



of TARS & TERNS

Newsletter of the Northern Virginia Sail & Power Squadron

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



Vol XL, No. 10

Dec, 2006

December 2006

- 9 Holiday Party. @1900, Elks Lodge, Fairfax
- 00 NO ALL HANDS' MEETING IN DECEMBER

January 2007

- 10 All Hands' Meeting @ 1930, BoatUS "Let's Talk Boats" Contact Clara Blanding, P claralee@comcast.net
- 24 ExCom Mtg @ 1830, GMU Conf Room Contact Jay Nelson, AP gjaynelson@aol.com

February 2007

- 21 All Hands' Meeting @ 1930, BoatUS Contact Clara Blanding, P claralee@comcast.net
- 21-25 USPS Annual Meeting Jacksonville FL details in the USPS Ensign
- 28 ExCom Mtg @ 1830, GMU Conf Room Contact Jay Nelson, AP gjaynelson@aol.com

"COMMANDER SENDS..."



CDR G. Jay Nelson, AP

The word bilge was coined in 1513 to mean the "lowest internal part of a ship, and *the foulness which collects there.*" It is the foulness that I want to address this month. There are 3 primary reasons to keep your bilge clean: prevent the growth of mildew and bacteria, eliminate foul odors, and prevent rust and corrosion.

Start with a clean bilge. If you already have water in your bilge, you should find out where it is coming from. Because boats can leak water around stuffing boxes, rudder posts or through deck hatches, it is not uncommon for boats to have some water in their bilge. But you need to ensure that the source isn't something that shouldn't be leaking.

Turn off your bilge pumps. Because bilge pumps should not be wired behind your battery switches or power distribution panel, you may have to pull a fuse

out of the pump wiring. Then rinse the bilge area with clean water and pour a cleanser into the standing water. You can buy bilge cleaners, but you'll pay a lot for essentially soap. I use liquid Tide. It's cheap, easy to use, does not contain phosphorus, biodegradable, breaks down oil and grease, and leaves a nice fragrance. Leave the cleanser in the standing bilge water for several hours and let the rocking motion of the boat act like an agitator, or go for a boat ride. For stubborn stains use a scrub brush.

Next clear your limber holes; they're the small openings that allow water to flow past the partitions to the lowest part of the bilge and the pump. They can get plugged with debris and cause water to stand in sections of the bilge. A coat hanger works great to clear them.

Now we need to pump the water out. If the bilge was just dirty, you can simply reconnect your pump power and pump the dirty water overboard. The marine cleanser or Tide is safe to pump overboard as grey water. HOWEVER, if the

bilge water is oily, it's illegal to pump overboard. Even if it is just a "little bit" of oily water. If you leave a sheen on the water, you are subject to fines. Generally it's easy to disconnect the bilge pump hose from the through-hull fitting and put the hose into a bucket. Or buy a small bilge pump with a short hose and alligator clips for power. Pump the oily water into the bucket and dispose of it ashore. Use rags to mop up the water the pump leaves behind.

Now you need to dry out the bilge. I use household box fans on high for a couple of hours to circulate air. When the bilge is dry, spray WD-40 on all metal components in the bilge. Seacocks, engine mounts, water heater, air conditioning pumps, and especially anything with electrical bonding (the green wires attached to metal objects that touch the water). Your bilge will be free of dirt, oil and grease, mildew and bacteria that cause odors, dry, and the metal in your bilge will have rust/corrosion protection.

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Executive Officer: Lt/C George Degnon, P

As we approach the end of the fall boating season and members begin winter preparations, it's a good opportunity to mention a few upcoming activities so that you can block out "boating time" on your schedule. You can pick up a lot of ideas for the coming boating season from fellow members. The best way is to join the several dozen members attending All Hands' meetings. Directions are on the back page.

Saturday 09 Dec: the squadron holiday party. Santa has always been good to us at these events, with his bag of treats for good boaters.

