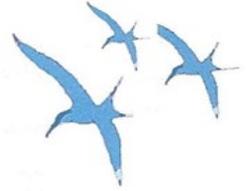




of TARS & TERNS



Mark Your Calendar

NVSPS Meetings and Events

MAY 2014

- 17 General Membership Meeting - NVSPS Picnic**
1100 - 1600: Fairfax Yacht Club; 10721 Old Colchester Road, Mason Neck, VA 22079
- 28 Executive Committee Meeting**
1930 - 2100: 4031 University Drive #200 Fairfax, VA 22030

JUNE 2014

- 11 General Membership Meeting**
1900 - 2100: BoatUS Headquarters; 880 South Pickett Street, Alexandria, VA
Speaker: Cdr. Rich Unis - Sailing from Annapolis, MD. to Fort Lauderdale, FL.
- 25 Executive Committee Meeting**
1930 - 2100: 4031 University Drive #200 Fairfax, VA 22030
- 28 NVSPS Cruise at Herrington Harbour**
To be announced

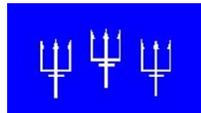
July 2014

- 09 General Membership Meeting**
1900 - 2100: BoatUS Headquarters; 880 South Pickett Street, Alexandria, VA
Speaker: to be announced
- 18-20 Potomac River Cruise**
To be Announced
- 23 Executive Committee Meeting**
1930 - 2100: 4031 University Drive #200 Fairfax, VA 22030

A detailed Squadron calendar including all meetings and educational courses can be found on our web site www.nvsp.org



Northern Virginia Sail and Power Squadron
A unit of the
United States Power Squadrons®



Commander Sends...

Cdr. Rich Unis, JN

Boating season is officially here! I think we can put away the snow shovels and bring out the boats and the sunscreen. The squadron has a great opportunity for you to do just that. I have heard from numerous squadron members who have told me that we need to have some fun and do more boating activities as a squadron. I couldn't agree more!

One way to have fun with boating activities is to participate in squadron cruises. Squadron cruises are a lot of fun and build camaraderie among members. First up is a NVSPS cruise on the Chesapeake Bay. Since several of our members have boats in Solomon's and in Annapolis, we're planning to have a cruise rendezvous in Herrington Harbour (either North or South).

Continued on Page 3

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100 Years of Service

Created on 2 Feb. 1914, USPS will mark 100 years of education, fellowship and community service in 2014. Based on the powerboat handling skills programs of businessman Roger Upton at the Boston Yacht Club in Marblehead, Mass., USPS offers boating education programs in cities and towns across the U.S., its territories and Japan. Today, nearly 40,000 members in more than 400 squadrons provide boating education in everything from seamanship and celestial navigation to marine electronics and engine maintenance.





COMMANDER
 Lt/C Richard Unis, JN
 703 777-8378
 commander@nvsp.org



EXECUTIVE OFFICER
 Vacant
 (Contact the Commander if you would like to help)



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**Boat Smart
 Boat Safe**

Scheduled Meetings:

Unless otherwise noted, the General Membership Meetings will be held at the BoatUS™ Headquarters facility at 1900. on the second Wednesday of each month except for the months of August and December. Any changes will be posted in this newsletter or on the Squadron web site.

BoatUS Headquarters and meeting location:

880 South Pickett Street, Alexandria VA.

From the Capital Beltway, take the VA-613/ Van Dorn Street exit, exit number 173, towards Franconia. Turn left onto South Van Dorn Street / VA-613 North. Turn left onto South Pickett Street. Go less than .5 miles and turn in at the BoatUS™ sign and go to the lighted parking lot in the rear. Proceed to the entrance.

