



of TARS & TERNS

Newsletter of the Northern Virginia Sail & Power Squadron

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September 2005

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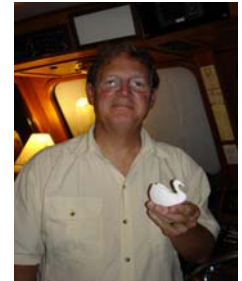


2005 Summer Cruisers

CHEESEBURGERS IN PARADISE

Summer 2005. NVSPS adventurers made it all the way to the northern reaches of the Chesapeake this year and the delightful, freshwater Sassafras river. Evening cocktail parties were as lively as ever. Jim Roberts, AP, walked away with the scavenger hunt award. The crew of Celestial tried to widen the Rock Hall channel but finally managed to get in safely with at least 3 minutes to spare prior to a violent thunderstorm. For everyone

leisurely days of loafing or low-demand cruising made this another nearly perfect boating experience. If you were there, you're looking forward to next year. If you missed it, you need to be sure and make up for that mistake next summer. Or why wait? Check the website and hook up with our cruisers over Labor Day in the Choptank.

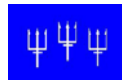


Winner and his soap



Cdr Keith B. Segerson, P

From the Commander



The Annapolis Sail & Power Squadron is hosting a one-day operations training on 01 Oct for any member. This promises to be a really fun event in the "Maritime Republic of Eastport". Come and learn more about how USPS operates and meet some of your Power Squadron colleagues (details on page 3.) Should you not be able to travel to Annapolis or be unavailable on 01 Oct, your USPS will offer all members a similar course to be held this year in Northern Virginia.

Another exciting change of pace is in the works from your Executive Committee; we're planning an exciting "casino and steak night" for the membership in October. Details will be coming soon, watch the *oT&T* for more about this opportunity.

Don't miss the September all-hands meeting, the speaker, thanks to P/C Gale Alls, SN, will be truly exceptional. Steve Chaconas brings 25 years of bass fishing experience on the Potomac River to columns featured in the Sportsman's Magazine, Woods & Waters, The Old Town Crier and many others. He hosts the National Bass Fishing Radio Show where BASSMASTER Champions reveal their strategies.

A U.S. Coast Guard Captain, licensed by the Potomac River Fisheries Commission and the Maryland Department of Natural Resources, Steve is sponsored by SKEETER / YAMAHA, Minn Kota, Garmin, Maui Jim Sunglasses, Seal Skinz socks and gloves, TEVA sandals, Frogg Toggs, Mann's Baits, Silver Buddy lures, Mustad Hooks, Water Gremlin weights, Jack's Juice bait attractant, and Lucky Craft Lures.

He's been featured in local and national newspapers, magazines and on TV and radio including BASSMASTERS, BASS TIMES, BASSIN' Magazine, BoatUS Magazine, The Washington Post, The Washington Times, The Los Angeles Times, and ESPN. He's been emcee of the St. Jude Children's Hospital Tournament the past 8 years, a member of BoatUS. Speakers Bureau, the Southeastern Outdoor Press Association (SEOPA), and the American Sportfishing Association. Steve was the recipient of the Mount Vernon-Lee Chamber of Commerce 2002 and 2003 Home-Based Business of the Year Award.

Steve's prior careers included teaching algebra and selling cars, computers and surgical products. He also hosted the longest running all-financial morning radio show in the country and is considered to be "The Father of Business Radio".

I'll see you there for an enlightening and fun evening.



SQUADRON CALENDAR

September 2005

- 2 - 5 D5 Sail Regatta
See Mark5 for details
- 3 - 5 NVSPS Labor Day cruise
Check website for details
- 14 All Hands' Meeting
BoatUS, Alexandria

October 2005

- 1 D5 Ops Training
Eastport (Annapolis)
See Page 3 for details
- 8 Alexandria Seaport Day
- 12 All Hands' Meeting
BoatUS, Alexandria
- 15 Weekend Cruise
Tilghman Island MD

November 2005

- 4 - 6 D5 Fall Conference
Silver Spring MD
- 9 All Hands' Meeting
BoatUS, Alexandria

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Chairs



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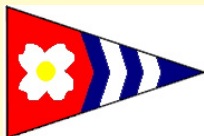
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SHIP'S STORE



Need a new burgee, shirt or name tag?

Contact Jeff Hester, S
(540) 667 - 4949



Lt/C Glenn A. Fahey, P:

EXEC'S MOMENT



I don't know about the rest of you, but this New England native will take the blue skies of autumn over the heat and haze of August any day. As we get into fall, our best boating weather will be arriving. After October, many of us start to wind down the boating season. Even though you winterize your boat, don't "winterize" your related activities. In the cooler months, we'll have activities such as geodetic marker recovery days, fun social activities, and of course, boating classes. Later in the winter, we'll need volunteers to staff the booth at the boat show in Chantilly VA. The opportunities to participate in boating related activities are numerous. You can look forward to all that fun and you don't even need a boat!

