \$2.50 per inch. The squadron charter appeared in the November 1967 issue.

Northern Virginia Power Squadron differed from other squadrons from the beginning. At that time, only men were permitted to join USPS and attend general meetings. Most squadrons had ladies auxiliaries with names like The Gulls and The Nautigals that held concurrent meetings. Wives were permitted to take courses and were designated “Certificate Holders.” Women certificate holders could receive *of Tars & Terns* for the price of \$1.00 per year. One of the first major decisions by squadron members was to invite their wives to attend the monthly meetings “pending the establishment of a ladies auxiliary.” No auxiliary was ever deemed necessary, and women have been valued participants ever since.

The Northern Virginia Power Squadron got off to a fast start with its educational program. Instructor training began on 22 June 1967. That fall the squadron presented classes in Piloting (free), Seamanship (\$12.00), Advanced Piloting (\$12.00), Junior Navigator (\$18.50), Navigator (\$16.50), Engine Maintenance (\$10.00), Sail (\$10.00), and Weather (\$10.00) at T. C. Williams High School in Alexandria. The first member to complete a “Full Certificate” was Russell D. Hartz. He began taking USPS courses on 22 January 1963 and completed all courses then offered by 26 May 1969.

In December Northern Virginia Power Squadron members celebrated a successful first year with a holiday party planned by George Stone, chairman of the Hospitality Committee. The December *of Tars & Terns* announced the Christmas Social with the notation, “Bring your wife.” Santa visited with gifts for everyone. Party-goers donated nonperishable food which was given to deserving families through the Arlington County Department of Human Resources. This established a squadron tradition of generosity that continued for many years.

### **1968: Casting off**

In 1968 William C. Redfearn, Jr. was elected as the second NVPS Commander. The Change of Watch Dinner Dance was held at the Country Club of Fairfax at a cost of \$12.50 per person and arranged by George Stone. In June Treasurer Jack Isicson reported that 100% of the squadron’s 1967 members had renewed their membership for 1968, a strong vote of confidence in the new squadron.

Twenty boats joined the first rendezvous of the summer held at Clayton's Marina on Smith Creek in July. Ten boats participated in the navigation contest. Al Reynolds arranged the second rendezvous at Selby Bay Yacht Club in August. Besides the navigation contest, participants enjoyed a square dance in the clubhouse. That summer Commander Redfearn presented a trophy to the squadron to be awarded each year to the NVPS member and boat with the lowest average error in all NVPS navigation contests in a year. It was named the Commanders Trophy and the first winner was Russell D. Hartz on his yacht *Alma* with an error of 31 seconds.

In June *of Tars & Terns* featured an article proposing that NVPS purchase a building suitable for meetings and classes as some squadrons had done. That idea proved to be difficult to accomplish in the Northern Virginia real estate market and eventually faded away.

Northern Virginia's education program on the other hand was cruising at full speed. District 5 awarded the squadron the Prince Henry Award for the highest percentage of members completing Junior Navigator and Navigator in a single year. Five members became Junior Navigators and five became Navigators. In 1968 NVPS graduated 90 new Pilots and 35 new Seamen. NVPS received the District 5 Caravelle Award for the greatest percentage increase of members completing Piloting and Seamanship -- first place in 1968 and 1970, second place in 1969.

By November members who owned trailer boats had organized and were busy planning events for summer 1969.

### **1969: Underway**

Robert Malone became the third Commander at a Change of Watch Dinner Dance held at Knights of Columbus Activities Hall in Arlington in April 1969. NVPS and Potomac River Power Squadron teamed up to man the Boat Show booth and both squadrons signed up many students for the free Piloting class. Squadron dues were \$15.00 in 1969.

Squadron skippers participated in two NVSP rendezvous that summer, the first at Selby Bay Yacht Club and the second at Clayton's Marina. They also participated in navigation contests sponsored by the Potomac River Power Squadron at Kent Narrows, Chesapeake Yacht Club and Placid Harbor. The first NVPS sailboat to enter a squadron navigation contest was *Lively* skippered by William Kelly, N in 1969. He also took third place at District 5's sail contest at Sue Island in July. Commander Bob Malone won the Commanders Trophy onboard *Bo-Nan-Do* with the smallest error in all navigation contests (48 seconds).

Commander Malone originated The Cooperative Charting Trophy to be given each year to the member who submitted the greatest number of chart corrections. In 1969 the trophy went to Robert E. Kloske, AP.

By 1969 NVPS had 290 active members. Commander Malone submitted recommendations for merit marks for 94 members who had contributed substantial service to the squadron that year.

### **1970: Rendezvous**

Robert Kloske was elected the fourth Commander at the annual meeting at the Old Dominion Boat Club. The Change of Watch Dinner Dance was held at the Holiday Inn in Alexandria. The new bridge wore the regulation blue Uniform A with white shirt, black tie, cap with white top, black shoes and socks. Outgoing Commander Malone presented new Commander Kloske with watering cans to “perpetuate Flower Power.”

Boats from Potomac River Power Squadron participated in many NVPS rendezvous and performed well enough in navigation contests to take home several coveted trophies. Rendezvous were held at Tall Timbers, Solomons Yacht Club, Selby Bay Yacht Club, Chesapeake Yacht Club, Windmill Point and Morely Creek. Up to 100 people attended these events which included covered dish suppers that were a gourmet’s delight. To make navigation contests more challenging, they were run both during the day and at night.

The District 5 Summer Council and Rendezvous was held at Baltimore Yacht Club at Sue Island. Five Northern Virginia boats were among 77 boats completing in the navigation contest. *Paulinda* with Al Reynolds at the helm finished in fifth place with a 15 second error. Al Simon’s *Simple Simon* of Potomac River Power Squadron took first place with a 2 second error. NVPS narrowly avoided taking home the dreaded Sour Puss award given to the team scoring the highest error in the contest.

Over 100 people and 21 boats attended the rendezvous at Windmill Point in August. On Saturday evening everyone car pooled to the nearby home of Gale and Evelyn Alls for a pot luck dinner. Eight boats ran the predicted log contest on Sunday. *Bay Quest* with skipper William Abbot won with an error of 0.889% and received the Commander’s Trophy for 1970. Participants were highly competitive. *Voltare* lost a rudder pin during the contest. Capt. Newby managed to finish the contest with only 6% error by having the first mate and observer in the bilge move the rudder by hand on voice command.

## 1971: Cruises

William Eldridge was sworn in as the fifth Commander by D/Lt/C Leland Parsons. The squadron had 397 members with 100 attending a single rendezvous. Squadron members owned 223 boats operating between the Rappahannock River and Annapolis, with 34% in the Potomac River. At that time Potomac River Power Squadron had 1,087 members and Annapolis Power Squadron had 415 members. Northern Virginia's members were actively involved in all aspects of squadron activity and earned 119 merit marks in 1971.

Commander Eldridge aboard *Kathy El* led the first squadron cruise that started in Alexandria and traveled to Kinsale, Crisfield, Oxford, St. Michaels and ended at the District 5 Rendezvous at Maryland Yacht Club in Baltimore. Six Northern Virginia boats participated in the District 5 navigation contest. The team placed fifth out of 20 teams. Administrative Officer Claude Yates on *Miss Ann* came in 16<sup>th</sup> with an error of 49 seconds. The other five placed between 25<sup>th</sup> and 80<sup>th</sup> place. P/C Bob Malone on *Bo-Nan-Do* placed third in the night contest. The squadron had a full summer of rendezvous, predicted log and navigation contests. Potomac River Power Squadron's helmsman W.W. Chambers and navigator Edna Chambers onboard their boat *Coloneh* won the Last Chance Trophy that year. Northern Virginia hosted the D/5 Sail Regatta at Placid Harbor over the Labor Day weekend.

Another first occurred in July when Derek Scorer received the first "non-citizen certificate" issued by NVPS. Non-citizen participation in educational courses had been approved by USPS the year before. Derek Scorer became a U.S. citizen in 1975, and he became NVPS Commander in 1984.

During the spring 45 members took Seamanship at T.C. Williams and W. T. Woodson High Schools and all passed the exam. Eleven members passed Advanced Piloting, 20 passed Marine Electronics, and 15 passed Engine Maintenance.

Commander Eldridge created the "Spirit of Flower Power" trophy for exceptional service to the Commander in generating membership participation. It was awarded to Andy McGehee for 1971-72. In 2001 that trophy was permanently awarded to Martha Jane Dodd for her work as Membership Chairman. She had won it for four straight years.

## 1972: Sailors

In 1972 NVPS elected sailboat owner William Kelly as the sixth Commander. The Change of Watch dinner dance was held at the new Holiday Inn on Route 50 in Falls Church and cost \$12.50 per person. Members were actively involved in all aspects of squadron activity and earned 147 merit marks, 28 more than in 1971. D/Lt/C Don Leeper swore in 22 new members at the Founders Day ceremony. New members outnumbered 11 charter members on that evening with a total of 139 people attending.

The squadron held five rendezvous in the summer of 1972. The high point of the busy summer was a Cooperative Charting rendezvous held at Commander Kelly's home on Maddox Creek. The cruise that year was to the upper Chesapeake Bay, starting at Castle Marina and proceeding up the Chester and Sassafras Rivers.

Squadron photographer Alan Hart was chosen to photograph Chief Commander Cosdon's visit to the White House in September.

Marge Kloske handcrafted a special cat-o'-nine-tails for NVPS Change of Watch ceremonies. It was made with pink ribbons and dogwood blossoms. It was passed from outgoing Commander to incoming Commander each year.

### **1973: On Air Recognition**

With almost 500 members and under the leadership of seventh Commander Claude Yates, NVPS received some well deserved publicity. For many years beloved radio personalities Frank Hardin and Jackson Weaver kept morning commuters entertained with their zany chatter on WMAL. Jackson Weaver often spoke of his 40' cruiser *Jack Tar* on the air. In 1973 NVPS Member at Large Dick Murphy had the pleasure of presenting a membership certificate to Jackson Weaver on his radio show. NVPS's programs and message of safe boating received almost 30 minutes of priceless publicity.

The Squadron Boating course was offered in September at four locations in Northern Virginia. It ran for 12 weeks and was free to students. Most advanced and elective courses cost members \$6.50 plus \$5.50 for the examination.

Seventeen boats participated in the 1973 cruise in the lower Chesapeake Bay, starting at Kinsale and going to Tides Inn at Irvington, York River Yacht Haven, Holiday Harbor in the Elizabeth River (including tour of the fifth District Headquarters of the U.S. Coast Guard in Portsmouth) and ending at Narrows Marina at Gwynne Island.

Fred Larsen onboard *Betts II* won the navigation contest at Windmill Point in the final rendezvous of the season. He was the first winner of the perpetual Last Chance trophy presented by Clifford Ford in 1970. Bob Malone onboard *Bo-Nan-Do* won the Commander's Trophy for scoring the lowest average error for the year in all navigator's contests.

NVPS's accomplishments were consistently recognized by District 5 and national leaders. National held annual competitions for presentations that promoted the USPS Boating Course. A very talented group of NVPS members organized slides of the squadron's first cruise into a quality audio-visual presentation that earned top honors at District 5 and first place nationally. Commander Yates accepted the Commanders Cup

award from Chief Commander Cosdon at the National Governing Board meeting in Pittsburgh. Copies of the NVPS presentation were given to every squadron nationwide to be used to publicize the Squadron Boating Course.

NVPS members distinguished themselves so often in both educational innovations and navigation contests that Potomac River Power Squadron friends give the squadron a nickname: "Flower Power Squadron." Four inch Flower Power patches were made for informal use so that NVPS members could show the flag without wearing the full uniform.

In 1973 a fire occurred at the Old Dominion Boat Club, the squadron's long-time meeting site. Meetings were then held in several locations before settling in 1974 at the Howard Johnson Motor Lodge on Route 1, Arlington.

### **1974: Cruise in Place**

James Head became the eighth Commander. Trailer boaters sponsored the first squadron picnic of 1974 at Sweden's Point. James O. Shepard established The Trailer-Boat Trophy to be awarded to the member whose trailer boat scored the lowest average percentage in all NVPS predicted log contests. The first winner was J. David Newell onboard *Green One* (7.84%).

The fuel crisis of 1974 threatened to cancel the summer cruise but determined members would not give up their fun and developed something new: "Cruise in Place." Participants spent the week at Gwynne Island and had a great time.

Squadron sailors who were not troubled by fuel shortages organized several sailing events. Derek Scorer authored a sailing column in *of Tars & Terns* entitled "Rag Haulage." Many members signed up for the spring Sail course.

In the fall 12-week Boating Courses were presented free to the public at four locations: New Garfield High School (Woodbridge), Minnie Howard Middle School (Alexandria), W. T. Woodson High School (Fairfax), and Joyce Kilmer Intermediate School (Vienna).

Roland Tiede wrote a series of newsletter articles describing his trip from Maine to the Chesapeake Bay bringing *Julia T* home and how the knowledge and skills he had learned in the squadron courses made it all possible.

### **1975: Building Membership**

Membership participation was encouraged under George Stone, the ninth Commander. The squadron instituted a policy requiring members to wear their nametags at all meetings. Those members who forgot their nametags were required to donate 25 cents to

the educational fund. Some members thought that a program of dancing girls would be beneficial to meeting attendance. Actually, in later years the wife of a past commander and her belly dancing group performed at several meetings. We have no reliable information on attendance at those meetings. On a more serious note, Bill Kelly presented an excellent program on his transatlantic delivery voyage from Plymouth, England to the Virgin Islands.

NVPS hosted the District 5 Summer Council and Rendezvous at Calvert Marina, Solomons, MD with members handling all details of registration, docking, flag ceremonies, entertainment, cocktail parties and dinners. Slip rental was \$.25 per foot. NVPS received high praise for a successful weekend which produced a \$846.00 surplus returned to District 5. NVPS skippers distinguished themselves in the day and night navigation contests, taking home six out of 12 trophies presented.

Three NVPS sailboats (*Samantha*, *Windsong*, *Julia T*) completed the District 5 Sail Regatta in August north of Baltimore. Strong wind and rain turned back several of the 42 competitors. Sam Weaver aboard *Samantha* became the first winner of the squadron's sailboat trophy.

The trailer boaters sponsored a squadron picnic at Sweden Point Marina. Eleven boats attended and five participated in the predicted log contest on Saturday afternoon. Six boats and other campers spent the night. At 0900 Sunday 22 members enjoyed a pot luck breakfast of pancakes, homemade sausage, eggs, fruit and gallons of coffee. Four hours later at 1300 they consumed eight dozen crabs, three cases of beer and two cases of soft drinks. Before heading home at 1700 they topped off with two orders of barbecued ribs.

Dave Newell created a teaching aid for Instructor Qualification that won first place in the National Training Aid Award competition. At the District 5 Educational Conference in Hunt Valley, NVPS won second place in the Commander's Cup and third place in the PRO scrapbook competition.

### **1976: Fitting Out**

Ronald J. Sowers, JN rounded out the first decade by becoming the tenth Commander, the first who was not a charter member. He became the first recipient of a trophy which honored the memory of Dean C. Lindquist, JN who died on April 26, 1976. Dean was Chair of Local Boating and an instructor. He was an enthusiastic competitor in navigation contests. Dean was Senior Engineer with the Naval Air Systems Command. His coworkers decided to honor him by creating a trophy to be given to the best navigator participating in all contests in a season. It was presented to Commander Sowers by Robert A. Weinberger of the Naval Air Systems Command who was also a member of the Rockville Power Squadron.

In March the Raghaulers hosted a Fitting Out Party at the Recreation Center at Pennsbury Village, Springfield. Over 100 sail and power boating members enjoyed wine and cheese while watching a feature film entitled "High Performance Sailing."

NVPS won second place at the District 5 Spring Conference Teaching Aids contest. It was designed to teach students what makes a boat sail when some will only drift. It was a simple sailboat named *USS Woodie* made from a sock box from Woodward & Lothrop (hull), a sweater box from Garfinkels (sail), coat hanger (axil), four large thread spools (wheels). Rubber bands were used to stop leeway and turn it into forward motion as the keel does on a sailboat. When not in use, all the parts were stored in the Garfinkels box.

The summer cruise was another Cruise in Place at Gwynne Island but not because of a fuel crisis. The cruise fleet had become so large that few marinas could handle all the boats.

### **1977: Atlantic Ocean Cruising**

The winter of 1977 was very cold on the Chesapeake Bay. Old watermen claimed the ice was the worst since 1918. Changing tides and ice combined to damage many piers and boats. In *of Tars & Terns* Jay Waple wrote:

It has been so cold the Bay did freeze,  
The rivers stopped and the creeks did seize;  
Pilings were raised and boats were sunk,  
By gnashing ice and lack of pump.

By spring, things looked brighter. The squadron's first long distance cruise was to the District 5 Summer Rendezvous in Atlantic City hosted by Absecon Island Power Squadron. Past Commanders Bob Malone and Bill Eldridge co-chaired the cruise. Following a weekend rendezvous at Solomons Island, the NVPS fleet of six took off in the rain for the north end of the Bay, stopping near the C&D Canal. From there they proceeded through the Cape May Canal, past Cape May and into the Atlantic. The trip through Absecon Inlet to Atlantic City was hair-raising for the smaller boats but all made it safely. Many other members joined the fleet by car.

The highlight of the three day rendezvous was when the Northern Virginia three-boat team won first place out of 17 teams competing in the navigation contest with a total error of only 1 minute 31 seconds. *Peridot* scored 4 sec., *Kathy El* scored 39 sec., and *Hu-Ke-Lau* scored 48 sec. Jim Settle's 4 second error onboard *Peridot* placed him first out of 37 individual boats competing. The homeward cruise took the fleet to Cape May,

Cohasset River off the Delaware Bay, the C&D Canal and Fairlee Creek on the Chesapeake Bay.