USCG 2013 Boating Safety Statistics

- 11,993,067 registered boats, a 0.9% decrease from 2012
- 4,062 accidents; 560 deaths; 2,2620 injuries
- Fatality rate was 4.7 deaths per 100,000 registered vessels, which was a 13% decrease from 2012 (5.4 per 100,000)
- 77% of deaths were from drowning, 84% with no PFD
- Only 13% of fatalities occurred where the operator had taken a NASBLA-certified course, and 20% with other instruction
- 80% of drowning occurred aboard vessels less than 21 feet
- 84% of accidents: operator inattention, improper lookout, operator inexperience, speed and machinery failure
- Alcohol use was the leading factor in fatalities
- Most common vessels involved in accidents: open motor-boats (46%), personal watercraft (18%), and cabin motor-boats (17%)

Of Tars & Terns

The official publication of the
Northern Virginia Sail and Power Squadron
 www.nvsp.org



Articles, opinions and advertisements do not necessarily reflect USPS® policy or endorsement unless so designated

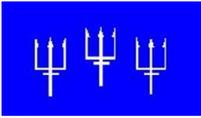
Of Tars & Terns is published ten months of the year—July/August and January/February issues are combined - Jan/Feb, May, Aug and Nov issues are printed and mailed to NVSPS members, all other issues are published online at NVSPS.org

Volume XLVII; Number 4: May 2014

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Commander Sends...

.... Continued from Page 1

Cdr. Rich Unis, JN

We'll plan dinner so all squadron members can attend. If anyone wants to help me organize the cruise I would certainly appreciate some help. Please call me or send me an e-mail to let me know that you would like to assist.

In addition to the cruise on the Bay, we're planning a cruise event on the Potomac this year. Right now we're looking at July 18-19. So, mark your calendar for this event if you boat on the Potomac and/or would like to participate in the dinner. I definitely need someone to take the lead with the planning for this cruise since I don't boat on the Potomac. Please contact me if you want to plan the event. Since a lot of our members' boat on the Potomac, we should be able to get several folks to help plan the event.

Last month I discussed the District's "Five UP" Marketing and Membership Plan. This is a concerted effort by the District and all squadrons within the District to establish, publish and conduct a membership development program. We are partnering with Rockville, Potomac, and Mid-Potomac squadrons to foster a regional initiative. I asked for volunteers to participate in a one-day regional meeting/workshop but I didn't get a response from anyone. As soon as the date for the workshop is set, I will have a notice posted on our website to call for participants. Please remember to check our website from time to time for late breaking news.

There are a lot of various squadron activities for you to be involved with including, the cruises as discussed above, squadron picnics, Vessel Safety Checks (yes – you can become an examiner), teach a boating course, plan events, participate in the Wounded Warrior Cruise, assist with marketing, assist with our boat show booth, attend general membership meetings at BoatUS, write an article for O'T&T newsletter, etc. You get the picture! Pick an activity that interests you and support it. The squadron will be more vibrant with your support and you will have a great time.

I hope your boat commissioning projects are going well. Time to go boating!

Lt/C Rich Unis JN
NVSPS Executive Officer
Skipperunis@gmail.com

Fair winds and following seas



Balancing the 2014-2015 NVSPS Budget

With dwindling membership and lower educational classes' income it has become difficult to balance the budget so we must look for ways to cut costs. One expensive item in our budget is the cost of storing our goods and records. CubeSmart near Fairfax County Parkway and Rte. 123 in Fairfax Station, VA is the storage facility we have been using for several years. Looking for a different facility takes a lot of time and travel to get a suitable facility considering location, unit size and price. We decided to stay at the same location but get a smaller unit. Moving all the inventory from one unit to another in the same facility is a lot easier and less expensive than hiring and loading a rental trailer or truck and driving miles to a new place and unloading the trailer/truck.

Dick and Jean Durgin, Kim-Kwok Chu, Dave and Mary-Jane Hinkins and other NVSPS members helped sort out old equipment, old files, out dated educational materials as well as old food and drinks. Some of this inventory was donated, some thrown away and others recycled. We organized the picnic supplies, educational materials, financial records, secretarial records and other things and then labeled most everything. We then moved all of the inventory including the shelves, dolly and tables we want to save using CubeSmart's carts to the new space. We spent a Sunday afternoon doing the job.