Mar 9-11: the Chantilly boat show. This is one of the best opportunities we have to create awareness among the public of the extensive educational programs we offer on boating safety. Many of our members have found "working the booth" to be a fun activity that generates interest in other squadron activities; it's been one of the main avenues into greater involvement. So contact Francis and volunteer a few hours; it is in giving that you receive. As a volunteer you're not expected to know everything about our programs; materials are available to distribute, and new members are teamed up with veterans. Several years ago this was something I did at the urging of another member, and it was a fulfilling experience that led to my increased participation. The time commitment is not great, shifts are for two hours, and a wonderful fringe benefit is that volunteers receive free admission into the boat show. Plan on participating; it'll be well worth your time.

29 Mar – 01 Apr: the D5 spring meeting in Ocean City MD. We host a hospitality suite with a boating theme that's just plain fun—and we need members to help plan this, set it up, and staff the suite. This is a relaxing, fun weekend, and highly recommended for all members.

We need volunteers for many other activities. Planning sessions for programs and activities and training programs for classroom instructors and vessel safety examiners are held over the winter. Why not think about just one thing we do as a squadron and sign up? For members who enjoy teaching, we have a class leading to Certified Instructor status. There's a web-based vessel-safety training program, and we host an orientation and preparation class each spring for those who want to become Certified Vessel Examiners.

The Nominating Committee is now working to put together a slate of officers for next year's bridge and committees. We're looking for volunteers to help with the many projects and functions of the squadron. If you're interested in serving on a committee or participating in a project next year, please contact me at george@degnon.org. If you're interested in a leadership position, contact committee chair P/C Keith Segerson, AP, at segerson@gmu.edu. Either of us will be happy to hear from you.





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

As the holiday season approaches, why not give yourself a well deserved present and sign up for our winter classes and activities.

24 March 2007. Start making your plans for the 40th Anniversary Gala. The details are in the column next door.

We're still looking for volunteers to help out with NVSPS activities, if you're interested in giving something back to the squadron, meeting other members and just having fun, send me an email (smodim@comcast.net) and get involved. We are especially looking for a volunteer(s) to be the Cruise Director for planning the Summer Cruise.

For those who attended the Nov monthly all hands' meeting, I thank-you. It was a pleasure for Clara and me to share our insight and experiences on our recent Northwest cruise through the San Juan Islands. If you missed the presentation, don't worry. The continuing saga is in this newsletter---enjoy!

We're still looking for volunteers for NVSPS activities; if you're interested in giving back to the squadron, meeting other members, and just having fun, e-mail me (smodim@comcast.net) and get involved.

Instructor Development Course

Beginning Monday, 8 Jan 2007 at 1900, in the Vienna area:

Interested in improving your presentation techniques? How to present your ideas with maximum impact? Select the best teaching methods for your group and increase your effectiveness by using different teaching aids? Sign up for the Instructor Development (ID) course. This will not only help you make a better presentation at your work place, it will qualify you to teach USPS courses.

It's fun and takes only 4 - 6 weeks to complete depending on the number of students. We presently have 3 signed up but need 4 or 5 to have a good course.

If you're interested please call P/C Dick Durgin, JN, 703 560-9106 and we can talk about the course.



Music to Rattle your Rigging

24 March 2007. If you love the Chesapeake Bay and good music, then NVSPS has a treat for you at the squadron's 40th Anniversary Celebration! Entertainers for the evening are maritime musicians Janie Meneely and Paul DiBlasi who have formed a dynamic folk duo known as *Calico Jack*. They'll sing three times: 1800, 2000 and 2200.

Soprano Janie Meneely pours a lifelong love of the Chesapeake into her original ballads and nautical tunes. She is a founding member of the folk group *Crab Alley*, and the managing editor of *Chesapeake Bay Magazine*. Baritone Paul DiBlasi is a veteran chanteyman with the *Pirates Royale* and has a vast repertoire of classic work songs. Together they will delight you with music both sober and saucy. Check them out at www.janiemeneely.com and mark your calendar for a good time on 24 March 2007.



NVSPS History 101: Sail & Power

One of the top ten reasons to attend the Anniversary Celebration is that each guest will receive a very special publication. It's a rich history of NVSPS entitled Celebrating the Journey.