The NVPS newsletter *of Tars & Terns* remained outstanding, winning first place for the National Publication Award in 1977-78.

NVPS hosted the District 5 Fall conference at the Sheraton National Hotel, Arlington. Approximately 450 conferees came from 38 squadrons to attend meetings and training seminars. Member Matt Hynes and his Fairfax High School Marimba Band entertained on Friday night. At Saturday's banquet the Fairfax Jubilairs sang barber shop harmony.

The Charles S. Kent Memorial trophy was first awarded in 1977 to P/C William M. Kelly, N as the sailboat skipper whose seamanship, dedication, service, participation and citizenship best exemplify the principles of the USPS. The NVPS Educational Award was created by James Settle in 1978 to recognize the importance of the education program to the success of the squadron. Its first recipient was Richard B. Church, N.

### **1978: Participation with Fun!**

By 1978 NVPS membership had fallen from 500 to around 400 members. Sign-ups for squadron boating courses had slowed. The Executive Committee encouraged everyone to actively seek friends who would make good members. There was an official registration form entitled "Propose a Friend for Member."

Commander Settle announced at the Change of Watch that the theme of his watch was "Participation with Fun!" The squadron wasted no time in pursuing that theme and scheduled a full summer of rendezvous at Calvert Marina, Solomons, Clayton's Marina, Ocean Pines, Olverson's Marina, Tides Lodge, Fairlee Creek and Placid Harbor plus the cruise in the lower Chesapeake Bay. Two boats tied for first place with an error of 3 seconds early in the Last Chance navigation contest: *Sea Amigo* skippered by Bill Alberts and *Peridot* skippered by Commander Jim Settle. Trailer boaters participated in Predicted Log contests.

Following model bylaws issued by national, NVPS revised its bylaws to change the size and voting members of its Executive Committee. Under the new bylaws, there would be one elected Member at Large for each 50 squadron members (or fraction thereof). Previously these positions were appointed. The revised bylaws were published in the December *of Tars & Terns*.

### **1979: Go with *Gusto***

Membership may have been dropping but membership involvement was strong as documented by the 83 merit marks awarded that year.

An Instructor's Aids course was presented in January to study the psychology of adult learning and the use of teaching aids for squadron courses. To be eligible to take the final exam, students were required to attend 75% of the classes and qualify in four of the following five: slide projector, overhead transparencies, 16 mm movie projector, chalkboard, magnetic board.

Concerns about gasoline supplies caused the summer cruise to be named the "Do Your Own Thing Cruise." Rather than travel to several ports, activities centered on a single destination -- Somers Cove Marina. Cruisers enjoyed Crisfield's restaurants and shops, took tour boat trips to nearby Smith and Tangier Islands and did some fishing. That October John and Lynne Walker departed Solomons, MD for their around-the-world trip aboard their 41' sailboat *Gusto* to the envy of many power boaters.

### **1980: Mid-year COW**

First lady Joan Simmons began a regular newsletter column entitled "Tern Talk" to report on issues of particular interest to the women of NVPS. It contained recipes for onboard dining, news of squadron family members, etc.

General meetings were moved from Howard Johnson's back to the Old Dominion Boat Club. Rendezvous, navigation contests and predicted log contests ran throughout the summer and were as popular as ever with members. Former Squadron Education Officer Russ Hartz, who had moved to Florida, donated PFD's, fenders, anchor, tools, boat hook and other boat equipment for a silent auction to benefit the squadron. The auction took place at the Commander's cocktail party on 13 August 1980.

In August Commander Robert Simmons was transferred by the Federal Aviation Administration to Norfolk to serve as Liaison Officer to the Commander-in-Chief, Atlantic Fleet, U.S. Navy. The squadron was sorry to see Bob and Joan leave but wished them "fair winds and following seas." Executive Officer H.H.D. Heiberg, Jr. moved into the Commander's position and served the squadron well through the remainder of the year. The following year he was elected to serve as Commander for the entire year.

The National Governing Board asked that squadrons discuss the question of admitting women to full membership so their representatives would be able to vote on it at the annual meeting in January 1981. So the 6 October 1980 general meeting was devoted to a discussion of the issue. Members and women's certificate holders were invited to

speak for up to five minutes. The total time for presentation, discussion and vote was limited to 45 minutes. Only male members were permitted to vote by secret ballot. The final vote was 86% FOR women's membership, 10% AGAINST and 4% No Opinion.

The annual Holiday Party was held at Old Dominion Boat Club on the regular meeting night. It featured a traditional Christmas tree decorated with ornament favors for the ladies who were asked to provide refreshments. In keeping with NVPS's tradition, members brought nonperishable foods for distribution through Arlington County Department of Human Resources to needy families.

### **1981: Adjusting Sails**

It was a year of budget squeezing. Annual dues rose 6% to \$40.00. The squadron needed to find ways to economize. The Executive Committee decided to offer paid advertising in *of Tars & Terns* in an effort to defray the cost of printing the newsletter. Advertising space was limited to 20% of the issue and ads were to run for six months minimum. Costs ranged from \$21 for 1/8 page to \$60 for a full page per issue. In December Windmill Point Marine Resort advertised a New Year's package that included motel accommodations, New Year's Eve buffet dinner-dance and New Year's Day champagne brunch for \$60 per person double occupancy. NVPS members were invited to post holiday greetings in the December newsletter for the bargain price of \$5.00.

The squadron was also able to save money on postage. Up until this time, the newsletter had been mailed to members by first class mail. To take advantage of non-profit bulk mail rates, mailing labels had to be generated in zip code order. NVPS members were able to borrow an Apple computer from Computerland of Annapolis, type in the membership list and print mailing labels.

The District 5 Radio Technical Committee sponsored the "District 5 Net" every Monday evening at 1900 on a frequency of 3.930 MHz. The Net Controller was Karl as K4DCA out of Callao, VA. All amateur radio operators were invited to join in.

The February 1981 *of Tars & Terns* included a centerfold – a pullout poster announcing USPS Boating Courses scheduled at three locations in Northern Virginia. All members were encouraged to display the posters on bulletinboards throughout the area in hopes of recruiting students for the ten-week classes. This method of getting the word out was the brainchild of Ernie Pataky.

A two year effort to improve Cooperative Charting techniques resulted in high honors for the Northern Virginia Power Squadron which was designated the #1 squadron in the nation with over 5000 credits in 1981. NVPS received the most improved squadron award from national and District 5. Robert Myers won the national first place award for an individual in Cooperative Charting with 2000% above the requirement for the

National Honor Roll. His entry was a detailed channel and waterfront area survey of Belmont Bay and the Occoquan River with both aerial and water photographs and voluminous data. Bob became NVPS Commander the following year.

### **1982: Course Correction**

A special meeting of the Governing Board was called to order by Chief Commander Raymond Finley, Jr. on 11 September 1982, for the purpose of voting on two amendments to the USPS constitution and bylaws. The first amendment deleted all references to gender and removed the word “male.” It passed by a vote of 616 to 67 and allowed women to become fully participating members of USPS. A second amendment was also passed creating a Family Membership Plan for spouses and children ages 12 through 25. NVPS amended its bylaws to conform to USPS bylaws.

NVPS Secretary John Hays announced that the directory would be printed from a computerized list being prepared by Treasurer Derek Scorer for the first time in squadron history. In addition, some of the information usually included in the directory was being moved to a new “Squadron Handbook.” The handbook would contain the USPS pledge, NVPS bylaws, information about squadron officers and their responsibilities. Copies would be given to new members to acquaint them with the squadron.

The annual summer cruise began at Calvert Marina in Solomons with a July 4 navigation contest and picnic. From there the fleet cruised to Oxford, Baltimore and Herrington Harbour where another navigation contest and sail contest took place.

In May the bridge invited all members to a “Dining Out” at Flagship Restaurant in Washington, DC. For \$12.50 diners could choose shrimp, chicken or beef. It was so successful that a second Dining Out was held in October and combined with Awards Night. Trophies for summer navigation contests and predicted log contests along with perpetual trophies were awarded that evening.

The Governing Board met at the Hilton Hotel in Washington, DC and many NVPS members handled arrangements, welcomed attendees, monitored sessions and managed the many details of the meeting. NVPS ladies spent eight months and their own funds handcrafting boutique items (dolls, jewelry, wreaths, pillows, handbags, ornaments and more) to sell at the meeting. They made \$806 and donated it all to the squadron.

Members who had achieved the grade of Junior Navigator or Navigator formed the “Navigators’ Club of NVPS.” Thirteen attended its first meeting at the Fort Myer Officer’s Club. They later held annual competitions for taking sights which they called “Shoot-outs.” Prizes were given for two body fix, three body fix, Polaris (single LOP) for LAT, Meridian Transit (single LOP for LAP).

### **1983: Safe Boating Week**

Mayor Charles Beatley of Alexandria presented a Safe Boating Week proclamation to NVPS urging all boaters to take the free safe boating classes given by the Power Squadrons. Commander William Alberts and Rear Commander Robert Malone accepted the proclamation on behalf of NVPS and USPS.

NVPS celebrated Safe Boating Week in June by sponsoring a booth at the Alexandria Waterfront Festival. Past Commander Bob Myers loaned his boat and trailer for the display so that members could explain the uses of safety equipment to festival goers in a realistic way.

Seven NVPS boats cruised to Atlantic City for the District 5 Summer Rendezvous and Council. Six boats participated in the navigation contest. The three team boats, *Kathy El*, *Gracie* and *Sea Amigo*, finished in fourth place, only 2 seconds behind the third place winner.

A southern bay cruise began in August at Clayton's Marina with a rendezvous and navigator's contest. Then the fleet steamed off to Tides Lodge and Marina off the Rappahannock River. On Tuesday night a few hearty cruisers anchored out in the Piankatank River. On Wednesday the fleet regrouped and cruised to York River Yacht Haven, planning to fish along the way. On Saturday they cruised to Glebe Point Campground on Wicomico River. Special events included a tennis match and model sailboat races in the swimming pool.

### **1984: Navigator's Trophy**

In 1984 the Isicson family presented a trophy in honor of Jack Isicson for the best single score of the year in the NVPS navigators contest by an NVPS boat navigated by her owner. Jack was NVPS's first treasurer. The first winner was Dan Black (00.53 seconds) aboard *Gemini*. The member who most often won this trophy was Past Commander William S. Alberts aboard *Sea Amigo*.

### **1985: "Excitement 85"**

The theme of the National Governing Board meeting held in Baltimore Inner Harbor in September was "Excitement 85." Following the meeting, six NVPS boats joined 50 others from squadrons around the nation for a week-long cruise in the Chesapeake Bay. Chief Commander Steere's boat came from Texas. Many members from distant squadrons chartered sail and power boats locally. Many members followed by car.

As the fleet left Baltimore they paraded by Fort McHenry in formation. From there they traveled to Annapolis, St. Michaels and Oxford. At the St. Michaels stopover, the national Executive Officer was embarrassed when his boat ran aground in the harbor.

Spring Boating Courses were especially successful with 143 people taking the exam and 44 of those expressing an interest in becoming NVPS members.

The sailors scheduled two cruises. Potomac River boaters hosted an Octoberfest pot luck at the Seaport Marina on the Occoquan.

Mayor James Moran of Alexandria presented Safe Boating Week proclamations to NVPS in both 1985 and 1986 encouraging all boaters to take advantage of safe boating courses offered by the squadron.

The annual holiday party at the Old Dominion Boat Club featured a Sing Along under the direction of Rockville Past Commander Edward Wise with piano accompaniment by his wife Ruth. Party goers celebrated the true spirit of the season by donating \$450.00 for the Children's Hospital fund dispensed through the Harden and Weaver radio program. In addition, they collected food items for West Virginia flood victims and distributed it through the Alexandria Salvation Army.

### **1986: Cooperative Charting**

Summer rendezvous were held at Point Lookout (formerly Clayton's), Baltimore Harbour with tall ships review, Olversons Marina in Callao, Herrington Harbour, and Spring Cove in Solomons. There were three cruise directors, one each for power boats, sailboats and trailer boats. The annual power boat cruise began at Somers Cove in Crisfield and traveled to Norfolk and Gwynne Island. Trailer boaters went to Ocean Pines in Ocean City, MD.

Under the direction of Sherm Pratt and John Dabinett, Cooperative Charting activities were held during rendezvous at Spring Cove and Herrington Harbour. Many chart features were checked and double checked to identify changes in important navigation aids. Eighteen NVPS members volunteered to survey their marinas and submit a NOAA Small Craft Facilities Field Reports.

### **1987: Mr. Potomac River**

NVPS had the pleasuring of hosting Fred Tilp, a colorful man known as "Mr. Potomac River" at its March general meeting. Mr. Tilp devoted his life to educating people about the beauty of the Potomac River and "to inspire younger generations to preserve for posterity one of the noblest rivers in the world." In 1930 he established a unit of Sea Scouts at the Corinthian Yacht Club in Washington DC. He served as its leader for 40

years. He joined the Potomac River Power Squadron in 1932, achieving the grade of Navigator in 1933. He wrote and spoke extensively about the need to protect his beloved river.

Summer rendezvous were held at Tides Lodge and Marina on the Rappahannock River, with Richmond Power Squadron at Olverson's Marina, Callao, Spring Cove Marina, Solomons, Point Lookout Marina and Windmill Point Marina. Following the District 5 Rendezvous and Council, the summer cruisers traveled to the Sassafras River, Great Oaks at Fairlee Creek and Annapolis.

### **1988: Flower Power Fund**

The Flower Power Fund was established by Dr. Lloyd W. Hazleton and Mrs. Grace Murphy Hazleton to honor Dr. Hazleton's late wife, Harriet and Mrs. Hazleton's late husband, Dick Murphy. The Hazletons generously donated \$5000 to be placed into an account which would earn interest to support the mission of NVPS. Only the interest could be spent at the discretion of the commander with the advice and consent of the Executive Committee. Thanks to additional donations and interest since 1988, the balance of the Flower Power Fund has tripled. The Squadron has used the interest to purchase training materials, laptop computers, printers, etc. for the education program.

### **1989: Cruising Puget Sound**

Following the Governing Board meeting in Portland, Oregon, there was a national cruise through Puget Sound. Cruisers were bused from Portland to Puget Sound area with a stopover to see the volcanic eruption at Mt. St Helens. Two groups from NVPS and several from Richmond Power Squadron chartered boats on Lake Washington and proceeded through the locks to join the fleet in Puget Sound. Cruising there was very different from cruising the relatively shallow Chesapeake Bay with its soft mud bottom. Water depths in Puget Sound measured 100 fathoms or more and the bottom was solid rock. The highlight of the cruise was escorting the World War II battleship *U.S.S. Missouri* ("Mighty Mo") to her berth at Bremerton.

### **1990: Run Silent, Run Deep**

The squadron had a busy year of classes and on-the-water activities. Many members believe that the highlight of the year was a presentation by Captain Edward L. Beach, USN Ret. He is probably best known as the author of the novel, *Run Silent, Run Deep* as well as a dozen or so other books. That squadron meeting had the highest attendance of the entire year. Captain Beach spoke for about an hour and a half and kept everyone's undivided attention. After speaking, he autographed his books for NVPS members.

### **1991: Rookie Award**

In 1991 the squadron recognized the contributions of time and effort of new members with the awarding of a new perpetual NVPS Rookie trophy. The first recipient was James P. Lee. Later the award became known as the "Newer Member Award" and was replaced by a trophy that the winner could keep. Seventy-three members received merit marks for their substantial service to the squadron in 1991.

Trailer boaters camped out at Gale Alls' home near the first rendezvous at Windmill Point. The next rendezvous at Olversons Marina in Callao featured a "Raw Egg Toss," Bull Roast and a bonfire on the beach. The third rendezvous at Spring Cove in Solomons featured sail cruises for members who didn't own boats or who owned power boats. There was also a Cooperative Charting Expedition. The fourth rendezvous was held jointly with the trailer boaters at Port Tobacco and included a crab feast. Last Chance was held at Ragged Point.

Northern Virginia hosted the District 5 Sail Regatta in Solomons over Labor Day weekend. Chuck Ehle's *Windsong* finished first in its class as well as first over all.

Seven Boating Courses were given in the fall to 90 students. By December everyone was eager to see Santa at the NVPS Christmas Party at the Old Dominion Boat Club. Rumor had it that Santa used LORAN to guide his sleigh. Members donated \$485.00 for Children's Hospital and four boxes of canned goods for homeless families.

### **1992: Silver Anniversary**

NVPS celebrated its 25<sup>th</sup> anniversary on 14 March 1992 at the Elks Lodge in Fairfax. The celebration combined Change of Watch with a display of memorabilia from 25 years of service to Northern Virginia. P/C Ronald Sowers became Commander for the second time, having previously served in 1976-77. Five charter members were featured on the cover of the March 1992 *of Tars & Terns*: Gale Alls, Tom Martin, Alan Hart, Bob Malone and Don Berry.

Public safe boating education continued with seven Boating Courses presented throughout Northern Virginia in the winter-spring and nine Boating Courses presented in the fall. The squadron won the District 5 Membership Award in the large squadron category (over 200 members) for recruiting the greatest number of new members. NVPS also received a Cooperative Charting Honor Roll Certificate.

The 1992 annual cruise began with a joint rendezvous in Solomons with four other squadrons: Patuxent River, Prince George's, Potomac River and Rockville Squadrons.

From Solomons the fleet cruised to Crisfield, intending to make a second stopover in Onancock. However, bad weather held the cruisers in Crisfield where they enjoyed good seafood at nearby restaurants. When weather cleared, they proceeded to the third destination at Tides Lodge up the Rappahannock River.