The new smaller unit is closer to the elevator and very easy to access. The old unit was \$177/Month (8'X10'), the new unit is \$109/Month (5'X10') and we still have room left over for new up-dated "stuff". We also paid 12 month's rent ahead of time and got a 13th month free. Overall we saved about \$1000.

Dave Hinkins,
NVSPS Treasurer



Education Officer

Lt/C Ed Phillips, AP

I am honored to serve as your Squadron Education Officer (SEO) during the 2014-2015 bridge year. There is much to be done continuing on with the work that Sean Gallagher has successfully done for the past three years. Sean is continuing on as the Assistant SEO (ASEO). I am thankful for his expertise as I learn the SEO responsibilities. Thank you Sean for job well done as SEO!

For those that don't know me, I have been a member of the Northern Virginia Sail and Power Squadron since 2002. I learned how to sail in my grammar school years as a Sea Scout on the waters of NY Harbor. I took the USPS basic boating class with my Father when I was the 8th grade. That information has stayed with me all my life.

In 2002 a coworker invited me out on her Potter-19. My bottled up love of sailing came bubbling to top and the cork blew off! I sailed with her most of that summer and in October found my own Potter. I "brought it home" and sailed on Aquia Creek almost every day until Christmas that year. I stayed on Aquia Creek for the 2003 season. In 2004, I moved over to the Chesapeake into a slip at Backyard Boats in Shady Side, MD where I am today.

Since joining the NVSPS, I have completed the core courses through Advanced Piloting (AP) and have also taken all of the elective classes. I also co-teach the weather class with John Shivik and I have been the Boat Show chair for the past several years. The NVSPS has made me a much better sailor. I am sure we can all say the same.

Training is the very heart of the USPS and the NVSPS in particular. Training and proficiency are the reasons the USPS was founded and exists today. For those of us who have taken USPS classes, we know that the quality of the course material speaks for itself. There are other functions NVSPS provides, but training and proficiency are the most important. The USPS courses are especially useful for those interested in pursuing a six pax or higher Coast Guard license. There are several commercial providers out there that will teach you the Coast Guard test so you can take right after the cram class and pass it. The USPS courses are not that way. The USPS courses are taught so the student understands and retains the information. When you understand and retain the information, you can take any test.

Speaking of quality instruction, do you have an interest in sharing your knowledge and experience by becoming a USPS instructor? We are planning on offering an Instructor Development course in the very near future at a date and location to be determined. The USPS catalog describes the Instructor development course as follows, "Unlike other USPS courses, the Instructor Development course is not designed to enhance boating skills. Rather, its emphasis is on enhancing presentation techniques and instructor skills. The course has been designed to demonstrate interactive teaching methods focused on adult learning. Students are required to prepare lesson plans and give three presentations to their peers utilizing a variety of teaching aids and presentation skills. The instructor may assign a topic for these presentations or you may use material and PowerPoint slides from existing USPS courses, and they may build on one another." Interested? Please let me know.

In the past two years or so, various seminars were offered, but with little response and in many cases cancellations. This is very disappointing to say the least. The seminars were designed to be a top level discussion of a specific topic. For those familiar with the topic, it was intended to be a refresher. For now, we will suspend offering them due to the lack of interest. If anyone has an interest in a specific topic, again please let me know.

In addition to the Instructor Development Course, we will offering a Seamanship course starting in September, followed by a Piloting and Advanced Piloting courses. These core classes will be held at the George Mason Conference Room. I have also received a request for a cruise planning course. That will be offered shortly. For those who have taken JN or N and have yet to finish up, please let me know if you are interested in and can commit to finishing up. I will put something together so those members can complete it.

As SEO, I need to hear from you; the membership. I need to be made aware of the good and the bad, what's working and what is not. If no one tells me, I will probably just not be aware. What classes would you like and what is important to you? This is your NVSPS, your growth and your proficiency. We are all here for that purpose; let's make it the best training it can be.

