



of TARS & TERNS

Newsletter of the Northern Virginia Sail & Power Squadron

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



Vol XL, No. 6

July, 2006

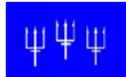
July 2006

- 12 All Hands' Meeting @1930 BoatUS, Alexandria. "Severe Weather"
Contact Lt/C Brian Middleton, AP, for more information 703 256-3276 briancmiddleton@msn.com
- 15 Potomac Rendezvous @ Tim's Rivershore, Contact P/C Keith Segerson, P, 703 670-2270 segerson@gmu.edu
- 13-20 D5 Summer Cruise See Spring Mark 5 for details
- 20-23 D5 Summer Council & Rendezvous @ Cape Charles VA. See Mark 5 for details
- 28 ExCom Mtg, @1830 GMU Conf Rm, Fairfax Contact Jay Nelson, AP, 703 437-0064 gjaynelson@aol.com

August 2006

- 00 NO "ALL HANDS" MEETING in August. See you in September
- 12-13 "Hot Time in the Summer" Raft-up, Wye River. Jim & Robin Roberts 703 517-1266 robin@mvadventures.com

"COMMANDER SENDS..."



CDR G. Jay Nelson, AP

As we get into the summer I thought I'd address the topic of fresh water. Usually by mid-summer the boat's water has a bitter taste and unpleasant odor caused by algae, molds and bacteria that live and multiply in the tank and plumbing lines. Ironically we actually promote this because we fill the tanks at the beginning of the season and use water sparingly. It sits in the tanks and provides an ideal environment for these little critters to grow. The problem becomes so great on some boats that repeated flushing doesn't cure it. The owner just gives up and carries bottled water aboard.

So how do we fix this problem? The first step is to start with a clean water

system. There is a simple four-step process to purge the system. But you're going to need a lot of clean, fresh water and patience:

1. Mix 2/3 cup of unscented bleach (sodium hypochlorite) into one gal of water for every 10 gal of tank capacity. Fill the tank; run all of the faucets for a minute to get the mixture into the plumbing line; then let it sit for at least 24 hrs. This kills the algae, mold and bacteria.
2. Pump out and add one qt of white vinegar for every 5 gal of tank capacity. Refill the tank; run the faucets; let this sit for at least 48 hrs. This removes the bleach taste and fiberglass smell.
3. Pump out and refill the tank; run the faucets again. Let the water sit in the tank for at least 24 hrs. This

flushes all of the remaining bleach and vinegar.

4. Finally, pump out and refill; add one tsp (1/6 oz.) of unscented household bleach per 10 gal

The fresh water system will now be completely clean and the water will no longer have a bitter taste nor unpleasant odor. If you've added enough bleach, you'll detect a very slight chlorine odor. To keep the tank fresh, mix a tsp of bleach for every 25 gal each time you add water. Sodium hypochlorite concentrations will be only slightly higher than your municipal water supply, completely harmless. It's also a lot healthier than the algae, molds and bacteria that would be present without it.

IN THIS EDITION:

- Squadron Calendar..... 1
- Commander..... 1
- Executive Officer..... 2
- NVSPS Bridge 2
- Admin 3
- Save the dates..... 3
- Two new members 3
- Education 4
- Ship's store..... 4
- All Hands On Deck 4
- Captain's Corner..... 5
- Head in the Clouds 5
- D5 Hosts National 5
- Memorial Day Cruise 6
- "A Sailor's Experience" 7



"EXECUTIVE PRIVILEGE"



NVSPS BRIDGE

Executive Officer: Lt/C George Degnon, AP



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



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



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



EDUCATION OFFICER
Lt/C Brian Middleton, AP
703-256-3276
brianmiddleton@msn.com
ASST: 1/Lt D. Spevacek, AP



TREASURER
Lt/C Jeffrey D. Hester, S
540- 667-4949
ASST: 1/Lt VACANT



SECRETARY
Lt/C Clara Blanding, P
claralee@comcast.net
ASST: 1/Lt C. Sheffield, AP