We have a new tri-fold color pamphlet promoting the experienced boater program. This program focuses on boaters who have experience yet have never taken a boating safety class. They often feel there is nothing for them to learn; yet we can all benefit from boater education, especially those who haven't taken safety classes.

The new pamphlet also explains many of the benefits of being a member of the squadron, including saving money on boat insurance; 50% off BoatU.S membership; free subscription to "Ensign" magazine; social activities with other boaters on and off the water; and sharing experiences while increasing your own knowledge and skills by taking advantage of our many courses. If you would like some of these to share with your fellow dock mates, friends, or others who you might encourage to join the squadron, please contact me or another bridge member, and we'll get some to you.

Have a safe boating season!



NVSPS geodetic surveyors: fun in the sun





Lt/C G. Jay Nelson, AP

EDUCATION

Our fall and winter education program is ramping up to provide a broad array of Public, Advanced and Elective courses. The bridge has decided to run BoatSmart to see if these courses receive a more positive response than Squadron Boating. We've scheduled four 4-wk BoatSmarts, three 8-wk Boating Courses, a ChartSmart, and 3 GPS Seminars.

We're always looking for instructors and assistants, so if you can help please contact me: gjaynelson@aol.com or (703) 818-5364 (daytime), (703) 437-0064 (evening). Some members have already offered to support the training efforts, but more are needed. Instructing the public courses is a lot of fun and rewarding. If you're not sure about taking on instructing a class, consider being an assistant. All help is greatly appreciated

Here Our Advanced courses:

- Cruise Planning, Thur @ 7:00 PM, 8 Sep – 27 Oct
Instr: Jay Nelson AP – gjaynelson@aol.com (703) 437-0064
- Piloting, Tue @ 7:00 PM, 13 Sep – 01 Nov
Instr: Jay Nelson
- Engine Maintenance, Thur @ 7:00 PM, 22 Sep – 15 Dec
Instr: Dwight Bues AP – dbues@aol.com (703) 404-8728
- Instructor Development, Thur @ 7:00 PM, 14 Nov – 19 Dec
Instr: TBD (contact Jay Nelson)
- GPS Seminar (3), Wed @ 7:00 PM, 16 Nov, 15 Mar, 3 May
Instr: Jay Nelson (FREE TO MEMBERS)
- Marine Electronics, Thur @ 7:00 PM, 5 Jan – 4 May
Instr: Dwight Bues AP – dbues@aol.com (703) 404-8728
- Seamanship, Thur @ 7:00 PM, 5 Jan – 13 Apr
Instr: Rick Baker AP - rickbaker@cox.net (703) 318-5899
- Advanced Piloting, Thur @ 7:00 PM, 10 Jan – 18 Apr
Instr: Jay Nelson
- Weather, Thur @ 7:00 PM, 16 Feb – 15 Jun
Instr: John Shivik, AP – jshivik@cox.net (703) 273-3351
- Sailing, Thur @ 7:00 PM, 20 Apr – 22 Jun
Instr: Rick Baker AP - rickbaker@cox.net (703) 318-5899

Sailing by Rick Baker is new this season. This offers a lot of practical seamanship and boat handling-- even to power boaters!

Instructor Development may not be high on your list of electives, but it's an interesting course from two aspects. First, it will soon be required for teaching Boating. I encourage everyone interested in maintaining their instructor status and those considering becoming an instructor, to take this course this winter. Second, if your professional life requires that you give presentations, the course teaches the basics of how to organize and present your material and how to teach adults. Many who have taken this course have found it to be of great help at the office.

“CAPTAIN’S CORNER”

How much do you know about boat insurance? A good place to start is the US Power Squadron book “Boat Insurance.” Most of don't think about insurance until it's needed, which is too late. Try your knowledge on three simple questions:

1. Marine insurance policies normally include:
 - a. Seasonal and/or geographical limits
 - b. Coverage for personal items aboard
 - c. Personal financial disclosures
 - d. Coverage for medical expenses
 - e. All of the above
2. Towing insurance can:
 - a. Save costs of towing services
 - b. Be purchased at the time of disablement
 - c. Be added to every insurance policy
 - d. Be very expensive
 - e. Transferred with the boat at time of sale
3. To prevent financial ruin, a boater should always carry _____ insurance, even if no other insurance is carried.
 - a. Hull
 - b. Liability
 - c. Towing
 - d. Medical
 - e. All of the above

answers on page 5

“Back to School” Sign up Now!