Lt/C Ed Phillips, AP
NVSPS Squadron Education Officer
seo@nvsp.org





Secretary

Lt/C MaryJane Hinkins, P

These are exciting times at NVSPS with our new commander, Rich Unis. The commander has many thrilling ideas. Plans are under way for Cruises, picnics, and an excursion to a ship. It's looking to be a great year with fine weather and wonderful company. Also in September there will be the Wounded Warrior cruise! This has been a very successful and fulfilling event for all those who volunteer to be a part of this project. We are hoping to have a cruise or a raft up on the Potomac in July. If you have ideas as to where you would like this to take place please let me know at mjhinkins@msn.com subject line Potomac Cruise. Another cruise is planned on the Chesapeake, an excursion in October, and Oktoberfest Picnic\potluck in October. Wow we are cruising now! . I for one can hardly wait! I am hoping to see you all there. Come to a meeting, or if you are unable to attend a meeting but want more information call anyone on the Bridge. We welcome hearing from you. Matter-of-fact we miss you when we don't hear from you. More details will be coming as plans are solidified, but we welcome your input and your ideas.

Lt/C Mary Jane Hinkins

NVSPS Secretary

mjhinkins@msn.com

Vessel Safety Checks

Getting Ready For a Vessel Safety Check (VSC)

Think about something for just a minute. If you were stopped by the US Coast Guard or the Marine Police, would your boat pass a vessel safety check? I will highlight a few of the items that should assist you in "passing" the VSC and receiving the VSC sticker.



- Although it may seem obvious, however, occasionally the boat captain will not have the boat registration document on board or it will have expired. Remember if you cast off the dock – you must have the boat registration paper on board.
- Visual Distress Signals: One of the most common items for rejection by the Vessel Examiner is outdated flares. If the flares are within three(3) month of expiration, you should get a new set of flares.
- Navigation lights: Check your lights often. The most common problem is corrosion in the bulb socket or on the base of the bulb. As a result the electrical connection is lost and the bulb will not light. Periodically check your lights and clean the contact points. Light(s) at the top of sail boat masts are a particular problem. It is very difficult to check the mast top light on a sunny day; even with binoculars.
- Vessels over 40' (Technically 39.4' or 12 meters) : You must have the following two items on board 1) Navigation Rules Book. An electronic copy is acceptable as long as you can show it to the Examiner; 2) A Trash Disposal Plan – written (typed) and signed by the captain. There is no specified format, however, it should state how you manage and dispose the trash on your boat. (No – throwing overboard should not be part of the plan).
- Documented Vessels: Original and current certificate must be on board. Vessel name/hailing port must be marked on exterior part of hull in letters not less than 4" inches in height. Official number must be permanently affixed on interior structure in numbers not less than 3" in height. The proper way to display the number: NO. 123456 (note the "period" after the NO).

If you follow these suggestions you should be well on the way to receiving a VSC sticker. Most importantly you will have a vessel that meets state and federal rules and be a safer vessel on the water.

P/C George Nartsissov, AP, IN (Inland Navigator)
Vessel Safety Check Chair



Northern Virginia Sail and Power Squadron Upcoming Event

A tour of the 81 foot research vessel the Rachel Carson

In 2008 the University of Maryland Center for Environmental Science (UMCES) christened the research vessel Rachel Carson. Named in honor of the world renowned marine biologist and nature writer, the Rachel Carson is specifically designed to conduct research in the Chesapeake Bay.

In addition to her shallow draft, the Rachel Carson is specifically designed to provide a solid foundation for decades of service to UMCES scientists. She is powered by twin 1,200 horsepower diesel engines paired with jet outdrives that allow her to move at a speedy 24 knots.

A state-of-the-art dynamic positioning system allows the vessel to “hover” motionless over one spot regardless of wind and current. A trio of powerful winches allows scientists to launch and retrieve multiple buoys and sampling devices over the side or stern.

