



# The Lighthouse

Official Newsletter of the Northern Neck Sail and Power Squadron  
A D/5 SQUADRON AND UNIT OF USPS®

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June 2010

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## Squadron Calendar

### June

- 5 Safety booth, Irvington
- 19 Reedville rendezvous  
ExCom meeting
- 20-25 Nail & Sail

### July

- 17 Ingram Bay rendezvous  
ExCom meeting

### August

- 7 Rendezvous at Roden's  
ExCom meeting

## July/August Deadline

Please submit all articles for the July/August 2010 *Lighthouse* to Dick Horn, [rhornva@yahoo.com](mailto:rhornva@yahoo.com), by 21 June. All members may contribute. Photos of squadron activities are especially welcome.



## Italian Rendezvous on Prentice Creek

Commander Helen and John Kelley hosted an Italian Rendezvous on Prentice Creek which was enjoyed by twenty squadron members. Willaby's catered the plentiful and good Italian meal complete with an individual cannoli for dessert. No one left hungry!



*Angie Crown pitches a yellow bocce ball. Lou Wilcoxon, Dave and Judy Cook await their turns.*

While blustery conditions impacted the planned gondola races, Barbara Hensler nonetheless demonstrated her kayaking skills to onlookers.

Judy Cook apparently had practiced Bocce Ball in anticipation of the afternoon competition as she rather convincingly won a match against Lou, John and yours truly.

The 50/50 was won by Mike Steele who immediately gave a dollar of the proceeds to his wife, Linda. Judging from her reaction to his generous offering, perhaps there is an unwritten rule that winnings from a 50/50 should be equally shared with one's spouse!

See more rendezvous photos on page 6.

Also, see page 2 for information about upcoming summer rendezvous.

*Lt/C Norm Tadlock, P*

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## *From the Helm* Cyclonic activity

With the formation of cyclonic activity off the Atlantic coast this past week, it looks like we are getting an early start with the 2010 hurricane season.

I am proud of our squadron's safety record and all the work and planning our members do to remain safe. However, sometimes in the business of preparations we might overlook something. See the insert for a checklist to help us prepare our vessels to weather the storms. This list is courtesy of Island Boat Works, Inc, Cape Coral, Florida. It is not all inclusive, nor does it apply to every boat, but is intended to be a guide and aid.

Enjoy a great boating season, share this checklist with your neighbors and friends, and stay safe.

*Cdr Helen Kelley, P*

## Upcoming Rendezvous

**19 June:** at the home of Paula and Ray Reuter. We'll be treated to some fine home cooking: homemade smoked pork barbecue, homemade coleslaw, "doctored up" baked beans, a variety of BBQ sauces, rolls, beer and soft drinks. Please plan to bring a dish to share with your squadron mates and also bring your favorite beverage, a lawn chair and, of course, bring guests. Further details will follow via e-mail.

If you will be joining us for the meal, please send in your RSVP by **12 June** to Paula Reuter, 804-453-3642, or [reuters@northernneck.com](mailto:reuters@northernneck.com), and mail your \$15 check to her at the following address: 44 Marina Point Road, Reedville, VA 22539.

**17 July:** we hope to see you at a new venue for the squadron, the Ingram Bay Marina. Details will be published in next month's *Lighthouse* and will be posted to [www.nnsps.org](http://www.nnsps.org).

*Lt/C Norm Tadlock, P*  
*Administrative Officer*



*The Lighthouse*

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*Executive Officer*

## 'Bout ready to go boating

May has been a really busy month for NNSPS with a Safety Booth in Irvington, an **ABC** course in Heathsville, a **Boat VA** class in Callao, a **Boating Safety for Kids** at Northumberland Middle School, and a rendezvous at Cdr Helen and John Kelley's house. We still have a safety Booth in Irvington on 5 June, and still need volunteers to help out. Please contact Dick Whittaker if you are willing to help.

Once that is over, I will start having time to get out on the boat and practice what we teach.

Just a reminder that on the squadron Web site there is a link to the District 5 site which shows all



the activities going on in other squadrons in District 5. If you are so inclined and would like to join in on any of those events, please look at the list and contact the person listed.

In addition to the list of activities shown above the Vessel Safety Examiners have been busy conducting exams as well. If you need a safety check for your boat, please look on the Web site and contact one of the examiners to help you out.