### **1993: Daytime Quest**

The District 5 Spring Conference was held in Baltimore. Northern Virginia's hospitality suite used a magic theme. Visitors received a colorful button showing the NVPS burgee with the message, "The Magic to Safe Boating is Education."

Spring Boating Courses were given at six locations and 111 passed the exam. In the fall classes were given at five locations. Students were charged \$25 for the text book and exam. Seven advanced and elective courses were offered to members at four locations.

The 1993 cruise began at the District 5 Rendezvous and Council in Crisfield and proceeded to Onancock, Salt Ponds in Hampton, Kingsmill on the James River, Waterside in Norfolk. Al Miller developed a Daytime Quest program to make it possible for members who did not have boats to join in the fun of cruising by arranging onboard guests and carpools. Members from Potomac River, Rockville, Prince George's and Patuxent River Power Squadrons were invited to join NVPS for its June rendezvous at Calvert Marina in Solomons.

Rendezvous were held at Calvert Marina and Ragged Point and Last Chance at Herrington Harbour South. There was a trailer boat event at Aquia Harbor with a predicted log contest.

Thirteen members posted Season's Greetings in the December *of Tars & Terns* in exchange for a donation to Children's Hospital.

### **1994: Incentive Awards**

William Henderson became Commander at Change of Watch which was held at Fort Belvoir Officer's Club. His wife Cathleen served as Executive Officer that year and became Commander herself the following year. Dickie Foster created unusual table centerpieces for the ceremony – living fish in bowls!

At the District 5 Spring Conference Northern Virginia highlighted Commander Henderson's heritage with a Scottish theme. It featured castle walls built by Dennis Jezierski, Scotch broth and shortbread. NVPS received awards for Safe Boating Week activities at the Alexandria Waterfront Festival and 3<sup>rd</sup> place Membership Achievement for Large Squadrons.

Spring Boating Courses were given at five locations and Seamanship, Piloting, Advanced Piloting, Weather and Sail were offered to members. USPS began a cash incentive awards program to encourage members to take advanced courses. Graduates received vouchers for \$4.00 or \$5.00 which could be used toward their next advanced course.

Nearly 300 students participated in the spring Boating Courses, with some classes having up to 60 students. To facilitate new member recruitment, all students were invited to a social held at the Kings Park Community Center in Springfield. Eighteen squadron members attended the gathering and shared their squadron experiences with 23 Boating Course graduates.

### **1995: CyberCruising**

NVPS welcomed Cathleen Henderson as its first female commander in 1995. Leadership skills must run in the family since her husband Bill Henderson had served as NVPS Commander the previous year.

U. S. Power Squadrons' first web site was established through the generosity of Ben Smith of Ronin House. Ben was voted an honorary member for donating his computer as a home for the web site. Its URL was <http://www.ronin.com/USPS/>. Later, USPS established its web site at <http://www.usps.org>. NVPS members were beginning to surf the web. Walt Lazear lead the way by writing an *of Tars & Terns* column called "CyberCruising" about using the Internet as a source of valuable information about all aspects of boating.

The Holiday party at Old Dominion Boat Club was a family affair. Members arrived with kids and grandkids carrying totebags and boxes filled with four dozen cookies for a cookie swap, a funny gift for a Switch and Swap Gift Gaggle, and canned goods or cash for needy families.

### **1996: Membership by Application**

Commander Jere Dando reported that the Spring Governing Board made major changes to USPS bylaws that would make a difference in membership recruitment. As appropriate for a public 501(c)(3) corporation, the squadron changed from requiring membership by invitation only to membership by application. This change simplified the application process and enabled boating course instructors to promote the benefits of squadron membership to their students, not previously allowed.

To make it easier for people to find information about NVPS boating courses, the Executive Committee obtained a recorded announcement phone service. The number was 703-758-4442. It was kept up to date with information about scheduled courses by the Squadron Education Officer. The number was listed on posters and other publicity materials.

Northern Virginia launched the summer boating season in May with a “Spring Fling” picnic at Fairfax Yacht Club, Occoquan. In June NVPS teamed up with Patuxent River Power Squadron for double the fun at Zahnisers Yachting Center, Solomons. NVPS celebrated Independence Day with Richmond Power Squadron at Olverson’s Lodge Creek Marina. Northern Virginia hosted the Saturday night cookout for 130 hungry people. Past Commanders Ron Sowers and Mike Foster cooked ten sirloin tip roasts over charcoal while other members prepared vegetables, salad and dessert. Richmond’s ladies auxiliary, The Nautigals, hosted breakfast on Saturday and Sunday. Last Chance was at Coles Point (formerly Ragged Point). The summer cruise to Solomons, lower Potomac River, Onancock and Crisfield was enjoyed by both power and sailboats. Trailer boaters gathered for a predicted log contest in Princess Anne, MD.

Charles Olin began his regular newsletter feature, “The Sailor’s Night Sky” to teach about the stars. He continued writing monthly articles for *of Tars & Terns* for ten years. His articles were of such great interest that they were reprinted by other squadrons.

### **1997: Excellence in Journalism**

The USPS National Publication Committee recognized *of Tars & Terns* with its “Excellence in Journalism” award. Under the editorship of Manette Lazear the newsletter had become one of the best in USPS. Dennis Jezierski took over the editor’s post in April and continued the award winning newsletter.

The Squadron Boating Course was scheduled at seven locations during the spring season. Charles Olin prepared a training aid entitled “Danger Bearing” which was displayed at the national meeting in San Francisco.

The February Founders Day pot luck dinner at Old Dominion Boat Club featured a crazy hat contest with prizes for the most outrageous creations. A summer meeting was held at the Great Falls Fire Station. Members watched fire fighting demonstrations and practiced proper fire extinguisher operation.

The summer cruise was designed by Past Commanders Gale Alls and Bill Alberts with both power boats and sailboats in mind. It started at Herrington Harbour South and went to Annapolis, Knapps Narrows, and Solomons. Rendezvous were held at Castle Harbor Marina on the Chester River and Mears Yacht Haven in Oxford with Last Chance at Solomons.

## 1998: Four Seasons

There is not one year that could be called “typical” but consider what was happening in the squadron by 1998. NVPS was prospering with 246 active members, an energetic bridge and a full schedule of winter classes and summer boating events.

**Spring:** Two weeks after NVPS’s Change of Watch, District 5 held its Spring Conference at the Princess Royale in Ocean City MD. Friday night’s hospitality room visits were an opportunity to show off the squadron’s hospitality and talent. Charles Olin designed a display of “Instruments of the Ancient Mariner” to be presented in the hospitality suite that had been turned into a replica of an old sailing ship. Each District 5 guest was offered a glass of grog and given a Pencil Sextant, a variation of an old instrument called the Latitude Hook.

**Summer:** The boating season kicked off with the May picnic and equipment swap at Fairfax Yacht Club. The first rendezvous was held in mid-Bay at Herrington Harbour South. There were two cruises, one to Annapolis, Kent Narrows and Tilghman Island and the second later on to Windmill Point, Salt Ponds, Kings Mill on the James River and Waterside Marina in Norfolk. The District 5 Summer Council and Rendezvous was held at Calvert Marina in Solomons Island MD.

For several years NVPS teamed up with the Richmond Power Squadron to hold a joint Independence Day celebration at Olverson’s Marina near Callao, VA. It was a full weekend starting with a Friday night cocktail party. On Saturday morning both bridges, dressed in summer white uniforms, gathered for a formal flag raising ceremony. That was followed by the captain’s meeting to plan the navigation contest scheduled to begin at noon. After the navigation contest, boats decorated in red, white and blue paraded through the creek, celebrating the 4<sup>th</sup> of July. NVPS’s best cooks spent the day preparing a delicious roast beef dinner to feed everyone at the marina. After dinner everyone danced to the tunes of a local DJ. Sunday morning’s continental breakfast sent everyone homeward with a full stomach.

In late summer there was a trailer boat event and raft-up in Mattawoman Creek, Potomac River. A fun summer of boating ended with the Last Chance Rendezvous at Spring Cove Marina, Solomons Island. As usual P/C Bill Alberts and his experienced crew aboard *Sea Amigo* won the navigation contest but everyone who participated received a USPS crying towel embroidered with “I knew I should have.....”

**Fall:** The education program went into high gear in September with Boating Courses scheduled at seven locations. Three advanced courses and three elective courses were offered. An intrepid crew of 12 searched for geodetic markers in Fairfax County in October to support the Cooperative Charting program. Fifty-six members received merit marks for their service to the squadron and its mission in 1998.

During that year many things were happening in the field of safe boating education. USPS released the videotape Boating Course in open or closed captioned format to enable persons with hearing impairment to learn about safe boating. The FCC announced that marine radio manufacturers would be required to include Digital Selective Calling capability in all new radios beginning June 1999.

**Winter:** Santa and Mrs. Claus visited the NVPS Holiday Gala dinner-dance at Belle Haven Country Club. Each guest received a wooden snowflake made by Commander Richard Durgin. At USPS headquarters work continued on redesigning advanced and elective courses in module format. The goal was to better accommodate students' busy schedules by dividing courses into more manageable short segments. The Governing Board approved a streamlined process for squadrons wishing to change their names to include "Sail and."

During 1998 ten NVPS past commanders worked diligently for the squadron in all departments. They were in charge of education, programs, nominations, cruise planning, editing the newsletter, membership involvement, teaching, and the Flower Power Fund. That is what inspired P/C Jere Dando and Nancy Dando to donate a ship's wheel trophy to be awarded annually to a Past Commander of NVPS for continuing outstanding service to the squadron. This trophy and others were presented by the Commander at Founders Day in February.

In March at the Change of Watch ceremonies, a new bridge was sworn in and began the next leg of the squadron's journey.

### **1999: Education Partnership**

By the fall of 1999 NVPS had formed a partnership with the Recreation Departments of Fairfax County, Arlington County and McLean. The departments advertised Squadron Boating Courses in their course catalogs and handled registration duties. Notices of boating courses reached almost every Northern Virginia household. Squadron instructors were able to spend less time on the phone registering students and more time preparing to teach the larger classes that resulted. One Boating Course at South Lakes High School in Reston had 55 students. Many of those students joined the squadron and became active members.

The Change of Watch at Belle Haven Country Club was a musical affair. Past Commander Dennis Jezierski played his violin while Mary Pierpont lead the attendees in a rousing sing-along. A couple of weeks later NVPS hosted a hospitality room at the District 5 Spring Conference. Visitors tried to steer a course laid out on Etch-A-Sketch boards.

Members could easily plan their summer boating trips by referring to a *Rendezvous and Cruise Schedule* compiled by Bob and Lindalee Fitton. It resembled a cruise guide written just for NVPS. Additional summer cruise details were available in the *CRUZ NUZ* written by Past Commanders Gale Alls and Bill Alberts, cruise co-chairs. The 12 boats of the northern cruise went to Bay Bridge Marina, Great Oak Landing and Mears Point. The southern cruise had planned to start at Salt Ponds and proceed to Windmill Point, Gwynn Island and Tides Lodge. Weather changed the plans somewhat but the group was able to tour a Navy installation in Norfolk and a Coast Guard Station at Milford Haven.

### **2000: Hospitality**

The NVPS hospitality suite at District 5 Spring Conference in Ocean City was a group effort from start to finish. The serious message was the importance of having an “abandon ship bag” prepared with basic survival equipment in case of emergency. The fun side of the message was in the presentation. Several members dressed as characters from the old TV show “Gilligan’s Island” and carried abandon ship bags appropriate to their character. For example, the millionaire’s bag contained cash and a bottle of sherry. Ginger’s bag had makeup and perfume. Mary Ann’s bag had baking ingredients. The professor’s bag had reference books and scientific instruments. The room was decorated with palm trees and refreshments were fresh tropical fruit and rum punch.

NVPS joined the Internet revolution in 2000 by establishing a web site linked to the national web site. It is [www.usps.org/localusps/nva/](http://www.usps.org/localusps/nva/). It provided information to members and to the public on all aspects of squadron activities. It listed meetings, classes, on-the-water events, current newsletter and links to other related sites.

To encourage renewed interest in navigation contests, *of Tars & Terns* ran a series of three articles about how a contest is run, what crew is needed and how to use a traverse.

A special feature of the annual summer cruise was Dave Moore’s wicked scavenger hunt. Cruisers spent hours searching for hard-to-find items such as underwear with nautical motif, fishing sinker, mermaid carved from a bar of soap and a live flying insect with wings attached.

### **2001: Gone Fishin’**

A dozen Northern Virginia anglers tried their luck aboard a boat from Scheible’s Fishing Center on the Potomac River in June. They spent eight hours fishing for bluefish, rockfish and anything else that would take the bait. All claimed they brought home enough fish for a nice fish fry.

*Of Tars & Terns* continued to win awards under Editor Allan Sager's direction in spite of the deliberate "mistakes" in the April Fool's issue. Dwight Blues wrote a series of articles entitled "Tech Tips" featuring good advice that goes beyond what members learn in Marine Electronics and Engine Maintenance. Charles Olin won "Best Feature Article" honors from District 5 for his long-running series entitled "Sailor's Night Sky: Enjoying the Stars." Thoroughly researched and footnoted, Charles's articles were often reprinted in other squadron newsletters. Charles later wrote a series entitled "A Sailor's Experience" about his sailing trips.

Northern Virginia's hospitality suite theme at District 5 Spring Conference was "Flag Smart." The crew wore matching t-shirts with signal flags spelling out the theme. Visitors to the suite learned flag etiquette, proper flag placement and flag signals.

USPS activities were expanded to include Vessel Safety Checks under an agreement between the U.S. Power Squadrons and the U.S. Coast Guard Auxiliary. Northern Virginia members immediately took Vessel Examiner training and began performing VSC's at area marinas.

### **2002: America's Boating Course**

The United States Power Squadrons and the U.S. Coast Guard Auxiliary collaborated to develop America's Boating Course (ABC) which enabled students to learn the basics of safe boating at home on their computers. They could take ABC online or by ordering a DVD and manual. Northern Virginia and local squadrons nationwide supported the students by answering questions and providing proctored exams. Many ABC students became active USPS members.

Boating Course instructors taught students new boating rules issued by the Homeland Security agency following the attacks of 11 September 2001. Boaters were urged to report unusual activity near or on the water, particularly in the vicinity of power plants, dams, naval shipyards and other critical facilities.

In June Northern Virginia vessel examiners observed National Safety Check Days by performing Vessel Safety Checks on trailer boats, PWC's, kayaks, etc. at the BoatUS Marine Center in Alexandria, VA. Throughout the summer additional members were trained and performed safety checks on dozens of boats at marinas in the area.

The Executive Committee of the Northern Virginia Power Squadron took the necessary steps to change the squadron's name to Northern Virginia Sail & Power Squadron. At last the squadron's name reflected the valued membership of all boaters, both sail and power. NVSPS updated its bylaws to reflect changes in national policy regarding Assistant Administrative Officers and other issues.

In July NVSPS hosted the District 5 Summer Council and Rendezvous at Herrington Harbour South. A committee of four couples worked for months finding an ideal marina and arranging for meals and tents and a million other details. Ruth Grasso made a beautiful quilt which was raffled off to raise funds for the event. When the big weekend came, dozens of Northern Virginia members wore matching blue shirts as they assisted with docking 80 boats and making sure the 300 attendees enjoyed a weekend of meetings, ceremonies, navigation contests and fun. Entertainment at the Saturday night banquet included karaoke singing and a caricature artist who captured the personality of every USPS member he sketched.

Northern Virginia also sponsored and supported the creation of a new squadron in the Aquia Harbor area to be named Mid-Potomac Power Squadron. Several NVSPS members were involved with planning and leadership for the new squadron.

### **2003: Sea Scouts**

Sea Scout Ship 1942 and NVSPS formed a partnership under the Memorandum of Agreement between the Boy Scouts of America and USPS. Sea Scout Skipper Tom Ballew coordinated joint education, fellowship and civil service programs. Ship 1942 won almost every award a Sea Scout ship could win that year: Ship of the Year, Scout of the Year, Sea Scouter (adult member) of the Year and Skipper of the Year.

At the July meeting P/C Bill Lazear (Naples) presented DepthWiz, a computer program he developed which uses GPS data and depth soundings to create a file that can be sent directly to NOAA under the Cooperative Charting Program. Bill had been a USPS instructor for 20 years and had extensive experience navigating large sailboats in the Great Lakes and the Atlantic. Later Jim Roberts taught a class in the use of DepthWiz.

The Squadron Education Officer Richard Durgin worked with the safety engineer on the Woodrow Wilson Bridge project to provide America's Boating Course training and examinations for bridge workers who use small boats in DC waters while working on the new Route 95 bascule bridge over the Potomac River.

The summer cruise was two-for-the-price-of-one with the northern Bay group cruising to Oxford and Cambridge and the southern Bay group cruising the Potomac and Rappahannock Rivers. The two cruise groups ended their cruises together at Solomons Island to compare notes.

### **2004: Folklife Festival**

In June the USPS sponsored two booths and a large display tent at the Smithsonian Folklife Festival on the Mall in Washington, DC. Commander Keith Segerson co-chaired with P/C David Teets of the Richmond Power Squadron, coordinating on-site activities

and volunteer efforts. USPS members spoke to hundreds of visitors about boating safety during the two week festival using a small runabout as a training tool.

In March the theme of Northern Virginia's hospitality suite at District 5 Spring Conference was "Titanic: Lessons Learned." Commander Keith Segerson and Secretary Lt/C Cathy Sheffield hosted the suite in costume. Cathy's grandmother was a Titanic survivor.

Squadron Education Officer Jay Nelson began an *of Tars & Terns* series entitled "Captain's Corner" to test each member's knowledge of seamanship in a Q&A format.