Built-in electronic sensors will continuously measure the Bay’s water quality, biology and currents whether underway or on station.



The *Carson* has been used to collect water quality samples; to tow plankton nets; to conduct box coring operations; to deploy a data buoy; to ground truth aircraft deployed instruments and as a platform to teach undergraduate and graduate students estuarine sampling techniques.

All NVSPS members are invited to tour the Rachel Carson docked in Solomons, MD on Friday, 03 October 2014. The free tour will be conducted by Michael Hulme, Director of Marine Operations, Center for Environmental Science, University of Maryland. See <http://www.umces.edu> for more information about the vessel. After the tour, everyone is invited to have lunch together at a Solomons Island restaurant (separate bills).

If you think you might be interested in participating, please email P/C Dick Durgin at rjdurgin@aol.com now so that we can make plans based on the number of potential participants.

Join Us for a Fascinating Tour of this Remarkable Vessel **Friday, 03 October 2014**

Additional Details (time, car pools, restaurants, etc.) will be announce in upcoming 'O Tars and Terns

Contact: P/C Gale Alls galeandev@aol.com

P/C Dick Durgin rjdurgin@aol.com

Did you know....

The Chesapeake Bay is the largest of 130 estuaries in the United States.

The Chesapeake Bay is about 200 miles long, stretching from Havre de Grace, Maryland, in the north to the mouth at Virginia Beach, Virginia. 48 major rivers feed it.

Altogether, the Bay has over 100 tributaries that drain into a 64,000-square-mile basin.

The Chesapeake’s width ranges from 3.4 miles near Aberdeen, Maryland, to 35 miles near the mouth of the Potomac River. The surface area of the Bay and its tidal tributaries is 125 billion square feet, or around 4,480 square miles.

The Bay and its tidal tributaries have around 11,684 miles of shoreline—more than the entire US West Coast

Lightning and Boats

No boat is totally immune to lightning damage. Any boat can be struck, and in fact, smaller boats are more susceptible to extensive damage because there are fewer places for the lightning to go. They're also usually more dangerous for their passengers during an electrical storm. Lightning can completely wipe out a boat's electrical system and destroy the engine. It's even been known to blow holes in the hull, which could cause the boat to take on water and eventually sink. Of course, the worst outcome of a lightning strike is the loss of human life, and unfortunately, this is entirely possible.

Odds of being struck by lightning

Because of the size of the earth, most people believe that lightning is a somewhat infrequent occurrence. While that may be true on an individual level, in reality, lightning hits the earth on average an estimated 100 times per second, or 8.6 million times a day. The United States alone receives as many as 20 million cloud-to-ground lightning strikes per year from perhaps 100,000 thunderstorms. The potential for damaging your vessel, or causing injury or death to the boat's occupants, is enormous. A lightning bolt can reach over 5 miles in length, attain a temperature of approximately 50,000 degrees Fahrenheit, and contain over 100 million electrical volts.

This translates to the odds of your boat being struck by lightning in any given year is about 1.2 in 1,000, with 33% of all lightning claims originating in Florida. However, the second most struck area in the country is the Chesapeake Bay region at 29%. The rate of lightning strikes for sailboats was about four boats per 1,000, while motorboats averaged 0.5 per 1,000. A surprise finding was that multi-hulled sailboats were struck more than twice as often as monohulls. (Source: Capital City Weekly, 24 Aug 2005)

Myths about Lightning

There are several popular myths about lightning that result in people taking unnecessary risks during lightning storms. The following myths are all false.