See you on the water.

*Lt/C Mike Steele, AP*

*Treasurer*

## Change in reimbursement process

The process for claiming reimbursement from NNSPS of authorized expenditures has been changed to make it easier to process payments. There is no additional charge by our bank, EVB, for this service.

To claim reimbursement, complete a copy of the NNSPS Expense Voucher included in the prior (May) issue of the **Lighthouse**. A copy of the form also is available on the NNSPS Web Page, [www.nnsps.org](http://www.nnsps.org). Go to the Member Tab and click on Expense Reimbursement. At the bottom of that page, click Expense Voucher.

Deliver the completed form and your receipts to the Treasurer in person or by mail to P. O. Box 245, Kilmarnock, VA 22482-0245.

You will receive an envelope with a return address of PO Box 7236, Sioux Falls, SD containing a check after I have processed the item. The words "PAYMENT ENCLOSED" will be printed toward the top center of the envelope. So, be careful with what you may think is junk mail, and do not throw it in the trash!

Please contact me if you have any questions. My telephone number and e-mail are listed on page 2 along with the other Bridge Officers.

*Lt/C John Kelley, AP*



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*Educational Officer*  
**Word of mouth**

It is unfortunate that we have had to cancel several of our public safe boating classes this year due to lack of enrollment. We continually search for ways to get the message out that we are offering classes to one and all, but still have difficulty attracting students. You'd think with the next round of the Virginia Safe Boating class requirements going into effect 1 July that we would not suffer from this problem.

The message here is, any time you are talking boating with anyone don't hesitate to bring up the subject and ask them to attend a class. Maybe word of mouth can help.

The real reason for bring this up is entirely selfish. I recently had the opportunity to assist in teaching two of our safe boating classes – namely, **ABC (Americas Boating Class)** and **BoatVA** (the Virginia version of the same class). Generally, we teach **BoatVA** during National Safe Boating Week (it's free to the public) and the **ABC** course the rest of the year.

Since I hadn't been involved with teaching this class for some time I had forgotten how much pleasure I get personally from participating. Many of the things we do for the squadron are pleasurable but we don't necessarily get the immediate feedback that comes from standing up in front of students in a classroom setting. By 'reading' the students' reaction, it is relatively easy to get the feedback that they understand and are getting the material being presented. It's a real 'high' to get your message across.



*Squadron instructors, from the left: Ray Reuter, Daphne Montgomery, Linda and Mike Steele, John and Helen Kelley, Dave Herndon, Judy Cook, Dick Whittaker, Dave Cook, Barbara Hensler, Ron Sowers, Nancy and Twy Williams.*

I invite all of you to participate. We all have boating experience and can share that with the class when appropriate. Hopefully, business will pick up and we will be able to use all the instructors we can get.

Before I finish, I would like to thank my co-conspirators in the last two classes, Nancy and Twy Williams, Mike Steele and Judy Cook.

Well done, all!

Lt/C Dave Cook, SN

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*Secretary*

## ExCom meeting news

The last ExCom meeting was held on 22 May, attended by Cdr Kelley, John Kelley, Mike Steele, Judy and Dave Cook, Norm Tadlock, Ron Sowers, Lou Wilcoxon, Dick Horn and me.

Agenda items not covered in detail elsewhere in this issue include:

- Three students attended the **ABC** course, and nine completed **BoatVA** in May. If there is demand, we will schedule another basic boating class in July.
- The **Boating Safety for Kids** class for LMS was postponed and is now targeted for December.
- NNSPS will consider offering basic boating classes to the Lancaster and Northumberland YMCAs and reinstating the classes at Chesapeake Academy and home schoolers.
- A motion was approved to purchase up to three Motorola 20 mile radius hand-held radios for use in the kids' programs.
- Squadrons may now accept paid advertising for their Web sites. Ads by current

**Lighthouse** advertisers will appear on the squadron's Web site at no additional charge this year.

- We might co-sponsor a hospitality suite with Mid-Potomac squadron at the 2011 D/5 Spring Conference.
- Additional rendezvous are planned for 7 August at Julian Roden's place, and for Labor Day weekend at Somer's Cove Marina, Crisfield, MD.