MEMBERSHIP CHAIR
VACANT

AT LARGE

Lt Jean P. Durgin, AP 703-560-9106
Lt Joseph P. Jarocki 703-733-0695
D/Lt Walter D. Lazear, AP 703-620-1821
P/C John A. Shivik, AP 703-273-3351
Lt Francis Williamson, S 703-440-9074

of Tars & Terns EDITOR

Lt Pete Soballe, AP 202-337-0960
psoballe@yahoo.com

DISTRIBUTION

Lt Manette Lazear, AP
D/Lt Walter D. Lazear, AP 703-620-1821

Spring has sprung, and we boaters sure are fortunate to be able to enjoy the many pleasures of being on the water and in close relationship not only with nature, but also with our fellow boaters. Have a great season.

Relativity affects so many things in life, and most of us know that boating is a relatively expensive form of recreation. Recently I was sharing with a colleague my joy and enthusiasm for getting out on the water with my new equipment: a GPS, chart plotter, and fish finder. We exchanged on the relative values of my new boating equipment and he told me how his GPS was tied to his onboard equipment and how he was going to try out his new gear. I'd mentioned that mine had cost just over \$500 and how happy I was with the quality and the price. My pilot friend just smiled and whispered that his GPS system cost over \$27,000. Yes, boating can be expensive, but we might have some consolation the next time we fill up or purchase new components that it's much less expensive than flying our own planes.

One of our squadron objectives is to expand our team of qualified examiners so that we might meet the growing number of requests for vessel exams. Members interested in becoming involved in this program may still study the materials, take the exam on line, and complete the requirements by examining five vessels under supervision of an experienced examiner.

NVSPS takes pride in helping members get qualified by pairing up new examiners with one of our fun-loving, seasoned crew to complete their five safety checks in one day. If you're interested, give Steve Shupack a call 703 847-8856—you're welcome at any time to join the program. Steve is exploring a series of additional opportunities for days on the docks later this season—so you can still come aboard and become part of the team.

The squadron is like anything else in life, you will get out of it in proportion to what you put into it. I recall my early days of boating, thinking I was just too busy with all the other demands to give some time back to the community. I've since found that working with so many of our longstanding members in a number of areas has been one of the most pleasurable aspects of boating, and I would encourage everyone to come on out to a meeting, get involved with just one of our many activities, and experience the satisfaction of being a team member in one of the best squadrons in the district and the nation. I look forward to welcoming you aboard one new activity this year—give it a try, you're the one who will benefit.

My wish is that all our members, and all boaters, will have a most enjoyable and safe boating season.





Admin Officer

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

By the time you read this, several things will have occurred:

- The Squadron has grown by 48 members in the last 4 months and will continue to grow
- The Squadron Cruise will have ended (with a grand time had by all)
- Those who have “forgotten” to pay annual dues will remember and we’ll obtain a 100% renewal rate
- The Gala committee will be deep into the planning of our Spring 40th Anniversary of the NVSPS
- All members will have had their boats checked by our highly qualified Vessel Safety Check folks
- All members will have started to think about what classes to take in the Fall and Winter
- Clara and I will have closed on our Trawler and made our first cruise (successfully and safely) in the Northwest
- Those members thinking about buying a boat will do so (and enjoy the heck out of it)
- All members will have met at least two other members they did not know

or did only some of these things occur?

Maybe and maybe not, but one thing is certain -- every member has a special talent to help out somewhere. We all understand that this means an investment of time. And just like the compound interest rule of investment growth, the rule also applies to our organization. No matter how much time you can spend, it will add up and help the squadron grow and provide a real return to all members.

I’m encouraged by the number of new members showing up for the monthly meetings and by the increase in attendance. Remember we have a new meeting format that allows for more socializing, less “formal business”, our featured programs of “Let’s Talk Boats”, the great refreshments, next month provided by John & Robie Shivik (thank you!) and the general interaction of all in attendance. To that I say, “that’s what it’s all about”.