When the squadron changed its name in 2002 to "Northern Virginia Sail and Power Squadron", it was acknowledging a relationship between sailors and power boaters that dates to the beginning of USPS. Until the early 1900's most recreational boating was by sailing craft. Yacht clubs had little to offer owners of the new gasoline powered vessels.

In 1912 Roger Upton, a self-taught navigator, organized a club within the Boston Yacht Club for "gasoliners." That summer the power boaters accompanied the sailors on their cruise to Portland ME. They were hit by a nasty nor'wester which dismasted many of the sailing yachts. Under Upton's command, the power boats towed the disabled yachts to port and brought new respect to their group.

In 1913 the BYC officially established a division named "Power Squadron." The idea grew, and in 1914 representatives of many clubs met to establish a national organization to be known as the United States Power Squadrons.

In 1967 both sailors and power boaters signed the Northern Virginia Power Squadron's charter, and both pursued the mission of USPS for the next 40 years. In 1997 USPS changed the national bylaws to allow squadrons to add "Sail and" to their names. Northern Virginia did so five years later when its own bylaws were updated.

The NVSPS Ships Store will soon offer t-shirts and other items embroidered with the new logo. Contact Ships Store chair Judy Soballe, AP jksoballe@yahoo.com for details.

Jean Durgin, AP

For the 40th Anniversary Celebration Committee

Education Officer's Report

Lt/C Rick Baker, AP
703 318-5899 rickbaker2006@verizon.net

GPS Seminar 18 Dec is cancelled

Sail, our Winter elective course, is cancelled

Advanced Piloting 01 Feb – 17 May (12 sessions, Thu @ 1900) at BoatUS training room 800 South Pickett Street, Alexandria, VA 22030

The logical follow on to USPS Piloting, this all-new course continues to build coastal and inland navigation skill, allowing the student to take on more challenging conditions – unfamiliar waters, limited visibility, and extended cruises. GPS is embraced as a primary navigation tool while adding radar, chartplotters, and other electronic navigation tools. As with Piloting there are many in-class exercises, advancing skills through hands-on practice. Topics include:

- Review of skills learned in Piloting
- Advanced piloting techniques such as advancing a line of position
- Other electronics: radar, depth sounders, autopilots, chartplotters, laptop computer software, etc.
- Hazard avoidance techniques using electronics (e.g., “keep out” zones in GPS)
- Collision avoidance using radar and GPS
- Working with tides: clearances, depth, effects of current
- Piloting with wind and currents
- The “Seaman’s Eye” – simple skills for checking that one is on course

Register by 01 Jan: Rick Baker, AP 703-318-5899
rickbaker2006@verizon.net

Sea Scout Training Day

On the first weekend in April 2007, the Sea Scouts will hold a training weekend. Virginia Beach squadron will have a boating class there. Members who are Sea Scouts should contact Tim Gusler GLline@cox.net for further information.

D/C Kay Simkins, AP

10 Jan 07 All Hands: On Deck!

“Let's Talk Boats”

(No meeting in December)

January will see the next installment of our popular interactive format. A panel of seasoned experts will field any and all of your boating questions. It's sure to be another hit; don't miss it

Refreshments will be provided. So see you there:

1930 10 Jan at BoatUS, 800 Pickett St. Directions are on the back cover.

Captain's Corner

Bilges can be a nasty business. Let's see how much you know about cleaning up this problem.

1. Limber holes
 - A. Are flexible through-hull fittings
 - B. Are hot spots for bottom fishing
 - C. Permit water to drain through bilge ribs
 - D. Are stuffed with plastic to avoid sinking
2. Bilge cleaning products
 - A. Contain large amounts of phosphates
 - B. Can be pumped overboard legally when they contain detectable amounts of oil
 - C. Are not biodegradable unless purchased at a marine store
 - D. Can be safely left in the standing bilge water for several hours
3. Once the bilge is clean
 - A. Pump oil and debris overboard
 - B. Spray disinfectants into each limber hole
 - C. Put room deodorizers in strategic spots
 - D. Dry it and spray all metal parts with WD-40