D5 Operations Training Seminar, sponsored by the Annapolis Power Squadron. Saturday 01 Oct 2005. 0900 – 1500, refreshments free, lunch on your own

- Gain a deeper understanding of the mission, goals and programs of USPS.
- Learn how Squadrons, Districts and our National organization function.
- Learn about USPS resources available to you
- Prepare for a leadership position.
- Have some fun.

269 Hillsmere Drive, Eastport MD 21403
Cost: \$4.00 for Student Manual

Take advantage of this great opportunity to learn more about USPS, meet members from other squadrons in District 5, and enjoy the day in this great location. To make your reservation, please contact P/C Jack Gottschalk, SN at (410) 360-9687. To insure that we have student manuals for all participants, **you must register no later than Wed, 07 Sept 2005.**

THE STORY BEHIND THE NVSPS PENNANT

The Northern Virginia Sail & Power Squadron pennant reflects the squadron's origin and geographical location. NVSPS was chartered on 17 May 1967, as an offspring of the Potomac River Power Squadron.

The blue herringbone stripes and red field around the flower simulate Potomac River Power Squadron's pennant design. The dogwood blossom represents Virginia's state flower. The four petals represent the four primary areas served by NVSPS: Alexandria, Arlington, Fairfax, and Prince William counties. The pennant is two sided and symmetrical and cannot be flown upside down. The design was chosen from a competition and was created by Nancy Redfern, wife of our second commander.

The pennant design led to the nickname "Flower Power Squadron" given NVSPS by Jamie Cantrel of the Potomac River squadron during navigation contests.



Lt/C Martha J. Dodd, P

ADMINISTRATION

Adapted from a memorandum dated 7 March 1979 by P/C William C. Eldridge, N.



What is the Flower Power Fund?

The "Flower Power Fund" was established in 1988 by the generous donation of \$5000 from Dr. and Mrs. Lloyd Hazelton, Northern Virginia Sail & Power Squadron members. The fund's name comes from the Virginia state flower, the Dogwood, which appears on the NVSPS burgee.

The fund was set up to support NVSPS activities and to advance the mission of USPS. The original \$5000 and any donations are held in an interest-bearing account and only the interest may be spent. The commander and the executive committee must approve any expenditures. Items that have been purchased include educational materials for instructors, projectors, computers etc.

Donations to the Flower Power Fund are completely tax deductible. You may make a contribution at anytime. Each fall squadron members are invited to make a contribution to the fund in exchange for a personalized season's greetings message in the December *oT&T*. Details will appear in next month's *oT&T*

You may make a donation at anytime by sending a check to the treasurer. You'll receive a written confirmation of your contribution. Any amount will benefit the squadron. Other members' contributions have increased the original \$5000 to \$11,563 today. This is our squadron, so let's all help out.

P/C Dick Durgin, JN; Chair, Flower Power Fund

Head in the Clouds

We live in a beautiful atmospheric sea, yet many do not see. It is an ocean of tranquility and turbulence. I really love the weather and clouds, particularly cumulus. Just sit back and watch a puffy cotton ball type cloud (cumulus) on a hot, humid day start to vertically build. As the cumulus cloud builds a vertical tower, it can go high up into the sky and may develop a flat cloud top, called an anvil. Lightening is present. This cumulonimbus has developed into a thunderstorm.

Weather is ever changing and something we take for granted. "Be weather wise, not otherwise" so said Ben Franklin. Ah, but being weather wise can be a bit difficult at times. However, we must take the opportunity to study our outdoor surroundings so as not to be "otherwise". There is a tendency to focus on the microcosm and not the macrocosm. Thus there is to some, as they navigate on the waters, a surprise that a "storm" has just developed heading their way and Weather Radio just predicted "isolated" thunderstorms. Wow! Guess that boater found one! If you have ever been in a thunderstorm out on the briny, you will never forget it for the rest of your life.

Hurricane season has been with us officially since 1 June. The power that exists in a hurricane is unbelievable. It is one of nature's grandest machines with winds that can top 200 miles per hour, torrential rains and imbedded tornadoes. The reports from Florida of the devastation caused by hurricanes should make every boater ensure that there is a plan to protect one's boat and property. Remember Isabel? Take precautions early. Don't wait until it's too late.

The National Weather Service gives accurate information for a broad area and you should tune your VHF to the appropriate channel (WX 1 through 7) for your area. You should also strongly rely on your observations of local conditions. Learn how to read the weather signs and you'll know what to expect within the next 24 hours or more. A future column will address some of these weather signs so you can be safer on the water and land. May you have fair winds and following seas!



