

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

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

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

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 34th 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

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

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

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

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

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 5th 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

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

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

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

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

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

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 1st 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 40th 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**

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 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 Redfearn, 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 Redfean 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, Gladis, 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

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**

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

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

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

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

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 11th 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 40th NVSPS.

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

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

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
Heathsville, VA 22473

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

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
703 Salana Shores Drive #508
Cape Canaveral, FL 32920

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