Answers on page 5



Chantilly Boat Show

9-11 Mar 07 at the Dulles Expo Center, Chantilly, will be The National Capital Boat Show. NVSPS will sponsor a "NVSPS Boating Safety" Booth. Our 2006 booth was very successful. Volunteers enjoyed meeting potential boaters, promoting boating safety, and spending time with other members. NVSPS had 121 boat show visitors sign-up on the register. Jeff Hester, AP, donated 6 Washington Nationals tickets and NVSPS offered two \$20 BOATUS Gift Certificates as raffle prizes. Letters from the Commander were drafted for each winner along with the prizes. Raffle winners were drawn from the register list by squadron members at the Change of Watch at the Springfield Country Club.



Boat Show Chair Lt Francis Williamson, AP, standing the watch at our 2006 booth in Chantilly

The 2007 show is only open on Fri, Sat and Sun, but attendance is expected to be the same. Our booth will offer Boating Safety Course Schedules for the entire metropolitan area, updated regulatory information from local jurisdictions and "Sea Tales" from squadron members.

Lt Francis Williamson, AP, will be the chairman again next year. He's looking for two squadron volunteers to assist in updating Boating Safety material and preparing for the show. Members interested in working on the committee can contact Francis at francis.williamson@jhuapl.edu or at willyjhu@cox.net or cellphone 301-775-5120. The call for booth watchstanders will go out in January 07. Materials and training will be provided to all volunteers. Experienced members will share tours of duty with newer members. As Lt/Cdr George Degnon, AP, recently wrote: "Working the boat show is a great way to get involved in the squadron and experience the camaraderie we all share"

Lt Francis Williamson, AP

In Memory of

WILLIAM W. ABBOTT, JR.

Bill Abbott was a charter member of NVSPS who was instrumental in the formation of the new squadron in 1967 and taught numerous classes. Bill enjoyed competing in the navigation contest with his beloved BAY QUEST. He was an avid boater, fisherman, and teacher. Bill passed away at his home in Little River, SC on Saturday 04 Nov 2006.

Holiday Dinner Dance

It's going to be a sparkling evening of dining and dancing with good squadron friends and it's almost here!

- Saturday, December 9, 2006
- 7:00 to 11:00 pm
- Fairfax Room at Arlington-Fairfax Elks Lodge
- 8421 Arlington Boulevard, Fairfax VA 22031

(Deadline for reservations was 24 November)

See you there!

Captain's Corner Answers

1. C. Often frustratingly small and hard to reach, these are critical to draining your entire bilge.
2. D. They're best left to swish around and do their magic for a few hours, saving lots of scrubbing .
3. D. Water left by the pump should be wiped out and all metal and, especially, electric connections sprayed.



Holiday Greetings &
Prosperous New
Year To All
Gale & Evelyn
Alls

Happy Holidays and a Healthy
New Year. Our thoughts and
our prayers are with you all
Martha Jane & P/C Ed Dodd

May your heart be filled
with every joy during
this special time of year
Russ & Ruth Grasso



Holy Holidays and
Heavenly 2007
From SV "CELESTIAL"
Pete & Judy Soballe

Wishing you new
safe adventures
in 2007
From Dave Moore and Gina Croci



Merry Christmas &
Happy New Year
from "TEXAS LADY"
Cathy and Lin Sheffield

We are grateful to
Jay Nelson and the
bridge for all their
hard work this year
"SEAS THE DAY" Annapolis



Wishing you
blue skies &
fair winds in
2007
From "BLUE SKIES"
Dick & Jean Durgin



May the blessings of
Christmas be
yours
throughout the
New Year
The crew of
"JENA & GUSTY"
P/C Jere & Nancy Dando

Best wishes
for a happy
holiday
season for
everyone



Helen Alberts



Noel from the
crew of the
"KATHY EL"
Bill & Kathy
Eldridge

Wishing you the Joys
of the Season from
Punta Gorda, FL, we
miss you all
P/C Al & Elaine Sheetz



From Chuck & Annie Eby

Happy Holidays
and a Wonderful
New Year
John & Robie Shivik
"GRAY EAGLE III"