P/C John Shivik, AP



The Sailor's Experience

BAD WATER & ROUGH WATER PART IV OF IV

I returned from Davis Harbor to Hatchet Bay, had a good dinner at the restaurant, topped off with water and left early in the morning. It was my custom to empty packets of powdered grape juice in gallon containers of water and place them in my small battery-operated refrigerator (batteries constantly needed charging). As I sailed along I would occasionally swig out of the container to keep from dehydrating. I gradually felt, as I swallowed, little slippery lumps to which I took no notice. At sundown I was miles from the Nassau Harbor entrance. No coral reef entrance should be attempted at night in the Bahamas; but I had to get to the dock, as I was bent over with terrific stomach pains and a fever. I edged along, to my starboard side in pitch black; I could just about make out a series of coral heads using distant harbor lights reflecting off the surface. I knew about where they were from the chart and I'd passed them in daylight before. I kept my distance best I could. Reeling with pain I finally spotted Porgee Rock Light and gave it a wide clearance until I could see the lights down the channel. This time, fortunately, there was a slack current; I took the first open slip. People from the next boat helped, as I could not stand. They knew what the problem was and took good care of me. Next morning, feeling better, I examined the other gallon containers of water and could see little slimy purple things floating around.

After a day of rest, freshly caught lobsters for dinner, and a very restful sleep, I set out early in the morning into the deep blue North West Providence Channel for home. About noon I noticed dark clouds to the south. I thought they would go around me to the east. But no. They kept getting wider and were now black, encompassing half the horizon. There was no mention of a hurricane on the radio, but I was in for some kind of a depression! In came the fishing line; the main was reefed and the jib hoisted. The squall hit but I felt prepared. The rain came down in torrents, water smash into my eyes. Both rain and spray whipped in; it was impossible to see much beyond

USPS: Value Added

“USPS membership can reduce insurance rates. I called BoatUS today and sure enough a 10% discount which translates to a \$40 refund for me. Close to half of my annual dues in money back!”

Bill Hammett, AP, 29 July 2005

the bow. I kept watching my compass and kept sailing into the wind. The needle went completely around 360° all the time on a starboard tack; in two hours the storm was gone and all was calm with a light breeze.

Back went my Ballyhoo on a hook and line attached to a 6-ought reel (I usually troll while sailing in the ocean). About an hour latter I heard a raucous sound of many birds coming from the west; it could have been a thousand gulls and terns. Below them the water was churning as if I were headed toward rapids. Giant tuna! The next moment I heard my reel zinging out line at a steep angle. I usually use 78-lb. test for this kind of subsistence fishing. Increasing the break on the reel had no effect; the reel got very hot and then a loud resounding crack. The line had reached its end and had snapped; in a minute the birds and tuna were gone and all became quiet. I was out of the “rapids” as fast as I entered and was soon reflecting on my fighting a giant tuna for hours. This time, thank goodness, the big one got away!

Passing Chub Cay on my starboard I soon came on the North West Channel Light and into 30-foot deep green water. There is now a 60 + mile sail to the Gulf Stream which I needed to reach before crossing; no more night sailing for me across the stream. I dropped anchor just east of Cat Cay, as on the way over; how convenient is shallow water. It had been dark for some time with a sky full of glaring stars; the Milky Way was so bright that constellations in its path were washed out. As was I.

Morning came too soon, with a stiff breeze from the southeast bouncing me around on a long anchor rode. I came alive with the aggravated pounding. The Gulf Stream was a roiling path of long high waves resembling moguls on a ski slope. A broad reach on the port tack with genoa and main fully out, it was the ride of a lifetime. Flicka Sköal was built for this. A quick sail across and I docked before dark. Next morning she was again on her trailer and we were headed home with two thoughts on my mind. One, what a great 6-week sail and two, I had that high narrow bridge on Route 17 in Charleston to cross again.

D/lt Charles H. Olin, AP



GEODETIC MARKER RECOVERY DAY

Saturday 24 Sept 2005

Our 2nd Geodetic Marker Recovery Day of 2005 will be along the Chesapeake Western shore around Herring Bay (Herrington Harbour marinas).

Meet at 0900 at the Happy Harbor Inn in Deale and finish around 1300. Interested? Please contact me: potter339@earthlink.net.

Ed Phillips, AP, CoCh Committee Chair

CAPTAIN'S CORNER ANSWERS

1. A - Seasonal and/or geographical limits will define when and where the boat is covered
2. A – Towing insurance is designed to cover or reduce these costs
3. C – Some would argue for all insurance, but liability insurance will protect against catastrophic lawsuits that can be brought with little merit

Lt W. Lazear, AP
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MONTHLY ALL-HANDS MEETING

2nd Wednesdays at 1930 (any changes posted herein and on the web)
 at Boat/US 880 S. Pickett St., Alexandria

From I-495 take Van Dorn Exit #173 (old #3) north.
 Turn Left on S. Pickett

Or.. From I-395 take Duke St. Exit #3 east, turn right on Van Dorn.
 Turn right on S. Pickett.

Then... Go less than 1/2 mile and turn in at the Boat/US sign.
 Enter from the lighted parking lot behind the building.



America's Boating Club

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