Keep your eye on the calendar for all the great activities and events coming up. Contact me smodim@comcast.net and include NVSPS in the Subject line.

Did You Know...

- The bank thinks it will cost you about 10% of the purchase price of your boat per year just to maintain and operate it?
- The average new owner keeps his or her boat for just 42 months before moving up or out?

Thanks to Don Parkhurst of SunTrust bank’s marine lending program for these and many more insights at last month’s All Hands’



“Waste the COW”

FYI: this designation for “Change of Watch” is a favorite bete noir for those who read and grade our squadron newsletter. It really grinds their jaws, so you won’t be seeing any more cutesy bovines in the oT&T. We learned this at the spring D5 conference along with lots of other cool stuff.



Good bye forever, Elsie

Education Officer's Report

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

On 10 Jun 06, I attended the D5 Regional Education Department workshop in Hampton VA. The purpose of the meeting was to keep the Squadron Education Officers abreast of the many changes going on in the district and at the national level. Also it provided an opportunity for the SEOs to share their successes and challenges. There was a lot of discussion on recruiting and retaining members, and the problem is universal. I came away from the conference with some new ideas but also with the conclusion that our squadron has a good plan to tackle this issue.

One of the tools that will be available to us later this year is a series of new Learning Guides that are designed to whet the appetite of the general public. The initial series of seminars includes:

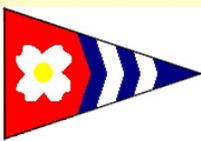
- How to Read a Chart
- Using GPS
- VHF and Marine Radio
- Powerboat Handling
- Onboard Weather Forecasting

These short courses are designed to be relatively easy to put on and give us an opportunity to attract new members. More on this later after we get a chance to review the materials.

Another tool in the works, driven in part by New Jersey's legal mandate for boating education for all boaters, is a 20-minute review course for experienced boaters. This could be a great tool for our Vessel Examiners for serious boaters who want to take the boating safety examination without sitting through a full-length course.

We're finalizing the planning for our 2006/2007 courses for the general public and our members. If you're interested in teaching a course, please give me a call as we are always looking for new instructors.

SHIP'S STORE



Need a new burgee, shirt or name tag?

Contact Cory-Jeanne "CJ" Houck-Cox, S,
703-642-0818 or cjhouch_nm@yahoo.com

Captain's Corner

It's hurricane season! There's a chance that a significant storm will come up the Chesapeake. Learn more at the Special Hurricane Preparedness Panel discussion! What should you do?

1. Trailerable boats should be placed in a "safe" place, lash the boat to the trailer, place wooden blocks between the frame members and the axle inside each wheel. Block the trailer frame and secure the trailer to the ground.
A. True
B. False
2. Boats in a Marina berth don't have to take special precautions since they are protected by being in a slip.
A. True
B. False
3. Do not stay aboard after you have secured the boat, leave the area and seek shelter.
A. True
B. False

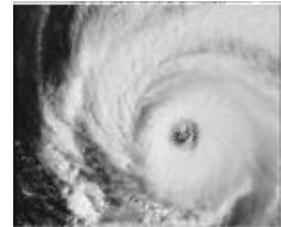
answers on page 5

12Jul06 All Hands: On Deck!

"Severe Weather"

It's that time already. The hurricane season has begun and tropical storms are already being tracked and knowing how to protect your boat in the event of a hurricane is vital.

P/C John Shivik, AP and Jim Roberts, AP will lead a discussion on what to expect this season and what you should do to prepare your boat in the event of a hurricane. Do you have a plan? Does your insurance cover it? Everyone is invited to contribute to this discussion. Don't miss this one!



The Ship's Store will also have all its inventory there again at DRASTICALLY REDUCED prices for a special blowout sale.

John & Robie Shivik will be providing refreshments. You don't want to miss those either. So we'll see you at BoatUS at 1930, Wed 12Jul06.