Happy Holiday and a
Happy New Year
P/C Paula and Joel Bailey
"BAYLEEWAY"

Happy Holidays and Safe
Voyages in the New Year
from the "LAKE MATES"
Walt & Manette Lazear



Warm wishes for a happy,
healthy Holiday
Season
Robin & Jim
Roberts aboard
"ADVENTURES"

"Deck Them Halls"
Jay Nelson

Happy
Holidays
Joe & Gail
Jarocki
"THE LONE
SAILOR"



Seasons Greetings
Alice Mary & Norbert Hymel,
Crew of the "NORAH"

Have a Great Holiday Season
Glenn & Janet Fahey

Happy Holidays
Mary Lee &
Will Russell



May you dance
through 2007
The crew of "SEA WALTZ"
Clara & Bill Blanding

May God bless all our
"Northern" friends this
holiday season and
throughout 2007
Hank & Lucille Trochesset

Best Wishes
for a safe
2007 Boating
Season



Ron & Donna Larson

WALTZING THROUGH THE SAN JUAN ISLANDS: II

THE PREPARATION

Once we decided to explore the Northwest, Clara sprang into action and purchased all the cruising guides. I went about gathering charts and Nobeltec's electronic charting program (substantial discount for USPS members!) and began planning routes. We also started lists of things to do and purchase. Clara concentrated on items needed to make the boat "cruise-comfort ready," from new bedding and galley equipment to a head system overhaul and some strategically placed grab bars for safely moving around the decks. My list included the "cruise-safely" items such as: learning and servicing the engine and heating systems, arranging for repair of the survey items, crawling around and learning the systems aboard, buying spares, and installing a second GPS. Clara also "strongly" recommended that we obtain some hands-on training in the fine points of single-engine operation and close quarters maneuvering of a boat bigger than we were used to. We traveled to Seattle for two week-long trips to get the boat and ourselves ready. We also arranged several days of training. We spent many hours at Fisheries Marine Supply and several more working with Ken and Scott Morris at Ocean Alexander Marine Center, to ensure that all the mechanical and electrical systems were in top shape, since the boat had sat idle for about a year. Intermingled with all the preparations, we had to find time to unpack the 40 boxes Clara shipped that she swore contained only "cruising essentials". We also spent a lot of time considering what to rename the boat. The name had to fit the boat's life-style, be easily understood over the radio and not be one of those "cutesy" names that cause other boaters to chuckle and say, "What were they thinking?" We finally settled on SEA WALTZ in reference to the sea, the boat's classic motion and our love of that particular dance.



Notice the dancers in the background



The other "holy place"!

All of our free hours at home were consumed by planning and pouring over cruising guides and charts. We chose to concentrate on the San Juan Islands, north of Seattle and across the Strait of Juan de Fuca. They're a group of islands in close proximity to each other offering a wide range of marine and land-based experiences and opportunities. Much of the land in the San Juan Islands is publicly owned as state and marine parks and wildlife refuges. Each guide gave us lists of the "must see" locations, each more enticing than the last. With almost 2,500 miles of shoreline and more than 300 islands between Olympia WA and the Canadian border, there are quiet, secluded anchorages, quirky small towns, quaint villages, lavish resorts, historic cities, beautiful scenery, and abundant wildlife. All charted and easily accessible to the cruiser with the heart to explore. We quickly realized that there were too many "must see" destinations and too little time. The plan started to formulate with the stipulation to just "be flexible"-- a simple yet powerful concept. With that in mind we developed a plan supplemented with optional destinations allowing for our desires, weather, maintenance problems, fatigue, etc. Several possible routes were charted ahead of time, with the final decisions to be made on a day-by-day basis. This method actually worked out well and allowed us to become more familiar with all parts of the region during the planning phase.

We also realized we could enhance the cruising experience by inviting some friends along to share in our adventure. Robin and Jim Roberts, AP, trawler friends, fellow NVSPS members, and cruising mentors, instantly leapt into our minds. Invitations were extended and accepted, dates picked and reservations made.

Next Month "New Experiences"

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MONTHLY ALL-HANDS MEETING

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

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

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

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



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