### **2005: Lifesaving Award**

At the District 5 Spring Conference, longtime member Ben Fulton received the USPS Lifesaving Award in recognition of his rescuing a man whose boat was swamped near the Chesapeake Bay Bridge. The man drifted in the partially submerged boat for 13 hours through the night before Ben found him near Herring Bay on the morning of 11 October 2004.

At the June general meeting, associate members John and Lynn Walker described their two year circumnavigation of the globe onboard their sailing vessel *Gusto*. They described the places they visited, the people they met and the importance of the skills they had acquired through squadron courses.

The 2005 summer cruise started in Osprey Point Marina in Rock Hall and traveled to Georgetown Yacht Basin on the Sassafra River, Great Oaks Landing at Fairlee Creek and ended at Herrington Harbour North in Deale MD. Cruisers celebrated high school graduations of two younger crew members and participated in a zany scavenger hunt that featured soap carvings and unique business cards.

### **2006: Why Knot?**

Two weeks after Change of Watch ceremonies at Springfield Golf and Country Club, Northern Virginia members headed off to Ocean City for the District 5 Spring Conference. The theme of the hospitality suite was WHY KNOT? and naturally featured lots of instruction in knot tying. Members taught visitors how to tie a one-handed bowline, useful when rescuing someone who has fallen overboard. With a knot theme, pretzels were the perfect choice for refreshments. A committee of three couples prepared 300 colorful monkey fists for souvenir handouts.

Cruise Planner Joel Bailey lined up a busy summer of on-the-water fun including raft-ups and weekend sails to Oxford, St. Michaels and Tilghman Island. In June the annual cruise started at Baltimore's Inner Harbor East Marina, giving cruisers a big choice of

activities from shopping to museums to ethnic restaurants. The second stop at Langford Bay offered opportunities for kayaking quiet creeks. The final stop at Bay Bridge Marina provided cruisers a chance to look over new boats at the brokerage.

At the Governing Board meeting in New York in August, Tom Ballew, NVPS Youth Liaison and Skipper to Sea Scout Ship 1942 received the Finley Sea Scout Service Award for his outstanding civic, educational and fraternal leadership to Sea Scouts and USPS.

Sea Scout Quartermaster Stephanie Hebda realized a dream when she received a congressional nomination to the U.S. Naval Academy Class of 2010. Two other Sea Scouts were chosen to sail aboard USS Eagle, the Coast Guard Academy's 295-foot barque for a summer adventure.

### **2007: 40<sup>th</sup> Anniversary Celebration**

The story continues and you are part of it! So, participate, learn and enjoy!

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#### Sources:

1979 NVPS Directory

"Northern Virginia Power Squadron 1967-1977" – author unknown

P/R/C William Eldridge, SN

P/C Gale Alls, SN

"Do You Remember?" by P/C William Alberts, SN

Many issues of *Of Tars & Terns*

## **Outstanding NVSPS Members**

The Northern Virginia Sail & Power Squadron has been fortunate to have many exceptional members who have given generously of their talents and time to carry out the squadron's mission. In alphabetical order, here are a few.

### **W. Thomas Ballew, AP Finley Sea Scout Service Award**

W. Thomas Ballew received the prestigious USPS Finley Sea Scout Service Award for his tireless leadership of Sea Scout Ship 1942 at the USPS Governing Board meeting in New York City held the week of 14-18 August 2006.

The Finley Sea Scout Service Award recognizes those members and honorees of the USPS who are also youth or adult Sea Scout leaders and who have provided outstanding civic, educational, and fraternal leadership to both the Sea Scouts and the United States Power Squadrons, through civic involvement, educational achievement and active participation in both programs. The United States Power Squadrons and the Boy Scouts of America agreed in 2003 to a partnership for the benefit of Sea Scouts. Tom joined NVSPS at that time, became Chair of Youth Programs and worked with the Squadron Education Officer to coordinate training for members of Sea Scout Ship 1942. His leadership was demonstrated by the countless awards and honors the scouts won.

The Award is named for Past Chief Commander Raymond A. Finley, Jr. who became a Sea Scout in 1935 and earned the highest achievement recognition in Sea Scouting, the Quartermaster Award in 1939. Upon entering the Navy during World War II, his Sea Scouting background and his engineering training at Rutgers University helped him to become an instructor at Midshipman School. During 1982-83 he served as Chief Commander of the USPS.

Past Chief Commander Raymond A. Finley, Jr. (90+ years old) was on hand to present the award to Skipper Ballew who is its 26<sup>th</sup> recipient.

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**W. Ben Fulton III, AP**  
**USPS Lifesaving Award**

W. Ben Fulton received the USPS Lifesaving Award for his actions on the morning of 11 October 2004 in saving the life of a man in the Chesapeake Bay. Ben was aboard his 37' Pacific Seacraft named *Loon* in Herring Bay when he noticed something unusual in the water off his starboard bow. He altered course to investigate and found a man sitting in cold water in a swamped johnboat and waving his arms for help. Ben was able to throw him a line and pull him aboard *Loon*.

After wrapping the man in a boat cover for warmth, Ben called the Coast Guard and reported the man's condition and their location. While they waited for the Coast Guard to arrive, Ben gave him food and water. The man indicated that he had been fishing near the Chesapeake Bay Bridge the previous afternoon. His outboard motor would not start and around 1900 his boat swamped. He had spent the entire night in the swamped boat, wearing a life vest and holding an empty gas can for extra buoyancy. He had no radio or distress signal beyond a flashlight. He was in the water for 13 hours and drifted south approximately 15 miles.

The man told Ben that he didn't think he would ever see his family again. The Coast Guard arrived in 40 minutes and took the man to a nearby marina where an ambulance was waiting. He was examined at the hospital, released and reunited with his family later that day.

Thanks to Ben Fulton's alertness, sailing experience, Power Squadron training and being in the right place at the right time, he saved a fellow boater's life. NVSPS is proud to have Ben Fulton as a longtime and valued member.

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**D/1<sup>st</sup>/Lt John Malatak, AP**  
**Chapman Safety Award**

At the 2001 annual meeting of USPS in Orlando, John Malatak received the prestigious Chapman Safety Award for his lifetime achievements in boating safety. The award is named after Charles F. Chapman, past Chief Commander of the U.S. Power Squadron and former editor of *Motor Boating and Sailing Magazine*. John Malatak is the Chief of the Program Development and Implementation Division in the Office of Boating Safety, U.S. Coast Guard. The award was presented to him by Louisa Rudeen, *Motor Boating Magazine*'s editor-in-chief and Chief Commander Lance Jenson.

In 2000 John was selected by the National Safe Boating Institute to receive only the sixth award presented over the past 20 years of the highly prized “Silver Schooner.” He was honored by the National Safe Boating Council for his exemplary support and leadership in advancing safer boating through education and received the National Safe Boating Council’s “Chesapeake Light Ship Award.” In 1999 he was awarded the National Association of Boating Law Administrators’ (NASBLA) Special Recognition Award.

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**P/R/C Robert M. Malone, SN**  
**August A. Busch III Boating Safety Award**  
**Michelob Schooner**

On 25 January 1986 P/C Robert M. Malone, SN received the August A. Busch III Boating Safety Award. This prestigious award is presented by the United States Coast Guard to those people who, through their personal contributions, have significantly advanced the cause of Boating Safety in the United States.

Bob has been involved in boating for most of his life. As a Boy Scout and Sea Scout he taught basic boating, rowing and canoe skills. For the U.S. Coast Guard Auxiliary he taught many classes, performed search and rescue missions and operational patrols. He joined the U.S. Power Squadron in 1963 and is a charter member of Northern Virginia Sail and Power Squadron, serving as Commander in 1969-70. He served as Administrative Officer and Safety Officer for District 5. He served on the National General Safety Committee for six years, as its Chairman for three.

While District 5 Safety Officer, Bob developed two training programs, “Safety in Action” and “Skipper Saver Program.” While on the National General Safety Committee he instituted training in towing which combines theory with routine drills; operating fire extinguishers; use of emergency signaling devices; and man overboard retrieval.

In cooperation with several physicians he developed a “Fleet Surgeon Program” which provides training in CPR, advises how to meet emergencies at sea, and discusses medical problems related to boating.

Bob was instrumental in the development of the toll-free 800 number through which BoatUS Foundation provides a nationwide listing of boating courses. He represented USPS on the National Safe Boating Council for three years.

His strongest personal effort was toward encouraging all members of the boating community to work together more closely, blending their programs wherever possible, and recognizing and reinforcing complimentary programs.

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**Richard Schwartz**  
**Founder and Chairman, BoatU.S.**

As founder of Boat Owners Association of The United States in 1966, BoatU.S. President Richard Schwartz has directed the growth of this association into the largest organization of recreational boat owners in the country with a membership which now exceeds 670,000.

Over the past 40 years, Mr. Schwartz has been a leading consumer advocate and representative of the recreational boating public. He played a primary role in the enactment of the Federal Boat Safety Act of 1971, the Recreational Boating Safety and Facilities Improvement Act of 1980, and the Aquatic Resources Trust Fund Act of 1984. BoatU.S. successfully lobbied Congress to repeal the federal boat “user fee” tax in 1992 and the boat luxury tax in 1993.

Mr. Schwartz also serves as Chairman of the Board of Boat America Corporation, an employee-owned corporation of 600 employees, and also Chairman of the Board of the 501(c)(3) BoatU.S. Foundation for Boating Safety.

For his efforts over the years, Mr. Schwartz has been recognized with a number of national awards, including the Annual Award of the National Association of State Boating Law Administrators (1983); the August A. Busch “Michelob Schooner” Boating Safety Award (1987); the Boating Hall of Fame Award from the National Safe Boating Council (1995); Lifetime Achievement Award from National Association of State Boating Law Administrators (1999); the Distinguished Public Service Commendation from the United States Coast Guard (2000); and the National Marine Manufacturers Association Charles F. Chapman Award (2005) for providing consistent promotion and protection of the sport of boating and its benefits to both the recreational boating industry and the public. He was also appointed by the Secretary of Transportation to the National Boating Safety Advisory Council.

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**P/C John A. Shivik, AP**  
**Charles F. Chapman Award**

Northern Virginia Sail and Power Squadron took great pride in nominating P/C John A. Shivik, AP to receive the Charles F. Chapman Award for Excellence in Teaching for educational year 2000-01. He demonstrates the finest qualities of a USPS educator. The keys to his success are his infectious enthusiasm for his subject and his concern for his students.

P/C Shivik was chosen from all of the local squadron nominees to be District 5's nominee for the national Charles F. Chapman Award for 2000-01. He continued his excellent work as a squadron instructor and was nominated for the Charles F. Chapman Award again in 2006.

John is a popular instructor in the USPS Boating Course. He understands the differing demands of adult education. He has mastered the art of combining teaching materials with his own knowledge from years in the Navy in a way that highlights important lessons for the students. He is cognizant of the need to keep more knowledgeable students interested while assisting students who struggle to grasp new concepts. He finds opportunities for outside-the-classroom learning.

John understands the importance of humor in teaching and uses it often. He begins each Weather class with a "Weekly Weather Joke."

- *What's worse than raining cats and dogs? Hailing taxis.*
- *Weather forecast for Mexico: Chili today, hot tamale.*
- *What happened to the cow that was lifted into the air by a tornado? Udder disaster!*

His Boating Course students are amused at his use of a chocolate orange to demonstrate the difference between latitude and longitude. John strikes the foil wrapped candy on a desk and it splits into longitude-like slices. After observing the longitudinal lines and how they vary from pole to the equator, the students enjoy the sweet treat. This ingenious idea allows students to learn using their five senses: sight, hearing, touch, smell and taste.

In addition to developing teaching aids, John finds ways to empower his students to continue to learn and to teach others once the class had ended. Truly gifted teachers pursue a lifetime of learning and John lives by this rule. One of his students said, "John is absolutely the living example of the best volunteer instructor – knowledgeable, educated, patient and helpful."

## Northern Virginia Sail and Power Squadron Awards and Trophies

### Commander's Trophy

Presented as a perpetual trophy by Cdr. William C. Redfearn, Jr., AP to be presented each year to the NVPS member and boat with the lowest average error in all NVPS navigators contests offered each year.

1968 – Russell Hartz	1982 – P/C Robert Malone
1969 – Cdr. Robert Malone	1983 – P/C William Eldridge
1970 – William Abbott	1984 – Glen Harvey
1971 – William Abbott	1985 – P/C William Eldridge
1972 – Ronald Sowers	1985 – P/C Richard Murphy
1973 – P/C Robert Malone	1986 – J.R. Dindlebeck
1974 – James Settle	1987 – P/C William Alberts
1975 – P/C Robert Malone	1988 – P/C William Jones
1976 – Cdr Ronald Sowers	1989 – P/D/C William Eldridge
1977 – James Settle	1990 – P/C William Alberts
1978 – Fred Larsen	1990 – P/C Ronald Sowers
1979 – Fred Larsen	1991 – P/C William Alberts
1980 – P/C Robert Malone	1997 – P/C William Alberts
1981 – Fred Larsen	1998 – P/C William Alberts

### Cooperative Charting Trophy

Presented as a perpetual trophy by Cdr. Robert B. Malone, AP, to be presented each year to the NVPS member who submitted the greatest number of chart corrections.

1969 – Robert Kloski	1980 – Alick Shirley
1970 – James Fitzgerald	1981 – Robert Myers
1972 – James Head	1993 – James Davidson Jr.
1974 – Vance Abshire	1994 – James Davidson Jr.
1975 – Andrew McGehee Jr.	1995 – P/C Michael Foster
1976 – Horst Wuestenhagan	1997 – Kimball Kahn
1977 – Milton Weber	1998 – Evelyn Alls
1978 – Milton Weber	1999 – Evelyn Alls
1979 – Derek Scorer	2000 – Dennis Jezierski

**Clifford W. Ford NVPS Last Chance Navigation Contest**

For the winner of the last navigation contest of the boating season. Originated by Clifford W. Ford.

1971 – W.W. Chambers	1983 – Bob Myers
1972 – R. E. Hale	1984 – Bob Robertory
1973 – Frederick Larsen	1985 – Herb Dindlebeck
1974 – Dick Murphy	1986 – J. R. Dindlebeck
1975 – Dick Murphy	1987 – P/C William Alberts
1976 – P/C William Eldridge	1988 – P/C Bill Eldridge
1977 – Cdr Ron Sowers	1989 – P/C William Eldridge
1978 – Bill Alberts	1990 – P/C Ron Sowers
1978 – Cdr Jim Settle	1991 – Dennis Jezierski
1979 – P/C Jim Settle	1992 – P/C William Alberts
1980 – P/C Jim Settle	1997 – P/C William Alberts
1981 – P/C Bob Malone	1998 – P/C William Alberts
1982 – P/C Bob Malone	

**Spirit of Flower Power**

For exceptional service to the Commander in generating membership participation.

1972 – Andy McGehee	1987 – P/C William Alberts
1973 – Art Tiemann	1988 – Ed Marsh
1974 – Robert Whitfield	1990 – Daniel Griffin
1975 - Curtis Clayton	1991 – Patrick Sowers
1976 – Alfred Reynolds	1992 – Don Benedetto
1977 – Samuel Weaver	1993 – Gale & Evelyn Alls
1978 – Vance Abshire	1994 – Dennis Jezierski
1979 – J. David Newell	1995 – Karen Jezierski
1980 – Vance Abshire	1996 – Edwin & Martha Dodd
1981 – Vance Abshire	1997 – Lindalee Fitton
1982 – Al Shirley	1998 – Martha Jane Dodd
1983 – Alan Hart	1999 – Martha Jane Dodd
1984 – Gale Alls	2000 – Martha Jane Dodd
1985 – Dennis Jezierski	2001 – Martha Jane Dodd
1986 – Michael & Helen Sylvester	

**Trailer Boat Trophy**

Presented as a perpetual trophy by James O. Shepard to be presented each year to the NVPS member and trailer-boat with the lowest average percentage in all NVPS predicted log contests offered each year.

1974 – J. David Newell	1982 – Linda Myers
1975 – J. David Newell	1983 – John Harvey
1976 – J. David Newell	1991 – Michael Welch
1977 – Robert Myers	1992 – J. David Treas
1978 – Daniel Feinberg	1997 – P/C Jere Dando
1979 – Robert Myers	
1980 – Robert Myers	

**Dean C. Lindquist Trophy**

Awarded to the best NVPS navigator competing in all Navigation contests in a season.

Originated in memory of Dean C. Lindquist.

1976 – Cdr Ronald Sowers	1988 – Michael Flanders
1977 – E. Ross Hart	1989 – P/C Charles Eby
1978 – John Francis	1990 – P/C Ronald Sowers
1979 – John Francis	1991 – P/C Bill Alberts
1980 – P/C Ronald Sowers	1992 – David Treas
1981 – John Francis	1997 – P/C William Alberts
1982 – John Dabinett	1998 – P/C William Alberts
1983 – Charles Eby	1999 – P/C William Alberts
1984 – P/C Ronald Sowers	2000 – P/C Richard Durgin
1985 – Michael Flanders	2001 – P/C William Alberts
1986 – P/C Ronald Sowers	2002 – P/C William Alberts
1987 – P/C William Alberts	

**The Charles S. Kent Perpetual Memorial Award**

Presented annually to the Northern Virginia Power Squadron sailboat skipper whose seamanship, dedication, service, participation, and citizenship best exemplify the principles of the United States Power Squadron.