- **Lightning only strikes the tallest objects:** This is by far the most prevalent lightning myth. The fact is that lightning is completely indiscriminate. There are so many stories of the power boat moored alongside a sailboat being struck by lightning while the sailboat when untouched as to repeatedly disprove this myth. It is also common for lightning to bypass the tall trees on shore and strike the water of a lake or river instead, arguably the lowest point.
- **Lightning never strikes the same place twice:** Lightning can, and does, strike the same object multiple times. Tall buildings, such as the Empire State Building is renowned for being struck several times in a single storm.
- **Lightning only strikes good conductors like metal:** This very dangerous assumption. Lightning can strike any material that is in its path. While it is true that lightning current is more likely to flow through good conductors, there is no assurance lightning will strike the best conductor on your boat. The primary difference between lightning current flowing through a good conductor and a bad conductor that good conductors suffer little damage from lightning while bad conductors are generally severely damaged
- **If it is not raining, then there is no danger from lightning:** Lightning often strikes outside of heavy rain and may occur as far as 10 miles away from any rainfall. The common phrase "A bolt out of the blue" has its origin in the fact that lightning can strike on a clear sunny day from an approaching thunderstorm. It is always advisable to watch the horizon for dark clouds and take appropriate actions.
- **Sheet lightning is a totally different type of lightning:** Sheet lightning is just the illumination of the clouds caused by a regular lightning bolt that occurs inside the cloud so that the typical lightning bolt is not visible.
- **Heat lightning isn't really lightning:** Although hot weather is generally ideal for thunderstorm formation, heat lightning has nothing to do with hot weather. Heat lightning is the name given to the faint flashes of light on the horizon at night caused by lightning from distant thunderstorms. It's just as dangerous, but probably not to you. It's just being produced by a thunderstorm too distant to adequately see or hear.
- **The rubber soles of shoes will protect you from being struck by lightning.** Rubber-soled shoes provide no protection from lightning. While they might provide some protection from stray current resulting from a lightning strike, the fact is your shoes are likely to be water soaked during a storm which would mitigate any such benefits. There is a similar common belief that being in a car will protect you from lightning because of the rubber tires. The fact is that a vehicle provides protection because it diverts lightning around you, rather than through you. Rubber has virtually nothing to do with protecting you.

Continued on Page 8

- If a person gets struck by lightning, you shouldn't touch them. The human body can't store electricity. There is no possibility to receive a shock from touching a lightning strike victim. If the person survives the strike, they probably need CPR and or medical treatment right away.

When you see lightning, the number of seconds you can count before you hear thunder is how many miles away the storm is. Actually, it takes five seconds for the sound of super-heated air (thunder) to travel one mile. So, if you see a flash of lightning and count 10 seconds until you hear thunder, the storm is two miles away.

Caught in a Thunderstorm

Even though the odds are in your favor that your boat may never be hit by lightning, if it happens it can have devastating effects. Don't take a chance. The best protection is not to be caught in a situation where you are openly exposed to lightning. Weather forecasts can be obtained from the local news media, the internet and always on the NOAA Weather Radio. If storms are predicted, take all prudent precautions or do not venture out.

However, the Chesapeake Bay is notorious for summer thunderstorms that pop up suddenly. Sooner or later most of us will be caught miles offshore and facing a rapidly approaching storm. There are things you can do to protect yourself and crew during these storms, if you have prepared in advance.

- Don't wait until it's too late: Get off the water as soon as possible when you see a thunderstorm approaching. Find a safe harbor or nearby marina you can hole up in until the storm passes. If you are a power boater, you might be able to outrun the storm, but keep in mind that summer storms can move at speeds of up to more than 35 MPH.
- Inside is best: If getting to a safe harbor is not an option, the best place to be on a boat is inside the cabin, but avoid large sources of metal such as compression post or chainplates on sailboats, or large metal appliances like refrigerators. In larger boats where you have any kind of structure around you, be it a cabin or just a Bimini top, you have a fair degree of safety.
- Keep away from metal: If there is no cabin and you have to remain on deck, stay clear of all metal objects. Things like railings, wheels, the mast and mast stays, Bimini top frames, ladders, towers and large railings or other metal fittings can be very dangerous. Isolated pieces of metal such as small grab rails and the like are not a threat.
- Holding the wheel: If you have hydraulic steering in your boat, and most boats do these days, you needn't fear holding the metal steering wheel. There is an exception however, and that is if your boat has copper hydraulic lines. In that case, holding the wheel puts your body directly in a ground path.
- Stay low in the boat: If you're on an open boat, stay low and in the center. Depending on the severity of your situation, it's also a good idea to remove jewelry.
- Stay out of the water: Don't fish during a thunderstorm – or dangle toes overboard.
- Disconnect the power and antenna leads to your electronics: Many strikes just damage electronics so disconnecting them goes a long way in preventing equipment damage.
- Lower antenna: Unless they serve as part of a lightning protection system, lower any antennas.
- Stay silent: Don't use the VHF unless absolutely necessary.
- Lightning grounding protection systems: Grounding systems, which provide a path for the lightning to enter and safely exit the boat, must be free of corrosion if they are going to provide any protection.
- Dissipater dilemma: As for mast-top lightning dissipaters, there is no agreement by the experts on how well or if they work at all. It should be noted that BoatUS insurance claims files show that boats with "brush-like" dissipaters mounted at the top of the mast have been struck by lightning.