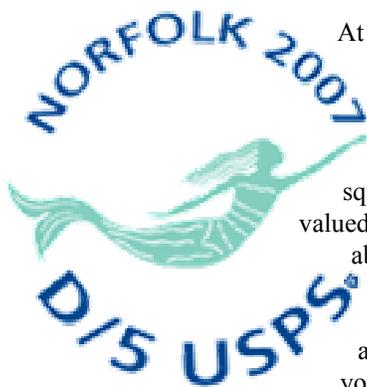
Be there. Aloha.



National at Norfolk, 2007 !

There were some questions at D5 Spring Conference about why the planning for this event had started so early. Well, that's because it's a national governing board meeting, not just a district or squadron affair. We're playing for the Big Time! D5 is host to anyone and everyone in the country who wishes to attend.

Obviously much assistance is needed, as this is a large scale affair. Many of the same things are offered as are at a district meeting, for example, a raffle. How can you help with that? If you're crafty, anything you can make and donate will be very much appreciated. We know from past D5 raffles that our members are talented, so get out your brushes, saws, jewelry pliers, knitting needles! Please contact Pat Smith at 410 822-3339 or kgs@dmv.com if you can contribute!



At national meetings there's a members' luncheon and a social luncheon for spouses. Door prizes are needed. We'd like each squadron to donate one gift, valued between \$15-\$20. Think about the uniqueness of your squadron: where it's located, where you boat, and choose a gift that reflects your special place in D5.

Contact Marian Frank at 410 745-9521 or dmfranck@atlanticbb.net when you've decided.

For the meeting, on 4-9 Sept 2007, greeters will be needed. As we're using two hotels, many D5 members will be saying "welcome" to the out-of-towners as they enter. If you can assist with this, just for those few days, please contact Drex Bradshaw and offer your assistance at 757 238-9104 or woebegonedaze@wmconnect.com

You'll truly enjoy being a part of this. If you've never been to a national meeting, this is the place to start – right in your own district. Get in touch with anyone mentioned above or with Norman Franck, the chairman, at 410 745-9521 or wrfanck@toad.net to get involved. You won't be sorry!

"Head in the Clouds"

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

The *of Tars and Terns* has many informative articles like those of D/Lt Charles H. Olin, AP. Read and heed from those who have gone before and experienced some wild and crazy times. Charles has great columns on sailing experience, our universe, and those stars so many light years away that can guide our course. As we traverse the waters, how much do we pay attention to the clouds? How about a check of the National Hurricane Center to see where the Tropical depression / storm / hurricane is located. Do you know what precautions are needed to save your boat and your life? Whether a thunderstorm or tropical system, it's important to protect your boat and your life.



The July All-Hands' meeting (12 Jul) will address precautions to take in the event of a tropical system. Personally, I survived Isabel thanks to the assistance of several NVSPS members securing the boat. This article name "Head in the Clouds" really means that to be safe on the water, you need to know the weather conditions before leaving your slip. There are signs in the sky and you can read them. Have you really concentrated on those signs? Observe this summer; watch the western horizon for towering cumulus or the dark ominous clouds that say "head for port now!" More clues to help you survive on the briny to come. But take the Weather Course to learn more. It's your life and those you are responsible for on board your craft. Have a wonderful, weather summer!

Captain's Corner Answers

1. True. Anchoring the boat and trailer with heavy lines reduces the chance of damage.
2. False. Many precautions need to be taken due to wind, storm surge and heavy rains.
3. True. About 25% of hurricane fatalities are boaters who drowned while trying to save their boats, or were riding out the storm in their vessels.

St Michael on Memorial Day !



*Happy Cruisers at NVSPS's first outing this season
St Michael MD 27-29 May 2006*



*Cruising wannabe sits high and dry as NVSPS heads
for adventures on the bay*



3 NVSPS musketeers plotting mischief on the docks



*Galvanic corrosion grounds these hapless squadron
members. Don't try this at home!*



More hard work, where to find our next meal?