1977 - P/C William Kelly	1997 – Ben Fulton
1978 – Robert Simmons	1998 – Charles Olin
1979 – Newbern Ray Jr.	1999 – P/C Jere Dando
1980 – P/C Robert Simmons	2000 – Ben Fulton
1981 – Charles Ehle	2001 – Walt & Manette Lazear
1982 – John Keegan	2002 – Joel Bailey
1983 – Ben Fulton	2003 – Paula Bailey
1984 – John Walker	2004 – Pete & Judy Soballe
1985 – William Russell	2005 – Ben Fulton
1988 – William Wright	2006 – Ed Phillips

**NVPS Educational Award**

Awarded annually to the NVPS member for his outstanding contribution to our educational program.

1978 – Richard Church	1993 – Alan Blankfield
1979 – John Chase Sr.	1994 – Henry Trochesset
1980 – Robert Robertory	1995 – Henry Trochesset
1982 – Frederick Larsen	1996 – P/C Michael Foster
1983 – P/C James Settle	1997 – Kimball Kahn
1984 – E. Ross Hart	1998 – Chip & Jill Hayes
1985 – P/C William Steeper	1999 – P/C Michael Foster
1986 – Hugh McClelland	2000 – P/C Richard Durgin
1987 – David Ansell	2001 – John Shivik
1988 – Michael Sylvest Jr.	2002 – Lin & Cathy Sheffield
1989 – Dan Griffin	2003 – Tony Morris
1990 – Charles Mosier	2004 – Dwight Bues
1991 – Daniel Griffin	2005 – G. Jay Nelson
1992 – Henry Trochesset	2006 – Brian Middleton

**NVPS Jack Isicson Trophy**

Presented by the Isicson family for the best single score of the year in an NVPS navigators' contest by an NVPS boat navigated by her owner.

1984 - Dan Black	1992 - Bill Alberts
1985 - Bill Alberts	1997 - Bill Alberts
1986 - R. Robertory	1998 – Bill Alberts
1987 - Bill Alberts	1999 - Bob Fitton
1988 – Ron Sowers	2000 - Bill Alberts
1989 – Ron Sowers	2001 - Bill Alberts
1990 – Ron Sowers	2002 - Bill Alberts
1991 - Dennis Jezierski	2004 – Bill Alberts

**NVPS Rookie/Newer Member Award**

Presented annually by the NVPS Commander to a new member who has made substantial contributions of time and effort to the success of the squadron.

1992 - James P. Lee	2000 - Barbara Swengel
1993 - Pete Sofolarides	2001 - Allan Sager
1994 - Rich Hayes	2002 - Jim & Robin Roberts
1995 - Kitty St. Romain	2003 - Jay Nelson
1996 - Elwood Sheetz	2004 - Michael Waltman
1997 - David Rymph	2005 – Ed Phillips
1998 - Vincent Langan	2006 - Joe & Gail Jarocki
1999 - Joel & Paula Bailey	

Awards and Trophies

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**Outstanding Instructor -- Boating Safety**

For the instructor of boating safety who best exemplifies the spirit and principles of USPS. Presented by Jere and Nancy Dando.

1997 – Richard B. Hayes                      2002 – Allan Sager  
1998 – Stuart L. Stauss                      2003 - Francis Williamson  
1999 – Gale Alls                                2004 – Joel & Paula Bailey  
2000 - Lin & Cathy Sheffield                2005 – Richard Durgin  
2001 – Charles Olin                            2006 – G. Jay Nelson

**NVPS Past Commanders Award**

Awarded to a Past Commander of NVPS for continuing outstanding service to Northern Virginia Power Squadron. Presented by Jere and Nancy Dando.

1999 – P/C Dennis Jezierski  
2000 – P/C Gale Alls  
2001 – P/C Richard Durgin and P/C Gale Alls  
2002 – P/C Robert Fitton and Lindalee Fitton  
2003 – P/C Charles Eby and P/C Gale Alls  
2004 – P/C Dennis Jezierski (awarded posthumously)  
2005 – P/C John Shivik  
2006 – P/C Edwin Dodd

**Commander's Discretionary Awards – 2001**

Joseph Cook, Rosemarie Cook, Elwood Sheetz, Barbara Swengel

**Commander's Discretionary Awards – 2002**

Dwight Bues, Russell Grasso, Jean Durgin

**Commander's Discretionary Awards – 2003**

Ben Fulton, Allan Sager, Duke Wheeler, Ruth Grasso, James Roberts, Robin Roberts, Linda Sager, Jean Durgin, Martha Jane Dodd.

**Commander's Discretionary Awards – 2004**

Allan Sager, Cathleen Sheffield, Charles Olin, Elaine Colen, Jean Durgin, Jay Nelson, Lindalee Fitton, Thomas Ballew.

Special Award to First Mate Extraordinary Helen Alberts

Golden Heart P/C Award to P/C Dennis Jezierski (awarded posthumously)

**Commander's Discretionary Awards – 2005**

Gale Alls, Jean Durgin, Manette Lazear, Walt Lazear, Al Sheetz, Judy Soballe, Pete Soballe.

**Commander's Discretionary Awards – 2006**

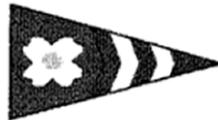
Rick Baker, Clara Blanding, P/C Dick Durgin, Jean Durgin, P/C John Shivik, Robert Van Buskirk and especially, P/C Bill & Helen Alberts – for constantly demonstrating what life, boating and USPS are all about.

Northern Virginia Sail and Power Squadron  
pays a special tribute to all of its  
Past Commanders

Each commander shared his/her time and talents with the squadron.

Each commander improved the squadron in some way.

A HEARTFELT "THANK YOU" TO EACH OF THEM !



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**Northern Virginia Sail and Power Squadron  
Past Commanders**

Leroy S. Bendheim, S *	1967-1968
William C. Redfearn, Jr., AP	1968-1969
Robert B. Malone, SN	1969-1970
Robert E. Kloske, AP *	1970-1971
William C. Eldridge, SN	1971-1972
William M. Kelly, N	1972-1973
Claude R. Yates, III, JN	1973-1974
James F. Head, AP *	1974-1975
George M. Stone, AP *	1975-1976
Ronald J. Sowers, JN	1976-1977
Richard K. Murphy, N *	1977-1978
James M. Settle, Jr., AP *	1978-1979
William P. Steeper, SN *	1979-1980
Robert M. Simmons, N *	1980-1980
H.H.D. Heiberg, Jr., AP *	1980-1982
Robert M. Myers, S	1982-1983
William S. Alberts, SN *	1983-1984
Derek R. Scorer, N	1984-1985
William I. Jones, P	1985-1986
Gale Alls, SN	1986-1987
Charles J. Eby, SN	1987-1988
Dennis S. Jeziarski, P *	1988-1989
Thomas G. Harvey, JN	1989-1990
Alan R. Hart, AP	1990-1991
Henry J. Trochesset, JN	1991-1992
Ronald J. Sowers, JN	1992-1993
Michael J. Foster, AP	1993-1994
William S. Henderson, AP	1994-1995
M. Cathleen Henderson, AP	1995-1996
Jere D. Dando, AP	1996-1997
William M. Russell, III, SN	1997-1998
Richard J. Durgin, JN	1998-1999
Edwin J. Dodd, JN	1999-2000
Robert L. Fitton, AP	2000-2001
Paula D. Bailey, AP	2001-1002
John A. Shivik, AP	2002-2003
Elwood P. Sheetz, AP	2003-2004
Keith B. Segerson, P	2004-2006

\* Deceased

## Past Commanders -- 1967 - 1980



1st Commander  
Leroy S. Bendheim



2nd Commander  
William C. Redfearn



3rd Commander  
Robert B. Malone



4th Commander  
Robert E. Kloske



5th Commander  
William C. Eldridge



6th Commander  
William M. Kelly



7th Commander  
Claude R. Yates



8th Commander  
James F. Head



9th Commander  
George M. Stone



10th Commander  
Ronald J. Sowers



11th Commander  
Richard K. Murphy



12th Commander  
James M. Settle



13th Commander  
William P. Steeper

Row 1. P/C Leroy S. Bendheim, S (1967-68), P/C William C. Redfearn, Jr., AP (1968-69), P/C Robert B. Malone, SN (1969-70), P/C Robert E. Kloske, AP (1970-71).

Row 2. P/C William C. Eldridge, N (1971-72), P/C William M. Kelly, N (1972-73), P/C Claude R. Yates, III, JN (1973-74), P/C James F. Head, AP (1974-75).

Row 3. P/C George M. Stone, AP (1975-76), P/C Ronald J. Sowers, JN (1976-77), P/C Richard K. Murphy, N (1977-78), P/C James M. Settle, Jr., AP (1978-79).

Row 4. P/C William P. Steeper, SN (1979-80).

## Past Commanders



P/C Robert M. Simmons, N  
1980



P/C H.H.D. Heiberg, Jr., AP  
1980-82



P/C Robert M. Myers, S  
1982-83



P/C Derek R. Scorer, N  
1984-85



P/C William I. Jones, P  
1985-86



P/C Charles J. Eby, SN  
1987-88

## Past Commanders



P/C Dennis S. Jezierski, P  
1988-89



P/C Thomas G. Harvey, JN  
1989-90



P/C William S. Henderson, P  
1994-95



P/C M. Cathleen Henderson, P  
1995-96

## Past Commanders



Front row left to right:

P/C William S. Alberts, SN (1983-84), P/C Jere D. Dando, AP (1996-97), D/Lt/C Patricia G. Gagliano, AP, P/C Robert L. Fitton, AP (2000-01), P/C Alan R. Hart, AP (1990-91).

Back row left to right:

P/C Richard J. Durgin, JN (1998-99), P/C Ronald J. Sowers, JN (1976-77, 1992-93), P/C Edwin J. Dodd, JN (1999-00), P/C Michael J. Foster, AP (1993-94), P/C Henry J. Trochesset, JN (1991-92), P/C James M. Settle, Jr., AP (1978-79), P/C Gale Alls, SN (1986-87).

## Past Commanders



P/C William M. Russell, III, SN  
1997-98



P/C Paula D. Bailey, /LP  
2001-02



P/C John A. Shivik, AP  
2002-03



P/C Elwood P. Sheetz, AP  
2003-04



P/C Keith B. Segerson, P  
2004-06



Cdr. G. Jay Nelson, AP  
Commander 2006-07

Former First Lady Helen Alberts, S  
remembers her late husband,  
P/C William S. Alberts, SN  
117 Prospect Drive, SW  
Leesburg, Virginia 20175

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My dear Bill was Commander of the Northern Virginia Power Squadron in 1983-84. I feel this was a GREAT year due to the camaraderie and dedication of the members. And we had FUN! In other words, "you can't do it alone." It was also due to the belief Bill had in the purpose of the squadron and his respect and affection for so many of the members.

The squadron was very active that year. Some of the events Bill and I participated in are listed below:

Events & Meetings: Safe Boating Week – Fire Extinguishers (with active participation); Commander's Cocktail Party; Awards Night and Dinner; Annual Christmas Party; Founder's Day; Change of Watch. Monthly meetings – program topics: *Two Year Cruise to the Mid-East; Recent Advances in Marine Electronics; Chesapeake Bay; Navigating to the North Pole; Cruising Around the World with Gusto; Bay Fishing.*

Rendezvous: Olversons; Gwynn Island; Calvert; Mears Point; Claytons; Ocean City; Windmill Point.

Trailer Boat Rendezvous: Hoffmaster; Ocean Pines.

Cruises: Atlantic City; Bay Cruise; Claytons to Tides, Occohannock Creek, York River, Tides.

Other Events & Meetings: D/5 Spring Conference in Valley Forge; Alexandria Waterfront Festival; Boat Shows; Cooperative Charting at Sweden Point, Hoffmasters; Conference in Reston; Northern Chesapeake Bay Rendezvous at Great Oaks; Fall Governing Board in Orlando; Annual USPS meeting in Miami Beach; Winter Council Meeting in Wilmington; District 5 Change of Watch.

On his behalf, I thank wonderful friends.

Helen Alberts,  
First Lady, 1983-84

P/C Gale Alls, SN  
7800 Braemar Way  
Springfield, Virginia 22153

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## WHAT A DIFFERENCE 40 YEARS MAKE

When I joined Potomac River Power Squadron in 1966, before the formation of the Northern Virginia Squadron, the monthly meetings were open only to male members since the national organization had a male-only membership policy. The meetings were preceded by dinner at the Almas Temple building on K Street, N.W in Washington, D.C. Following dinner the ladies moved to a separate room and met as a ladies' auxiliary. The gentlemen met in another room and conducted the affairs of the squadron.

The NVPS founders decided before leaving Potomac River that the new squadron would welcome the ladies in all meetings and make them an important part of the new group. It would be a number of years before the National policy was changed and women were granted full membership. USPS bylaws were changed at a Governing Board in 1982 and women were given full membership privileges.

It was customary for all bridge members and many general members to wear USPS uniforms to the meetings, both summer and winter. Uniforms were worn at rendezvous during the flag raising and contest awards ceremonies. The uniform of the day at Founder's Day, Change of Watch, and the Christmas party was class A blue uniform with bow tie for the gentlemen and long skirts or long dresses for the ladies.

Membership was by invitation only. During the early years, the squadron would screen new member applications much as a yacht club would and issue invitations only to those who were recommended by a member and approved by the membership committee. Not all applicants were invited to membership. Membership was also limited to United States citizens.

From the beginning Northern Virginia was represented at all three of the annual National meetings, a record that continued for more than twenty-five years. It was not unusual for fifteen or twenty members to be in attendance at the annual meeting then held at the Fountain Bleu in Miami Beach, Florida. The friendships were strong and lasting. My year as Commander came at what is now the mid-point of our forty years. It gave Evelyn and me the opportunity to make new friends in the boating community around the country. We traveled to Governing Boards in Atlanta and Reno. After the Reno meeting a group of NVSPS members continued on to San Francisco, rented cars, and drove the Big Sur to LA.

On the water activities were well attended with a large participation in navigation contests. A typical summer schedule would be for five squadron rendezvous plus the D/5 Summer Council and Rendezvous. The three boats with the best accumulated time that had participated in all of the rendezvous prior to the D/5 meeting were selected as the squadron team boats. Other boats from the squadron would participate as individual

contestants. At the D/5 Summer Council and Rendezvous a Northern Virginia team consisting of P/C Bill Eldridge (*Kathy El*), P/C Bill Alberts (*Sea Amigo*), and John Dindlebeck (*Miss Stephie*) won team first place. Following the District rendezvous nine boats began a week's cruise in the southern Chesapeake.

Even as some things change the most important remain the same. The wonderful friendships we make, the invaluable nautical knowledge we acquire from both courses and on-the-water skills.

P/C Gale Alls, SN  
Commander 1986-87

P/C Paula D. Bailey, AP  
20817 Waterbeach Place  
Sterling, VA 20165

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I'm sure you have heard the phrase "the stars were in perfect alignment." Well, they truly were the year I became commander. I had a flexible work schedule and my girls were at an age that allowed me to devote time to the commandship of the Northern Virginia Power Squadron (our name didn't change till the next year).

It all began a few years before when we were in Solomon's Island to enjoy the Last Chance Rendezvous. True to form, P/C Richard Durgin cornered me and twisted my arm to fill the vacant Administrative Officer position. Oh brother, did that smooth talker con me into thinking it would be easy! Then two years later at the 34<sup>th</sup> annual Change of Watch, I became the commander.

The year started off with D/5 Spring Conference in Norfolk, VA. Our theme was "Flag Smart." Our squadron presented an outstanding display of our knowledge of flags. The members who attended the conference all had matching T-shirts. We were a cute bunch.

We had numerous outings from the social end of things. There were cruises on the bay, a flag raising with the Potomac River Squadron, early morning fishing trips on the Potomac River, the Blessing of the Fleet in Occoquan Bay, raft ups on the Little Choptank, and the Last Chance Rendezvous at Herrington Harbour South. We didn't let the winter weather slow us down. Who could forget gathering at Anita's Mexican Restaurant on a cold Sunday morning to meet with friends and enjoy good food?

Vessel Safety inspections were in their infancy when I was Commander. We were just training our core instructors. The number of inspectors has grown throughout the years and our squadron has been helping the boating community by providing free inspections to boaters on our local waters.

Education as always been one of the squadron's main missions and we did not fall short on this during my year. We offered numerous boating courses to the public and our members had many opportunities to take advance boating classes.

Our squadron's hard work was obvious on many fronts. D/Lt Charles Olin's *Tars & Terns* series, "The Sailors Night Sky," won the D/5 award for the Best Feature Article. Our membership chairman, D/Lt Martha Jane Dodd, and her never ending effort to recruit members helped win us the award of second largest squadron in D/5. We were overwhelmed with excitement when Lt/C John Shivik won the Charles F. Chapman Award for Excellence in Teaching! He was chosen as the best teacher among all the nominees from D/5.

We took on many challenges that year, beginning with the updating of our Bylaws. This would take some time but we had the ball rolling and were excited that this update was finally underway.

We were honored to be the host for the D/5 Summer Council and Rendezvous for 2002. Bob and Lindalee Fitton were the General Chairmen. They formed their committee beginning in the fall of 2001 and began many endless hours of preparing for the huge, outstanding event that the squadron hosted the following summer at Herrington Harbour South.

On a sad note, our nation experienced terrorist attacks on our soil in 2001, with what we all remember as the 9/11 attacks. Americans rallied together and helped each other during this time of sorrow. Boating rules changed due to these attacks. Patrols on our waters were increased and we had to learn how to stay well clear of military boats. All this became necessary for all of our safety.

My commandership during the time of 2001-2002 is something that I will always remember. I will always appreciate the opportunity I was given to serve the members of Northern Virginia Power Squadron.