If you do get hit: 1) Check people first; 2) then check the bilge as strikes can rupture through-hull fittings and punch holes in hulls; 3) check electronics and compass, and if all is good up to this point, 4), you may want to consider a short haul to check the bottom thoroughly (trailerboats can be inspected when you get back home).

The voltages involved in lightning are so high that even materials that would normally be considered non-conductive become conductors, including the human body. The voltages are so massive that if they start to travel through a boat's structure - say through its mast - then meet with high resistance (for instance, the hull skin) the current discharge, in its attempt to reach ground, may simply blow a hole in the non-conductive barrier. The safety conscious Captain should make sure that his vessel is properly protected. Ensuring the boat is properly bonded and well maintained is an essential element of protection on the water. There are standards for lightning protection as set forth by the American Boat and Yacht Council (ABYC) that should be followed in detail, and all work should be performed by a licensed marine electrician.



*Northern Virginia Sail and Power Squadron
Upcoming Event*

NVSPS 2014 Wounded Warrior Cruise

Join us for an day on the Patuxent River and Chesapeake Bay

1000 to 1730 - 13 September 2014

Patuxent Naval Air Station, West Basin Marina

In recognition of the service and sacrifice made by our wounded warriors, the Northern Virginia Sail and Power Squadron extends an invitation to our sixth annual Wounded Warrior Cruise 2014 on Saturday 13 September 2014 from the Patuxent Naval Air Station West Basin Marina Lexington Park, Maryland.



Guests can choose to cruise on one of 10 sail or power boats from 27 to 45 feet. Each boat has an experienced captain and first mate to ensure the safety of our guests, and all vessels have passed US Coast Guard Vessel Safety Examinations.

The day will consist of a five hour boat ride on the Patuxent River and Chesapeake Bay. The captains will select their individual courses on the river and the bay based upon the interests of the guests. Guests and crews will be provided a box lunch consisting of assorted cold cut sandwiches (turkey, ham or vegetarian) on Kaiser Rolls, potato chips, whole fruit, brownie, and plenty of refreshments.

*Come join us for a wonderful day
on the water and picnic afterward.*



After the cruise we will host a barbeque at the West Basin Marina Pavilion picnic grounds. The barbeque includes hot dogs, hamburgers, chicken breasts in a barbeque sauce, baked beans, potato salad, coleslaw, assorted cookies and beverages.

Bus transportation arranged to and from the Walter Reed National Military Medical Center (WRNMMC) in Maryland and the Fort Belvoir Warrior Transition Unit (WTU) in Virginia to the West Basin Marina. Busses will leave the WRNMMC and WTU facilities in time to arrive at NAS West Basin Marina by 1000, and pick up guests for the return trip at 1730. Guests must be ambulatory. You are welcome to bring any friends and family members over ten years old.

Please make donations to:

P/C Francis Williamson at:
7710 Bertito Lane, Springfield, VA 22153
301-775-5120 (M) willyjhu@verizon.net