A Sailor's Experience

“Homeward Bound”

5 August 1995, Ben Fulton and his buddy from the Patuxant Power Squadron, Don Kilpatrick, met me in Hyannis Port for the return sail to Solomon Island. While waiting I met a German couple who had just sailed over in a 50-ft ketch. They had weather fax onboard. I'd never seen one; what a helpful aid. I got a copy of the next three days weather; not very promising. It showed a large high sitting at the south tip of Greenland providing a nice steady northeaster for the east coast. My crew and I had to leave no matter what, to meet time restraints.¹ The sail down Vineyard Sound with shortened sail and the wind off our port quarter was brisk and demanding; an indication of what was to come. By the time we'd passed Gay Head, Martha's Vineyard and cleared land, ocean waves began to mount and the wind stiffened. With night approaching we began to fully reef sails, but as we got further away from the lee of the land we felt the full force of the northeaster and set only several feet of jib. The rigging alone was enough to sail us south, but I wanted pressure on the bow to keep the boat from swinging sideways and a possible broach. We decided on a two man watch, one hour on deck followed by one hour at the wheel; steering was too demanding for any longer a time. This gave only one hour "rest" below before coming back on deck. At age 62 this became very tiring. By morning we could finally see the waves we were riding all night. Wow! The wind, 35 - 45 knots unimpeded directly from Greenland, developed mountainous very chaotic waves. As is typical in a storm, the wave pattern was complex. Longer waves overpass shorter ones making some higher or shorter. Larger waves could be seen passing on either side, and shortly after we'd be riding on the larger wave which enabled us to see a scattered sea with long trailing spray and foam called spindrift. We would then dip down, buried deep in a trough with water 27 feet high all around us.² Sea conditions were described as "gale". I remember thinking: "we have to ride this through for several days and nights, there's no getting off." In a sea like this there is little concern for the direction of the wind; all attention is on the direction of the approaching wave. The bow swung at least 60° every time a wave passed; still we managed a southerly course with no apparent danger of being blown on to the Jersey coast. During that day we passed several sail boats headed into the wind; they must have been heave to as they were not making way. Sometime in the afternoon, while I was at the wheel, we heard a louder than usual sound behind us. Before I had time to turn, but not without seeing Ben's expression, a huge wave broke completely over the boat filling the well to its top. Fortunately the cabin companionway hatch was closed. Water

remained in the well for some time; the two drain holes were each 1 $\frac{1}{4}$ " diameter and with pressure from without did not empty well. There have been many discussions about rogue waves in the sea literature. By calculation a 16-meter sea would produce a 90-meter wave once in 10,000 years. Recent observations by satellite have shown rogue or "freak" waves are always present throughout the oceans. In any event longer and faster waves are constantly overtaking other waves causing an interference pattern where the two waves superimpose or suppress one another. Well, we experienced one of these interference waves and that was enough. To this day I've never lost the feeling of being on a roller coaster not able to get off for several days, with the constant threat that one moment of inattention might cause a broach with the following sea sending us broadside and the next wave rolling us over with subsequent lost of mast and rigging.

Read the next issue to see if we make it.



¹ Conforming to time restraints, pressure to leave when you probably should not, places undue risks and increases mishaps; even disaster. Always give yourself plenty of time to adjust schedules to account for adverse weather.

² Once home I looked in my hydrographic book "Wind Waves at Sea, Breakers and Surf," U.S. Navy Hydrographic Office, 1947, page 17 for height of waves; winds of 31 K = 24.6 foot waves, 35 K = 29.9 foot waves. I also checked Bowditch "American Practical Navigator", 1962 edition. On page 728, wind of Beaufort 8 and fetch of 500 nautical miles + gives a wave height of 27.5 feet.

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

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

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

ADDRESS SERVICE REQUESTED



of Tars & Terns



MONTHLY ALL-HANDS MEETING

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

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

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

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

OF TARS & TERNS
an official publication of
Northern Virginia Sail & Power Squadron
in District 5 of
The United States Power Squadrons®

Articles & other contents do not represent USFS® policy or
endorsement unless so designated. Published ten times
yearly. January & February, July & August are combined

Visit us at: www.uspsps.org/localuspsnva



America's Boating Club