P/C Paula D. Bailey, AP  
Commander 2001-02

P/C Jere D. Dando, AP  
3103 Fox Den Lane  
Oakton, Virginia 22124

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When PC Gale Alls, SN asked for a quick recap of my memories of being Commander of the NVPS, my thoughts and feelings were difficult to write down in any sensible manner. They are in-a-word, **Wow ! Fast ! Great !, Challenging, Rewarding, Exhilarating, Satisfying, What –a-ride !** Well that is more than one word but it was really an incredible ride. And a ride it was. Like a roller coaster. In the front car and no control. You keep looking back to make sure the members are having a great time and are ready to push the Squadron up the next hill. Then when it's over you say, **Boy, that was fast! Whoa!** Here comes spring and all the planning and scheduling and the committee chairmen exercising their leadership roles. Certainly the many activities and many functions, both on the water and off, were indeed memorable but one gains far more in the summation of these events in the brain. What a fulfilling experience to belong to an organization with the goals of contributing to boating safety and pleasure of the membership and the community as a whole. The close friends one makes in these endeavors are more precious than any expense of time or money. My thanks and gratitude to all the NVSPS members past and future for sustaining this valuable tradition.

PC Jere Dando, AP  
Commander 1996-1997

P/C Edwin J. Dodd, JN  
7900 Frost Crystal Court  
Fairfax Station, Virginia 22039

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## **Fifteen Years of Service to Northern Virginia Sail & Power Squadron**

Past Commander Ed Dodd became a member of Northern Virginia Power Squadron in 1992. He served as Commander, NVPS 1999-2000.

He progressed through the ranks serving in positions as Assistant Administrative Officer, Administrative Officer, and Executive Officer prior to his nomination as Commander, NVPS. He attended all NVPS staff and executive committee meetings and represented NVPS at District and National meetings.

He manned the NVPS booth at the Chantilly and Washington Boat Shows. He attended the D/5 NOAA Workshop and Cooperative Charting Classes held in Norfolk, Va. He assisted in the search for Coast and Geodetic Markers with members of the Squadron.

P/C Dodd promoted the Squadron newsletter (*of Tars & Terns*) by placing valuable articles in every month.

He assisted the Membership Chair (his wife, Martha Jane Dodd) by assisting in the interviewing of graduates of the Basic Boating Course. NVPS was considered #1 in attaining new members and received many awards for retention of members.

P/C Dodd participated in Squadron and District summer cruises, rendezvous and navigation contests. He also served as a Vessel Examiner, performing Vessel Safety Checks and issuing certificates to boat owners after satisfactory inspection of their boats.

He assisted the Squadron Education Officer by displaying boating class schedules in local boat and sport stores.

P/C Dodd served as NVPS Flag Officer at general and special events.

P/C Richard J. Durgin, JN  
308 George Street, SW  
Vienna VA 22180

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When Jean and I recall our years as members of the Northern Virginia Sail and Power Squadron, it is the friendships we treasure and remember most vividly. We've been privileged to meet so many interesting and generous people who've enriched our lives and our boating experience.

We met many members during meetings and courses but it was during the squadron's annual cruises that those acquaintances became friends. What the cruise offers that meetings and courses do not is time.....time to learn about other members by talking together, working on our boats together, eating and drinking together, exploring Chesapeake Bay together. For a week the cruisers become our family.....celebrating birthdays, anniversaries, graduations and glorious days on the water. We watch out for each other through sun, wind and rain. Most of all, we laugh and play together.

Three 2004 cruisers wrote a song to the tune of Sweet Betsy from Pike that hints at the flavor and fun of all NVSPS cruises.

#### **NVSPS Cruise Song**

Oh, we're a fun squadron fleet out on a cruise.  
We packed up our yachts, trawlers, rag-haulers, booze.  
We sailed off to Solomons, Point Lookout too.  
And then off to Crisfield with our motley crew.

*Blue Skies, the KIM, and Bay Leeway,*  
*Adventures, Angela M, and Twyzark, they say,*  
*Sherry Lynn, Loon and Grey Eagle too,*  
*Sea Amigo, Wing and a Prayer, and Taylors came*  
through.

First came the Coast Guard with bulletproof vest,  
To put all the boats to the ultimate test.  
Then came the storm, the wind and the rain,  
That washed our scavenger hunt down the drain.

There's still one more boat to add to the rest.  
On Wednesday *Ed's Joy* was put to the test.

The bravest of all is *Sea Amigo*,  
For they have had engine troubles, you know.

Four little canines along on the cruise,  
With leashes, bandanas and puppy dog chews.  
Winnie, and Pasha, Lost Dog, M&M.  
Watch where you step on the shore now and then.

Mile after mile and day after day,  
For gallons of diesel or gas do we pay.  
To gather each night for the very same cheese.  
Can we have some new snacks for next year's cruise,  
please!

There'll be more tales as we cruise along.  
Some will be right and some will be wrong.  
Some will be short and some will be long.  
But we'll all remember this stupid old song.

Congratulations to the members of the Northern Virginia Sail and Power Squadron for 40 years of service to the boating community. Best wishes for many more years ahead.

Safe Boating,

P/C Richard J. Durgin, JN  
Commander 1998-99

P/C Charles J. Eby, SN  
20 Yacht Club Drive #401  
North Palm Beach, Florida 33408

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My term as Commander of our Power Squadron was by far the most rewarding of all my extracurricular activities. I had the privilege of meeting and getting to know so many members and families of members during the year.

As my Squadron predecessors have already noted, my tour as Commander was quite similar to theirs. We had an almost complete slate of educational courses, missing only the one course for training of teachers. However, we did present the Basic Boating course at four locations -- twice. We had a full program of five rendezvous, ran five navigation contests, took part in the District navigation contest, as well as attended District meetings, Governing Boards and the Annual Meeting in Miami. Only one Squadron meeting was cancelled by a tremendous snowfall.

Gale Alls and I called on our first Squadron Commander, Leroy Bendheim, as he was going through a serious health crisis and he graciously posed for a photo for the Tars and Terns.

Late in my term, Dr. and Mrs. Lloyd Hazleton approached me with an offer to make a special, significant contribution to the Squadron. They asked for suggestions. I contacted P/C Bill Eldridge for advice and together we came up with the idea of establishing a trust fund, which could be called the Flower Power Fund. The Hazletons liked the idea and requested a legal charter to set it up. Leroy Batchelor, our Squadron Legal Adviser, drew it up and all was agreed.

The Fund was established with a very generous \$5,000 contribution by the Hazletons, none of which was to be disbursed. Only the interest could be spent with proper oversight, and additional contributions by members could be added, thus making the "nest egg" grow and provide funding for many needs -- especially by the Education Officer.

All in all, I was very proud to represent our Squadron as Commander for the year, and very pleased to meet and get to know all our members.

We are enjoying the sunshine and balmy breezes. Paradise, you know. Wish you were here.

P/C Charles F. Eby, SN  
Commander 1987-88

P/R/C William C. Eldridge, SN  
1030 Sugar Sands Boulevard, #173  
Singer Island, Florida 33401

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### Observations after 40+ years of squadron life:

- We are preaching the same topics and our concerns are the same.
- We have always fought cliques and we have always been accused of having them.
- We have always promoted membership involvement.
- Even back then we struggled to meet the demands of membership to keep them interested in USPS.
- How bad was it back in 1971 (my year as NVPS's commander)?
- The squadron had grown from its charter number of 80 to 397.
- 283 held the grade of Seaman; there were 98 AP's.
- 45 took and passed Seamanship; 11 passed AP.
- ME had 20, EM 18; Sail 14; and Weather 8.
- 298 attended our public Boating course (at 4 locations simultaneously).
- 223 members had boats (only 56%). We held 5 rendezvous plus district's.
- At the Kinsale rendezvous there were 28 boats, 13 in the navigator's contest.
- Members stayed in rented rooms, including a whole house plus a trailer and 3 campers. Over 100 members (about 10-15%) and guests attended.

At every executive meeting we would talk about getting members involved, even assigning "buddies" to new members. We spent a lot of time recruiting members and more time in retaining them. Look at the great ones we kept and sadly, look at the masses we lost. I'm convinced we did the best job we could (sure, we could always do more . . .). However, we still have a life of our own. I personally have brought members out from the shadows, got them involved, only to have them drop back out of sight when left on their own. And in doing so, I have a bunch of success cases too.

No one got members involved like our charter SEO Russell Hartz, SN. During our first two years, 100% of our membership earned merit marks. In my year (the squadron's 5<sup>th</sup> year) 119 (30%) merit marks were awarded.

Our kids grew up in the squadron, and in several families our kids married other members' kids!

We do what we can, let's keep that up . . .

P/R/C Bill Eldridge, SN  
Commander 1971-72

P/C Robert L. Fitton, AP  
8308 East Boulevard Drive  
Alexandria, VA 22308

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As to particular events that occurred during my tenure as Commander –

Everything was special – we had fun! And the squadron ran smooth as a clock thanks to all the bridge members and committee members and general members. What more could you ask for?

P/C Robert L. Fitton, AP  
Commander 2000-01

P/C Michael J. Foster, AP  
10650 Calebra Road, Suite 104  
San Antonio, Texas 78251

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My time as the Commander of NVPS was an unforeseen endeavor for me and the NVPS members. I feel that we both benefited. Assuming the Commander's position with the only prior Bridge experience being Secretary was a definite challenge. However, the support I received from the Bridge, the membership and the Squadron advisors was one of the most gratifying experiences that I have ever had.

I believe that the year of 1993-1994 was a turning point for NVPS. We started a great growing trend by having a total Squadron commitment to teaching the Basic Boating Course to the new boating communities in Fairfax and Prince William Counties. This Squadron commitment has continued.

From the time of the National Meeting in Miami to the NVPS Change of Watch, (including the live gold fish in bowls as centerpieces) was a period of enjoyment and fulfillment for all of us.

P/C Mike Foster, AP  
Commander 1993-94

P/C Alan R. Hart, AP  
5707 Cambridge Drive  
Fredericksburg, VA 22407

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In 1966 when my father and I took what was then called the Piloting course, there was only one squadron, Potomac River Power Squadron, in the Washington area, and the course was only taught in Maryland. After we joined, we found that additional courses were only available in College Park. Potomac River had about 1,500 members, but their meetings in downtown D.C. only attracted 50 to 100. A few members thought there was a better way to do things.

The Northern Virginia Division of Potomac River was formed, and in 1967 it was granted a charter as the Northern Virginia Power Squadron by USPS, with over 80 charter members. Potomac River and its officers, and especially Past Commander William W. Chambers, who was on the District Five bridge, helped us and encouraged us in many ways. The alternate red and blue chevrons at the point of the northern Virginia pennant, taken from the Potomac River pennant, honor our "roots" as well as that support.

Every member renewed in 1968 and soon Northern Virginia was a fully active squadron, teaching Piloting to about one hundred students in each of three locations, twice a year, as well as teaching every advanced and elective course offered by USPS. We had full summer programs of rendezvous and cruises, with navigation and predicted log contests, cocktail parties, cook-outs, etc. Our reputation for enthusiasm, hard work and jobs well done, in addition to the dogwood on our pennant, earned us the nickname "The Flower Power Squadron."

I feel that my year as Commander was successful, but not particularly spectacular. We had a full program of education, social events and on the water activities and participated in all District Five meetings and events. In keeping with what was then a tradition, I personally represented Northern Virginia at every District Five and USPS meeting.

Thanks to Program Chairman, P/C Gale Alls, SN, we had interesting programs at every monthly meeting, but what I consider the highlight of the year was the presentation by Captain Edward L. Beach, USN Ret., who is probably best known as the author of the novel, Run Silent, Run Deep as well as a dozen or so other books. That meeting had the highest attendance of the entire year. Captain Beach spoke for about an hour and a half and kept our undivided attention. Afterwards, he sold and autographed all of the books he brought with him.

The year ended with the Change of Watch, at which I received my Life Member plaque (25 Merit Marks) thanks to work well done by all of my officers and committee chairmen, as well as many other Northern Virginia members.

P/C Alan R. Hart, AP  
Charter Member  
Commander 1990-91

P/C Thomas G. Harvey, JN  
6265 60 Court  
Vero Beach, Florida 32967

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## **Northern Virginia Power Squadron Memories**

I took the Public Boating Course in the fall of 1973 and the night I took the exam I went to Huntington, Long Island, to pick up my 24 foot Seafarer sailboat. In three months that winter I completed the building of the boat. That spring I joined the NVPS and I took the Seamanship course, which started me out on my squadron education. I soon followed with Piloting in the fall of 1974 and Advanced Piloting in 1975. I next took Weather in 1976 and qualified as Junior Navigator in 1978. I took part in many rendezvous during these years. I later bought a 24 foot single engine boat and took it to many rendezvous. In 1981 the Commander asked me to become a Member-at-Large and I accepted and served in that position for two years. I became a Senior Member in 1983. In 1983 I became the Chairman of Boating and at one time during 1983-85 I had six Public Boating Courses going from Alexandria to Warrenton at the same time. In 1985 I also took Engine Maintenance and Instructor Qualification. I became the Assistant SEO for 1985-86, SEO for 1986-87, the Administrative officer for 1987-88, the Executive Officer for 1988-89 and the Commander for 1989-90.

During my year as Commander I did my best to maintain or expand the membership. I offered a door prize at each monthly meeting in order to bring in the members to the meetings as member participation at monthly meetings had fallen off. I owe any success I had in managing the squadron during my term as Commander to the support and help of bridge members and the members in general. My mentors were Bill Eldridge, Gale Alls, Dick Murphy, Dennis Jezierski, Bill Alberts and many, many others.

P/C Tom Harvey, JN  
Commander 1989-90

P/C William S. Henderson, AP  
P/C M. Cathleen Henderson, AP  
136 Riverbend Drive, Upper Cloverdale  
New Brunswick, Canada E1J2B4

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## The Wandering PC's

Our transfer to the USA began in 1988 and we brought our Dutch Trawler to the Hudson, quickly determining that we needed some boating education. Our previous boating had been on the upper reaches of the Thames near Windsor Castle and the canals of the Netherlands. We joined Liberty Harbour, District 4 and became involved from the get go joining in the spirit of education by supporting the basic boating course as table instructors, attending each week and assisting the basic boating course instructors. Within eighteen months we were with Northern Virginia, District 5 and in 1991 began our "you this year, me the next year" climb up the ladder of responsibility. I becoming Membership chairman, then joining the Bridge – culminating in Cathy being nominated as the first woman Commander of NVPS in 1995-96.

We continued our education as far as Advanced Piloting while being much involved in all the responsibilities of our "management" positions and doing our best to maintain the tradition of the squadron by attending as many if not all the National events during our two years as Commanders. Our major organizing event was in response to the annual call to District 5 Squadrons to bring together as many of the forty squadrons as possible – for us this was the 1994 Sail Regatta on Chesapeake Bay. *Tars & Terns* reminds me that the weather was not kind and I remember well struggling with the anchor on P/C Gale Alls boat *KIM* as we attempted to establish the finish line. While I was attending to the water based element, Cathy spent a great deal of time and effort behind the scenes putting together a successful dinner at a restaurant overlooking the marina. As with all events the degree of success was also dependent on the support of willing squadron members and their spouses.

Our most pleasant memories are attending the annual District Change of Watch and the challenge of coming up with a theme for our hospitality room. For my year in office it was the Scottish castle with major design and construction provided by P/C's Dennis Jezierski and Mike Foster. To add to the Scottish feel I baked shortbread, so much butter was used that I could not even go near the finished product. Cathy put together tartan tammy's and scarves and made a scotch broth that even my mother would have been proud of.

Cathy's theme was the Wheel of Education, based on the concept of spin the wheel of fortune. We linked this to a series of related questions with multiple answers run on a computer and much interest was shown by both District and National representatives as an education, exam taking possibility.

With typically short notice we found ourselves in 1997 moving to the Dallas, Texas area and joining DSPS in District 21 and I eventually spent several years as the District Public Relations Officer. Since 2004 our boating has been very much curtailed as we reside in Eastern Canada but recently we transferred membership to Lake Norman, North Carolina, District 27 in possible preparation for establishing a retirement location. We will be moving again by October 2007 and as so many times in the past we will take advantage of our membership in USPS to connect with a

local squadron. We know that we can expect a warm welcome and a helping hand in settling in to unfamiliar country – an often unappreciated benefit of being involved in the world's largest boating club.

P/C Bill Henderson, AP  
Commander 1994-95

&

P/C Cathy Henderson, AP  
Commander 1995-96

P/C William I. Jones, P  
2523 36<sup>th</sup> Place, SE  
Washington, DC 20020

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## **Walking Down Memory Lane**

My interest in boating spawned when I was 8 or 9 years old fishing on the banks of the Flint River located in Albany, Georgia. It started with my feeling that more fish could be caught from a boat than from the river banks.

I was approximately 45 years old and living in Washington, DC near the Anacostia and Potomac River when a friend encouraged me to buy a 22 ft. wooden Owens. Fortunately, I realized very quickly that I needed to learn something about boating which was as foreign to me as all languages except German and English, my native tongue.

Someone told me about boating courses offered by the Coast Guard Auxiliary and the Power Squadrons. Strictly by the luck of the draw or location of the schools, I chose a Power Squadron. When I finished the then Piloting course, I was presented with an opportunity to become a squadron member. I was later told that my application created a minor volcanic eruption because no person of color had ever been accepted for membership in any of the local squadrons, so this was a first. Fortunately for me and the squadron, Northern Virginia set a historical precedent.

In working with the squadron I found that I was more excited and more fulfilled by being involved in one of the most important aspects of boating – safety on the water. All squadron members that I met over a 30+ span of years preached safe boating. As a member and while taking courses I also felt exhilarated in offering my help to train others who passed it on. For several years I assisted with classes and served on committees in the squadron and enjoyed every moment.