The next ExCom meeting will be on 19 June, prior to the rendezvous at the Reuters' home.

*Lt/C Jim Harris, N*



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# May Rendezvous

*Photos and collage by Ray Reuter*

*Holy cannoli! What a feast. And this was just the beginning of our summer rendezvous.*

## Line handling - a different approach

First, let's talk about the difference between purchased lines and those that you make up yourself from bulk line. Bought lines are readily available and can be used right out of the box, but you are generally limited to a 12" eye and whatever lengths the chandlery carries. When you make up your own lines you can make them the right length(s) to fit your boat and tailor the size of the eye to your needs as well.

I personally make all my lines with 4' eyes. The longer eye allows you to flip (walk) the line up a piling to retrieve it without having to use a boat hook to try to un-lasso the line from the piling. The disadvantage of homemade lines is that you have to invest the time to make them. For a full set of boat lines, this can amount to 6-8 hours, but the time is offset by the cost savings.

For instructions and tools to use, go to [http://www.samsonrope.com/site\\_files/DB\\_C1\\_EyeSplice\\_Rev.pdf](http://www.samsonrope.com/site_files/DB_C1_EyeSplice_Rev.pdf) (there are underscores where blanks show in the web address). A great place to buy quality rope is at Ocean Products Research (<http://www.opr-rope.com/>) in Diggs, VA, Mathews County.

There are differing opinions on the length of lines to have on your boat, but it goes something like this. Two spring lines that are the full length of you boat, two stern lines that are 2/3 the length of the boat and 2 bow lines that are 1/2 to 2/3 the length of the boat. I have found that a better approach is to have all the lines the same length and that should be about the same length as the boat. No matter who is handling the lines, they always have the right line. No color coding or other length identifications are required.

*Continued on page 7*

## Line handling - a different approach

*Continued from page 6*

When using a line with a large eye it is not necessary to make a lasso loop in the end of the line to put it over a piling. Just lay the loop over the piling instead. Then when you want to retrieve the line you can walk it up the piling just by flipping the line. This does take practice, but once you learn it, it is very easy. To get the eye on the piling you can flip the larger eye over the piling or an easier way is to use a slightly modified boat hook to just lay the line over. To modify the boat hook, place a 2 – 2 -1/2” hose clamp at the front end (nearest the hook) of the second segment of a three section extendible boat hook. Then wrap or paint with liquid electrical tape the end of the hose clamp as shown (right) to prevent cutting your line.



The clamp should make a second hook on the boat hook. Now place the eye or loop over the main hook and the back of the eye or loop over the hose clamp hook with a belly in the eye or loop as shown (left) and just lay it over the piling.

Another way to tie to a piling or cleat is to place the eye on the cleat, take the tag end around the piling or cleat and then bring it back to the boat and cleat it off. This allows for easy retrieval of the line just by uncleating and pulling the line back on board. An advantage of this is that if another boat comes in and places their lines over yours on the same piling, you can still get your line back on board very easily. The disadvantage is that the lines have to be longer to do this, but if you follow the above advice about lengths of lines then this shouldn't be an issue.

When coming into a dock it's common to hand your lines to a dock hand, another boater or just someone walking the docks to assist in tying up. It is important to hand the eye of the line to the other person and have them put it on a cleat. This way you have control of your boat as opposed to handing over control to someone that you don't know and that may not have a clue what they need to do. It is important that you retain control because if something happens to someone else's property in the course of you docking due to someone taking control of your boat by pulling on lines, the liability is still yours, not theirs. There is another advantage to following this practice and that is if in the middle of the night a storm kicks up and you need to adjust your lines, you do not have to get off the boat to do this. If the line is cleated on the dock, get dressed, climb off, adjust your lines and then get back on board.

Lastly, I would like to suggest a different way of putting the eye on a cleat on the dock. This procedure can be used on floating docks and for stern cleats equally well. Rather than feeding the eye through the cleat and then putting the eye under both horns of the cleat, place the eye over the horn of the cleat nearest to the location on the boat where you are cleating your line, and then pass the line under the other horn and to the boat as shown, and cleat it down.