After several years I was asked to become a member of the bridge. I began as secretary for a couple of years and was nominated and accepted as the Assistant Administrative Officer, then Administrative, Executive and then the crowning moment and my proudest, the Commander of the NVPS. I felt most grateful for having developed the trust and respect that was given me to carry on the great tradition that had been entrusted in me by my peers.

I never felt alone with the responsibilities because my late wife, Geri, was always there to support me in all of my endeavors. She was not an avid boater but she allowed me and the children to have a ball. When she became the 1<sup>st</sup> Lady her true talents were exhibited in all of the challenges I experienced as Commander. Her planning and organizing events was unparalleled and little note would have been accorded me as Commander without her.

Serving on the bridge and attending district and national meetings gave me an opportunity to see and meet people from many of our states and territories. Many became lifelong friends whose friendships I cherished because we were all working for a common cause and giving freely of our services to all people.

I had many friends in the NVPS but I would like to give kudos to a couple that were very special in that they were always by my side when I needed them most. Two of the many were Gale Alls, my exec., and Ron Sowers, my flag lieutenant. Those two kept me on schedule and were always there when I was looking over my shoulder for help.

I would be remiss in giving my thanks to members that helped me if I didn't mention someone who helped me at the rendezvous to achieve a goal I never would have believed I could ever achieve. He was a young man named Mike Flanders, my best navigator, whose efforts and skills helped the "Geri J," my boat, win enough races to be named the Squadron Boat of the Year in 1984-85.

I also reserve a special thanks to a very special friend, Glenn Harvey, and his mate, for presenting their boat to me to be used as my "flagship" at the D/5 Rendezvous in Baltimore Harbor in 1985. For that gesture I will always be eternally grateful.

Last but not least was Past Commander Bob Kloske who had departed the area but kept in touch with me by mail and phone calls and always encouraged me to move to greater heights because he felt that I had something in leadership to offer to the squadron.

I have not been active for a few years but I still feel blessed to have been a part of one of the greatest organizations, the United States Power Squadrons.

A Happy 40<sup>th</sup> Anniversary and best wishes to the greatest of all Power and Sail Squadrons, Northern Virginia!

P/C Bill Jones, P  
Commander 1985-86

P/R/C Robert B. Malone, SN  
20 Yacht Club Drive #201B  
North Palm Beach, Florida 33408

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To the members of NVPS.

Please pardon any lapses in my memory of events leading up to the formation and the very successful early years of our fine squadron. I am happy to see that we still have so many talented people who are willing to stand watch and contribute even more.

Jean, thanks for your very hard work on the yearbook, and to my very best friend, Gale Alls, for your ever willing efforts helping out in all ways possible.

#### **EVENTS PRIOR TO THE FORMATION OF OUR SQUADRON**

I am now 84 years old and can say without reservation that joining the United States Power Squadrons has proven to be one of the most gratifying decisions I have ever made.

Only two years before the founding of NVPS, I joined Potomac River Power Squadron, a squadron of approximately 500, and, nationally, one of the very first squadrons to be chartered by USPS. Many friendships were formed within PRPS, friendships I've treasured ever since.

Recognizing, however, that, with only five bridge positions and with only so many operating committees, opportunities to participate and to demonstrate and exert leadership are pretty limited in an organization of that size. Several PRPS members who lived in Northern Virginia met to discuss the need for and explore the possibility of forming a squadron south of the river.

We felt that we had a lot to contribute, but it was apparent that we would have to create our own opportunities. Of course, we didn't think it would be a bad thing to reduce the time and distance involved in attending meetings and other activities, either.

I don't remember who first suggested that we meet to consider the possibility of forming a new squadron located more conveniently in Virginia, but meet we did. At those meetings, hosted in his offices by Virginia State Senator Leroy S. Bendheim, we discussed organizational structure, access to critical resources, and the procedures for forming a new USPS unit. The gentlemen present, as I recall, were Leroy Bendheim, Bill Redfean, Bill Eldridge, Jack Isicson, Bob Kloske, and myself.

Very well connected, having been Mayor of Alexandria and a Virginia State Senator, Leroy knew the people who could help secure a meeting place and make the necessary banking and legal arrangements, and he was the natural choice to be our first Commander.

I don't know if any of us really knew the job descriptions other than those for the Secretary and the Treasurer, but we were young (relatively speaking), eager, and confident. When the conversation came around to the other bridge assignments, I accepted the position of Administrative Officer, still not knowing just what would be expected of me.

After mountains of paper work and with the support of our mother squadron, PRPS, we were in business. Northern Virginia Power Squadron had become a reality.

## **DESIGNING OUR BURGEE & NAMING OUR PUBLICATION**

This same group of founding members selected the Virginia state flower, the dogwood blossom, for the centerpiece of our burgee. The four petals represented the four counties then served, with the center indicating the city of Alexandria.

Nancy Redfearn at this time suggested for consideration that the publication be named “of TARS & TERNS,” which was approved by all. I do not know, but I presume she was trying to advertise the inclusiveness of our Squadron, including the ladies along with their men.

## **ASSOCIATION AND SUPPORT FROM POTOMAC RIVER**

It is very important that we always pay tribute to our mother squadron Potomac River. They contributed \$500 (a healthy sum back then) to help with the necessary start up funds and also invited us to participate in all their social and on-the-water activities. Among the several Past Commanders of Potomac River who came to our aid, P/C's Bill Chambers and Jamie Cantrell were particularly strong supporters.

## **GROWTH**

Our monthly membership meetings were held at the venerable Old Dominion Boat Club at the foot of King Street in Old Town Alexandria. While I'm reluctant to mention specific numbers, NVPS grew at an amazing pace, and we soon found ourselves taking in as many as 20 new members every time we graduated a new Public Boating Course class.

We also had a very strong Education Department, with classes being held in several local churches and schools. Our class results were outstanding and contributed immeasurably to our growth. The classes also earned us recognition and several awards at both the District and National levels.

## **ATTENDANCE AND TRAVEL TO NATIONAL AND DISTRICT MEETINGS**

As Squadron Bridge Officers, we traveled often to attend District and National meetings. There was always a group of at least six of us for trips that could last for several days, affording us mini-vacations in areas that we would otherwise never have visited. We always had a hospitality suite and a small budget, but that proved not to be a problem. Everyone contributed refreshments and placed them in the Commander's hospitality “suite”...room was usually more like it.

We had our own travel “club” and always attended every District and National event. One outstanding travel opportunity occurred when there was a meeting on the West coast, after which six couples went on to Hawaii for a week.

Those were great times, and we made many wonderful and lasting friends, with several of whom I share sunny Florida to this day. Leroy and Angie Batchelor live very close by, as do Bill and Kathy Eldridge. Chuck and Annie Eby and Richard and Billie Strickler are “snowbirds” so we only get to enjoy their company about half the year, but we love them anyway.

## **MY YEAR AS COMMANDER**

In my year as Commander I was very lucky to have had excellent, hard working bridge officers and a growing membership filled with energy and devotion to the ideals of USPS.

The honors were just being heaped upon us. We had both the Prince Henry and Caravelle awards in our possession for that year. We were strong participants and perpetual contenders in all the Navigation Contests, not only our own, but also in those shared with PRPS and District 5.

With reference to our burgee design and in recognition of our on-the-water and education achievements, we were dubbed the “Flower Power Squadron” by P/C Jamie Cantrell of PRPS. Jamie once showed up at a dinner with a four foot high plant, his intention having been to call attention to our successes in the classroom and on the water. Others, who didn’t yet know us well saw our burgee and tried to dub us “The Fried Egg Squadron.” Oh well, to each his own, I guess.

We were ready to travel to any port at any time, weather permitting and with the wives’ permission, of course.

### **NOT ALL “BUSINESS” THOUGH**

I mentioned our trip to Hawaii. Some dear friends (who shall remain unnamed by me) were in that group. It seems that one of our ladies did not like the idea of flying at all and thought it would be nice to drive to the West coast. That was all fine and good, but she couldn’t drive to Hawaii. A plane was her only plausible option.

She was nervous about the flight but, after a couple of our famous Bloody Marys, we hurried off to the airport and had her running down the boarding ramp and onto the plane...no problem. We were airborne almost before she knew we had left the hotel. Everything was fine. Nice smooth ride; the lady in question, with husband in tow, was enjoying the passage and playing cards with Russ and Alma Hartz.

About that time the plane’s Captain was making the rounds, introducing himself, and asking everyone if they were enjoying the flight. It was then that my lady friend put down her cards (and her foot) and demanded to know who was flying the plane, what with the Captain just meandering around the plane and all. He explained that plane was on auto pilot, but, before he could mention that we also had co-pilot, she sent him scurrying back to the cockpit with very definite orders not to leave there again until we had landed.

We had another wonderful couple in the squadron who were quite proper. We were surprised when we asked the explanation of how his boat name was selected. His reply was a question asking if we knew his wife’s name. Her name was Gladys, and they had named the boat “Happy Bottom” in her honor. Confused? To get there, repeat this slowly. Gladys, Gladys, GLAD ASS. See, “HAPPY BOTTOM”.

Then there was the time when getting ready for a navigation contest that I had told son-in-law, Sandy Wills, that the boat would leave promptly at 1315 for the contest starting line. Standing on the dock, I looked up in time to see my boat passing happily by. I checked my watch, and, sure enough, it was 1323. Sandy said, “You wanted the boat to leave at 1315 and it did.” I’d failed to mention that I’d expected to be aboard. He laughed and turned around to pick me up. Sandy was a great shipmate and also an outstanding editor of “of Tars and Terns”...a sometimes slightly warped sense of humor, but a good guy overall.

### **IN SUMMARY**

It’s been a wonderful cruise filled with many friends and unforgettable memories. I thank each of you for continuing the fine traditions of USPS and NVPS and for allowing me the opportunity to call you my friend.

P/R/C Robert B. Malone, SN  
Commander 1969-70

P/C Robert M. Myers, S  
2408 S.W. Danforth Circle  
Palm City, Florida 34990

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My fond memories as a member and Commander of the Northern Virginia Power Squadron are more numerous than there is space. What stands out of course are the lifetime friendships and memories that we still treasure today. At our family gatherings, we continue to reminisce about the trailer boat rendezvous at Sweden Point which included a Predicted Log Contest along with Vance and Betty Abshire's famous pancakes on Sunday morning, the rendezvous at Olverson's, and the national cruises in the Chesapeake Bay and the one in the Pacific Northwest.

As Commander, following in the footsteps of those commanders that preceded me was my challenge and a tough act to follow. Northern Virginia Power Squadron was always looked on by the District as a leadership/get the job done squadron, so being requested to host the District Trailer Boat Rendezvous that took one year to plan and put on was a privilege. The ladies of the squadron were our backbone. So with their help along with the great members, we did a great job. If ever asked to go on the Bridge, I would highly recommend it.

P/C Bob Myers, S  
Commander 1982-83

Former First Lady Nancy Redfearn and  
P/C William C. Redfearn, Jr., AP  
19365 Cypress Ridge Terrace, #814  
Leesburg, Virginia 20176

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One spring evening 40 years ago a small group of Northern Virginia members of the Potomac River Power Squadron stood outside Fort McNair Officers Club where we had been attending a function. The consensus seemed to be that there were enough of us to start our own squadron in order to avoid the long trek into D.C. We set a meeting date and time. The place was to be our recreation room on Gallows Road in Annandale. This was the birthplace of the Northern Virginia Power Squadron.

Leroy Bendheim was elected to be our first commander because he had entree into the Alexandria schools. Bill Redfearn was his second in command and the second commander.

I got busy and designed the "Flower Power" pennant. The Virginia dogwood petals represented major political divisions, Arlington, Alexandria, Fairfax and others, and the center represented free cities of Fairfax. Bill and I then designed the *Tars & Terns* masthead, never dreaming of the true power of our "Flower Power" squadron.

Nancy Redfearn  
First Lady, 1968-69

P/C William M. Russell III, SN  
P. O. Box 7782  
McLean, Virginia 22106

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## Reflections on 1997-1998 Squadron Year

In late 1996 I took over the position of Executive Officer under Commander Jere Dando. One of my challenges was to breathe some life into the public affairs activity, as that position was also vacant. In the few months remaining of the term of office, we were able to obtain District funding for the Squadron telephone answering system in order to provide information on boating safety courses to the general public. This was a significant step forward, as heretofore someone who had heard of the Squadron's good classes had no way to find us in the phone book. The system resulted in a significant increase in attendance at the boating courses. The Squadron also issued several press releases announcing our boating classes in a timely way. Prior to the election, I formed an ad hoc committee to plan a vital on-the-water program for the '97-'98 year.

The work of the ad hoc committee gave us a running start to events during 1997. The Squadron had several rendezvous and an annual cruise. At one of these, there was a picture taken of yours truly up the mast in a bosun's chair, which I still cherish. The Squadron also had a strong showing at the NOAA Coop Charting program.

As usual, the Bridge had some difficulty filling all the positions which were needed to sustain a vital squadron life. Fortunately, the Membership Chair, Martha Jane Dodd, took over with gusto. We had regular Bridge visits to the boating classes and were able to attract a number of new members. Squadron Education Officer Lt/Cdr Bill Wright was able to resolve a long standing District claim that the Squadron had not been reporting educational matters as required (even though squadron officers were convinced that all reports had been submitted in a timely way).

Along with others from the Squadron, I attended the three USPS National and three District 5 events that year. My recollection is that Northern Virginia participated in the educational contests and achieved some recognition. My participation in National events was assisted by my past membership in the National Boating Activities Committee, which offered significant insight on how the organization operated. While some of the meetings were just the usual work of keeping the organization underway, the Annual Meeting in Orlando was notable for a controversial item on expenditures from the National treasury. While most delegates from the Squadron were unsure of the correct answer to the issue, the consensus was that there was dissatisfaction in the way the matter was handled. In my view, this dissatisfaction lingered on during the waning months of the Bridge term, and in some ways spilled over to the other business of the Executive Committee. It was with a considerable sense of relief for me that the Change of Watch installed Richard Durgin as the incoming Commander.

P/C William Russell III, SN  
Commander, 1997-1998

P/C Keith B. Segerson, P  
5357 Wade Lane  
Woodbridge, Virginia 22192

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## **Memories as Commander of the Northern Virginia Sail & Power Squadron**

What an honor it was to be commander of such a wonderful organization for two years.

What an honor it is to be a member of such a wonderful organization for so many years.

The Northern Virginia Sail & Power Squadron is made up of so many tremendous boating enthusiasts who are always ready to lend a hand to help educate new boaters about the wonders of boating and the benefit of boating safely. That reason, alone, is why I first joined the Power Squadron. I felt surrounded by new friends and boating colleagues who wanted to talk about boating; go boating; and enjoy sharing advice and good times.

Speaking of good times and friends, I have such lasting memories of experiences and friendships. Like the time that I tried to save Jean and P/C Dick Durgin's bow light from a sure plunge into the water while tied up at Rock Hall during one of our summer cruises. As I attempted to retrieve the precariously perched light, it deep-sixed! So, we fished for it with no success. Dick and some of the other Squadron members did find a new one at a local boating store and got it fixed before we departed to the next destination.

Another "fond" memory was when my two sons accompanied me on one of the Squadron summer cruises – specifically, the stop at Lankford Bay. Let me paint a picture – IT WAS HOT AND THERE WERE 1,000,000,000 mosquitoes out at night. And, our BIG 22 foot runabout didn't have any enclosure for us to seek shelter. So, after a MISERABLE night getting eaten alive, we were offered next evening air-conditioned overnight accommodations on P/C Al Sheetz wonderful trawler. We three guys were in heaven! Did I mention that I now own a trawler – WITH AIR CONDITIONING!

It is difficult to discuss members within the squadron that made a big difference in my life as there are so many and I'd hate to not include everyone. However, as couples go, there are several that come to mind. One is Helen and Bill Alberts. I have written about Bill's expert navigational skills – watching him captain his large Bertram ever so gracefully. However, what make both him and Helen great are their big hearts and their constant caring for others. Bill's passing, in 2006, was a great loss to his family (immediate and Squadron). To this day, I remain amazed at Bill's great sense of humor, exceptional intelligence, and wonderful smile as well as Helen's consistent grace and warmth!

Many of the same attributes can be claimed for Jean and Dick Durgin who opened their home to me and my sons every year as Commander to personally craft holiday Commander Gifts to be presented at our annual party. We all enjoyed the fun!

And, P/C John Shivik and his wonderful wife Robie were ever so embracing to both me and my sons to make us feel welcome into the Squadron. There are not too many young folks active in

the Squadron, but members do make each and every one of the youth comfortable and welcomed and work to make their participation memorable and fulfilling. Along those same lines, my first year as Commander followed P/C Al Sheetz's success in establishing our Squadron's formal affiliation with the local Sea Scout Ship. These young boys and girls participate and support our Squadron in many ways. They attend and participate in our Change of Watch ceremonies; supported our D/5 safe-boating display at the 2005 summer Smithsonian Folklife Festival on the Mall in Washington; will participate in the Squadron's display at the Chantilly Boat Show this year; and always jump for the opportunity to take additional advanced boating courses offered by the Squadron.

I would be remiss not to mention good times had at the USPS District 5 (D/5) Spring Conferences in Ocean City, MD. Our Squadron hosts very "interesting" hospitality nights along with other Squadrons in D/5. From educational "Titanic" displays with myself serving as the Captain (wearing, of course a "non-official" naval uniform on loan from P/C John Shivik) and other Squadron members wearing Titanic t-shirts found in Norfolk by P/C Al Sheetz; to another year where all members wore bright yellow rain slickers as we educated other Squadron visitors all about the weather and how it impacts our recreational and commercial boating endeavors.