*Lt/C Mike Steele, AP*

## Hurricane Checklist

<b>Pre-Hurricane Season Check List</b>	
Insurance policy is up-to-date	Cleats & Line Chocks Proper Size
Set of over sized mooring lines for tying boat	Locate Multiple Tie Off Points
Check all cleats & chocks for proper size	Anchor /Navigation Lights Operational
Locate Multiple Tie off points	Automatic Pumps Operational
Make Specific Plan of Where to take your Boat	
<b>General Preparation List</b>	
Update photo documentation of Boat	Remove portable fuel / oil storage containers
Remove external electronics/duct tape to doors	Remove ship papers
Remove all canvas / eisenglass	Shut off fuel tanks
Remove bimini from tuna towers	If moored at dock Leave anchor light on
Remove all sails	Leave auto bilge pump on
Remove Plexiglass bridge windscreens	Ensure boat is watertight
Clear self-bailing cockpit drains	Remove outriggers
Close sea water intake seacocks	Lower or remove antennas
Close all thru-hull fittings	Remove boom – lash it down on shore
Set chafing gear where line will rub	Securely lock all pedestal seats
Remove all loose items	Close sea cocks on heads
Charge batteries	Close or plug all sink drains
Tape up all exposed cabinets and drawers	Disconnect and store shore power cords
Tape up engine room vents with duct tape	Turn off all DC circuit breakers except bilge pumps
Plug exhaust outlets on inboard engines	Check to be sure all pumps are working
Lock all windows and seal with duct tape	Tape joints/seams on sliding/fixed outside window glass
Turn off AC/DC reefer	
<b>If you keep your boat at a marina</b>	
What is the marinas hurricane plan	Follow General Preparation List
What is the policy of the marina after a hurricane strikes	Have boat hauled w/extra jack stands & cross tied together
Remember, you are responsible for your boat, NOT the marina	Reduce boat windage-remove loose items/masts
<b>Boat on a lift</b>	
If lift has a cover remove lift cover	Tie lift to piling to eliminate swaying
Remove electric motor covers –Cover w/heavy plastic	Remove drain plug from boat
Run lift as high as possible	Plug engine exhaust (inboard engines)
Tie boat to lift	Follow “General Preparation List

## Hurricane Checklist (continued)

<b>Boat on a trailer</b>	
Inspect tires, hubs, springs, bunks, tow hitch, lights	Follow "General Preparation List"
Tie trailer off to trees and/or other stationary objects	Tie boat down to trailer
Fill hull with water, leave drain plug IN (check with boat manufacturer first), fresh water damage is better than losing boat (inboard boats can not do this and must leave drain plug OUT). Put wood block between trailer frame and springs due to extra weight	
<b>Boat on a mooring</b>	
DO NOT STAY ON BOARD	Chafe protection on all anchor lines
Move boat to a well protected "hurricane hole" or up into mangroves	Minimum of three anchors to windward with proper chain/rode (50/50) and a minimum scope of 10:1
Follow "General Preparation List"	
<b>Boat in a slip or at a dock</b>	
DO NOT STAY ON BOARD	Chafe protect all lines with a piece of plastic hose
Check piling conditions and size	Follow "General Preparation List"
Use new lines ¼" larger than your normal dock lines as primary lines/every day dock lines as secondary lines	If boat is in a slip, the slip should be 140% of the beam of the boat, piling should be no less than 6' above your rubrail at mean high water
Cross tie across a North/South facing canal if possible	Ensure boats tied up wind of you are tied equally as well as your boat
Inform neighbors of your cross tying, so you do not block anyone in	Dock line should wrap around pilings twice, finished with three half hitches
Ensure cleats on the vessel are anchored properly, through bolted with large backing plates and cleats are of adequate size (the bigger the better)	
<b>Post storm checklist</b>	
Remove any items left aboard to protect against looter	
Photograph any and all damage to vessel before anything is moved	
Secure any openings to protect against further weathering and damage	
If machinery has been submerged or has gotten wet, machinery should be "pickled" by flushing with fresh water then filling with diesel fuel or kerosene	
If boat is sunk, contact your insurance company immediately, DO NOT sign any salvage or wreck removal contracts without prior approval from your insurance company	
Clean and protect your boat from further damage of water mold and mildew	
Contact your insurance company as soon as possible to report any and all damage, they will schedule for an adjuster to document and file your claim	
Get an estimate from reputable repair facility, this estimate will need to be approved by the insurance company prior to work commencing	