It is important to note how critical it is for us all to understand the breadth and wealth of boating knowledge and expertise resident in our Squadron membership. My last year, serving as Commander, Ben Fulton was recognized by our Squadron, District 5, and by USPS-National for his heroic acts to rescue a fellow boater whose vessel had swamped in the Chesapeake Bay. Ben took appropriate action to get this boater out of the water and to safety. Boating is fun, but knowledge and experience makes it safe. Participation in Squadron activities and membership meetings helps everyone to learn and create that circle of boating friends to help out – both in recreational and commercial boating as well as in life itself.

During my two year tenure as Commander, both of my parents passed and I also underwent back surgery. Simply put, without my friends in the Power Squadron, who helped me along in every way – from phone calls - to flowers - to transportation and visits in the hospital, I would not have fared well at all. It is these friendships and sincere camaraderie that makes participation in this organization very important to me. I thank each and every person who has made my life and my love of boating much more to cherish. Memories abound and continue to be created!

P/C Keith B. Segerson, P  
Commander 2004-2006

Former First Lady Dot Settle  
remembers her late husband,  
P/C James M. Settle, Jr., AP  
P. O. Box 994  
St. Mary's City, Maryland 20686

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Before becoming commander of NVPS, Jim taught Piloting. He had a keen awareness of the importance of the USPS safety education responsibility. He won recognition as instructor of the year. Later he donated the education trophy to encourage excellence and participation in presenting classes.

Jim was also an avid participant in the navigational contests. With Ross Hart as navigator, Dave Newell as timekeeper and himself at the helm of the Peridot, he took many trophies. In 1977, the year NVPS had a clean sweep at D/5, Jim was awarded the first place trophy. As pleased as he was, he remained humble about the achievement.

He was very proud to be a Power Squadron member and wore the uniform with pride.

Dot Settle  
First Lady, 1978-1979

P/C Elwood P. Sheetz, AP  
3065 Big Pass Lane  
Punta Gorda, Florida 33955

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## **The NVSPS Saga of Elwood Sheetz or How I Became Commander**

What an adventure! Commander Bob Fitton called me during his Nominating Committee meeting and asked me if I would consider being John Shivik's Executive Officer for 2002-2003. Well, I thought it would be an honor to serve on the bridge with John, so I immediately agreed. Little did I know the committee was most likely scraping the bottom of the barrel, since Bob called about 2100! Little did the committee realize they'd picked a superb candidate at the 11<sup>th</sup> hour!

Being on the 2003 bridge with John Shivik, Gene Brown, Linda Sager, Cathleen Sheffield, and Dick Durgin was a wonderful experience. I learned from my fellow bridge members, members working on their various committees, and the Executive committee, what the volunteer members of the NVSPS could accomplish.

The Change of Watch for 2003–2004 came so soon. "It was the best of times and the worst of times." Now I was going to be Commander -- the best of times. I got through the very formal ceremony at our COW up to the removal of Commander Shivik from his bridge. I then started my introductory speech - the worst of times. John was waiting to be taken off his bridge. Meanwhile, I was telling the membership how happy I was to be their new commander. At long last, John, standing by the podium, said, "Al, please dismiss me from my bridge." I did so and recovered gracefully – *yeh, right*. I had been sworn in by D/C William D. Selden V, AP, so it was too late for the Squadron to impeach me!

Again, my year as commander was one of the best times of my life. I met the love of my life, Elaine Colen, in the NVSPS through the auspices of matchmaker Robin Roberts, our VSE chair. The rest is history; Elaine and I were married in June of 2005.

I want to mention just a few events which our squadron participated in, and which made me very proud to be a member of the NVSPS!

Together with Tom Ballew, Skipper of Sea Scout Ship 1942, we brought the Sea Scouts into our squadron. I'm sure everyone knows how these young men and women have performed in their scholastic achievements in the various military academies, colleges and in life. I believe that our boating education and mentoring played an important role in their Sea Scout and boating programs. Jay Nelson, our Education Officer, was instrumental in setting up special classes on weekends for the scouts and their families, because they often could not attend our regular week night courses on school nights.

Jay also prepared a Power Point presentation on navigation aids from our course materials. The presentation showed the text book diagrams and then actual boat-in-motion views of the same navigation aids on the water. I took his presentation to the annual National USPS meeting. Jay and NVSPS won first place for the most innovative training aid. It was a great success, and similar Power Point training aids are now available from national headquarters.

A major achievement of my watch was winning the best Spam carving/cooking contest at our summer cruise and rendezvous. This was an honest win by the commander, because Jean Durgin, the contest director, couldn't be bought for love or money! Well, maybe for -----? Take your pick.

Our cruises, parties, and special events were filled with Jean's fun programs, like scavenger hunts, adventures with Spam, and other wonderful events. Jean, together with Evelyn Alls, Lindalee Fitton, Nancy Dando, Ruth Grasso and other members made these events look easy, when they weren't. Jean also kept track of merit marks for all of us with a smile, even when reports were late from the various chairmen.

Cathy Sheffield, our secretary, proposed the theme for our suite at the D/5 Spring Conference, *The Sinking of the Titanic*. Cathy's grandmother was on the Titanic and a survivor of that disaster. The committee went to work with spirit and dedication, awarding us many compliments on our presentation.

We joined the celebration at the Alexandria Seaport Day in Old Town's Water Front Park. NVSPS had an excellent booth with the Sea Scouts. Nearby, our Sea Scouts built a boat under the auspices of the Alexandria Seaport Association.

Particularly enjoyable activities during my watch were the Joint Vessel Safety Checks with the Coast Guard Auxiliary at the Prince George and Alexandria town marinas. It was a chance to get together with friends and work together to make the waterways a little bit safer through our community service to the boaters of the area.

A highlight of the year was the wonderful holiday party at the Belle Haven Country Club, one of several the squadron was fortunate to enjoy at that location under the auspices of members Lindalee and Bob Fitton. Santa and Mrs. Claus spread their holiday magic, and a wonderful time was had by all.

So how did I manage to survive 2003-2004 as NVSPS Commander? Some would say old age and deceit can't be beat, but that's not the real answer. While as John Shivik's Executive Officer, I learned parliamentary procedures, which lead to efficiently run meetings. But, most importantly, I learned the politics of the Power Squadrons, District and Headquarters, thus enabling me to work at being a force for good in the Power Squadron as well as a friend to everyone, as was John. My advisors and mentors as Commander were Dick Durgin and Gale Alls, one on each side holding my hand. If I forgot or missed anything, they called immediately to inform and help me. Sometimes the message was, "Al you'd better do this - now!" I called them constantly even if they were at work, deeply appreciating their institutional memory and sage advice.

Finally, the members of my Bridge: Exec, Keith Segerson; Education Officer, Jay Nelson; Administrative Officer, Richard Davis; Secretary, Cathleen Sheffield; Treasurer, Joel Bailey were my anchors. Working together, our watch was a success! The Executive Committee and all the squadron members who helped me, if named, would make my saga a very BIG BOOK. So, although I may not have identified you by name, please accept my heartfelt appreciation. In short, I found love and affection beyond my fondest dreams in the Northern Virginia Sail and Power Squadron and I can never express how much all of you have enhanced my life. Thank You, and Happy 40<sup>th</sup> NVSPS.

P/C Elwood P. Sheetz, AP  
Commander 2003-2004

P/C John A. Shivik, AP  
10815 Colton Street  
Fairfax, VA 22032

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## Remembering –

What memories strike my mind when I think back to 2002? Our Squadron had several very significant events. Some that come to mind include the following. The Squadron name was officially changed from Northern Virginia Power Squadron to Northern Virginia Sail and Power Squadron. The unceasing efforts by P/C Chuck Eby, SN and P/C Gale Alls, SN achieved a Bylaw change within an unheard of two months! Lt/C Cathleen Sheffield, AP, Secretary signed off on the approvals on 26 NOV 2002 signifying membership approval and the Bylaws were effective as of that date.

The year 2002 was even more memorable when we had participated in a D/5 Spring Conference wherein efforts by P/C Dick Durgin, JN, LT Jean Durgin, AP, LT Jim Roberts, AP and LT Robin Roberts, AP created a display of a boat (later used at a National Conference in Orlando, Florida) that emphasized safety and the Vessel Safety Check program. Ah, little did I know that I would become a greeter at the entrance of the display along with a very feathery and humorous “Admiral’s” tri-corner cocked hat! My wife, Robie, thought it was very nice as she lost control in a fit of laughter. To top it off, the Chief Commander, USPS, in attendance at the Conference, had made it a point to visit our Squadron Hospitality Suite. I had the opportunity to have my photo taken with the Chief Commander - with all my fine feathers! Can imagine what he thought of this Commander in very feathery attire (thanks Jim and Robin).

The really big event that demonstrated our Squadron’s cohesiveness, volunteer actions and participation came to fruition at the Squadron sponsoring the District 5 Summer Council and Rendezvous at Herrington Harbour South, Deale, Maryland during the period 25 – 28 July 2002. It was a fantastic time! Pulling it all together were P/C Bob and LT Linda Fitton, P/C Gale and Lt Evelyn Alls, LT’s Walt and Manette Lazear and P/C Dick and LT Jean Durgin. There were over 80 boats that participated in the Rendezvous! Wow! The harbor dockmaster at Herrington Harbour South had his hands full but was ably assisted by several of the Northern Virginia team who just stepped in to assist in docking the many vessels. A great time it was with karaoke, superb meals, navigation contest (P/C Elwood Sheetz, AP, Skipper of Sheree Lynn, just how did we manage to get in so far ahead of schedule?) plus wonderful camaraderie. As a footnote, the Herrington Harbour South dockmaster resigned his job and moved to a different marina right after the Summer Council. Stress, what stress? Trying to squeeze 80 vessels into slips? Temperatures that exceeded 100 for several days after the Council proved to be a challenge for a Squadron cruise deemed “The Cruise from Hell.” P/C Keith Segerson, P can readily attest to that in his non-air conditioned boat.

Memories – oh, yes, of wonderful friends, great times, contributions and accomplishments. Those were times that will never be forgotten and will always be treasured by all. Fair Winds and Following Seas!

P/C John A. Shivik, AP  
Commander 2002-03

P/C Ronald J. Sowers, JN  
949 Island Point Road  
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Being the youngest and first non-charter member to become NVPS Commander, I was very fortunate to have many excellent mentors to help guide me along the way. USPS was in the closing stages of the malady created by "The Henden Case." NVPS was a major player in pushing USPS to bring this matter to a close and to vote to open full and equal membership to women if they so desired!

Probably the greatest issue that confronted me as Commander was to broker a fair and equitable status between the sailors and power boaters in our squadron. The sailors did not feel that they were being given equal representation in the administration and activities of NVPS. I was forced to walk a fine line so as not to favor one over the other. Some members got hurt along the way, which was very unfortunate and certainly was not my desire. However, the end result was a much more peaceful coexistence between these two groups of our members.

Being Commander of NVPS has certainly been one of the major highlights of my life, and I will always treasure the friendships and memories of the honor that was bestowed upon me by the members of this squadron. By the time that you read this yearbook, it appears that I will be elected as Commander of Northern Neck Sail and Power Squadron that was newly formed about four years ago to fill a void that existed in this area. We are about 50+ members and growing, but I still miss NVPS.

Thank you for all the wonderful memories.

"Ron"  
P/C Ronald J. Sowers, JN  
Commander, 1976-77 & 1991-92

P/C Henry J. Trochesset, JN  
908 Hunley Drive  
Virginia Beach, Virginia 23462

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## C25NVPS

Congratulations to all of us on our Fortieth Anniversary! I'm grateful that I was selected to be the Commander for one of those years. As my license plate says, I am Commander Number 25 of the Northern Virginia Power Squadron. As a "ragman" I wish we had added Sail to the squadron name back then. I rejoice at all the good fortune NVPS/NVSPS has had.

The early years, before my time, the squadron did many fine things and showed the way for us newer members. I transferred from D/3, Old Field Point, in 1986. Two things interested me right off: Our male commander was named "Gale"; our D/5 CDR (Bill Eldridge) was an active member of my new SQUADRON. I soon learned that boating and cruises and contests were big in NVPS. Education was a major priority. All the groundwork had been laid for future commanders to follow. I tried in 1991.

My first meeting was about 15 minutes of business and 1 3/4 hours of presentation by Marsh and Fran Damerell about their round-the-world trip. They were New Yorkers who retired to Lusby, MD. Their home for three years was INVICTUS, a Shannon 38 ketch. That meeting was the best attended of my year! As commander I inherited a solid education dept. Heck, ALL departments were solid! We earned a few D/5 awards. We also grew to over 300 members. Squadron cruises and contests were enjoyable. One was kind of "hot," however – the marina electricity gave out around 2 a.m. The stinkpotters suffered that night. The squadron and I survived the year – I still have fond memories of that time.

Other fond memories: I took and taught Cruise Planning and the class helped me and my crew plan a trip to Morehead City for my Shannon 28 cutter – that was very helpful. I was privileged to be the Emcee at the Change of Watch of our first female Commander. She was sworn in by our D/5 first female Commander. I came in last at a D/5 Sail Race, earning the Broken Mast award. All in all, my wife Patti and I enjoyed our time in NVPS. The people are FANTASTIC!

I have since transferred to the Virginia Beach Sail and Power Squadron (1998). I'm still having an enjoyable time.

God Bless You All!

P/C Hank Trochesset, JN  
Commander 1991-1992

P/C Claude R. Yates, III, JN  
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On the occasion of the fortieth anniversary of organizing the Northern Virginia Power Squadron it is indeed my pleasure to share my fallible memories with you. Serving as the seventh Commander of NVPS was and is a most unforgettable honor for me and for the then First Lady Ann B. Yates.

As I reflect on the efforts to form a new Squadron in the United States Power Squadrons I remember the thought of an almost impossible task. Indeed, the Northern Virginia Power Squadron could never have become a reality without the combined and concerted efforts of many outstanding individuals. Some of those were Bill Redfern, Russell Hartz, Bob Kloske, Bob Malone, Bill Eldridge, Bill Kelly, Leroy Bendheim, George Stone, Curtis Wagner, Gale Alls, Al Reynolds and many, many more, as reflected in the list of Members found in our Squadron Charter. These were members, and their mates, who were truly dedicated to the cause of Safe Boating Through Education.

We must also remember those very special people who served as the Squadron Education Officer. Because of their faithfulness, loyalty and perseverance to many outstanding educational programs, our Squadron always excelled in educational accomplishments. However, many of the educators forfeited their opportunity to become Squadron Commanders. Specifically I recall Russ Hartz and Bill Abbott, and I'm sure there are others, who by their devotion to education, sacrificed the honor of serving as Commander.

As to personal accomplishments during my year 'at the helm', we must look at the entire Bridge that year: The Executive Officer was James F. Head, AP; Educational Officer, William Abbott, N; Administrative Officer, Alfred H. Reynolds, JN; Assistant Administrative Officer George M. Stone, S; Secretary Ronald J. Sowers, JN; and Treasurer Richard K. Murphy, AP. From this Bridge came four Squadron Commanders and one District Commander. In addition to the Bridge we had the distinguished immediate Past Commander William M. Kelly, N who provided continuous advice and assistance more than even he knew.

Many other members served as direct assistants to Bridge Officers and served as Committee Chairmen and committee members, class instructors and assistants and many, many other functions. I can easily recall ninety individuals involved in Squadron activities. Now let's count their wives and other family members and I would hope that the NVPS always will be as it was in the 1973-74 year, a family affair.

A truly significant accomplishment was winning the 1972-73 National USPS Commanders Cup competition. It was my honor to receive the trophy for our Squadron

from Chief Commander Cosdon at the National Governing Board Meeting in Pittsburg that year. The outstanding sound and slide presentation was the result of much hard work by P/C Jim Head and his entire committee and other contributors. It was really a job well done.

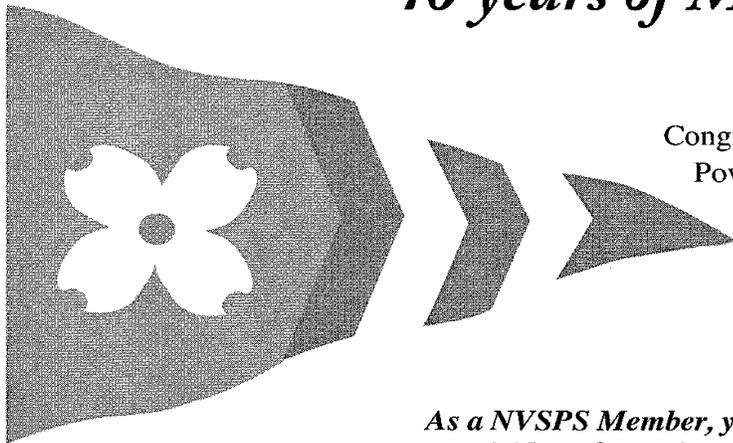
One other member cannot be omitted from any summary of Squadron activity during the 1973-74 year. As your Commander, I pretended (really) to be a camera hog, smiling at every opportunity, and facing every flash-bulb at every chance I had. And our Squadron Photographer was more than up to the task. It seemed every time I smiled, he was there; every cocktail I sipped, he was there. Many times when I wasn't aware or prepared, he was there. At the Change of Watch, he was there again and presented me with two beautiful, framed pictures, large ones, about 20" x 30" of myself of course. Thank you, Alan Hart, Photographer Extraordinaire, for the many laughs and beautiful photographs you have graced the Squadron with for years.

In retrospect, the greatest Squadron accomplishments were the participation of our members in the business and social activities of the USPS. From our General Membership meetings, to the District Council meetings, to the Governing Board meetings and of course the USPS Annual meeting in Miami. We were always well represented and always made a creditable contribution to the United States Power Squadrons.

Thank you everyone.

P/C Claude R. Yates, III, JN  
Commander 1973-74

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upon the celebration of it's 40<sup>th</sup> anniversary



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