

# The Lighthouse

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

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July - August 2010

## In This Issue

- 1- Reuters' Rendezvous
- 2- Nary a breeze a blowin'
- 3- It's boating time
- 3- Unauthorized expenditures
- 4- Haaaaa...
- 4- Ship's store
- 5- ExCom meeting news
- 6- Nail and Sail 2010
- 6- Upcoming rendezvous
- 7- That sinking feeling

## Squadron Calendar

### July

- 17 Ingram Bay rendezvous  
ExCom meeting

### August

- 7 Rendezvous at Julian  
Roden's  
ExCom meeting
- 15 Tides Inn Ho Down

### September

- 3-6 NNSPS cruise to  
Crisfield, MD

## September Deadline

Please submit all articles for the September 2010 *Lighthouse* to Dick Horn, [rhornva@yahoo.com](mailto:rhornva@yahoo.com), by 10 August. All members may contribute. Photos of squadron activities are especially welcome.



## Reuters' Rendezvous in Reedville

What a wonderful turnout for the rendezvous hosted by Paula and Ray Reuter at their home near Smith Point Marina! Thirty-five squadron members and guests enjoyed their hospitality. Paula and Ray demonstrated some mighty fine home cooking in the form of smoked pork BBQ, coleslaw and baked beans which was supplemented by delicious appetizers, side dishes, and desserts brought



by squadron members/guests. The Reuters had even ordered up a delightful breeze which made the afternoon all the more enjoyable. Hearty thanks to Ray and Paula for all their efforts and generosity in making the rendezvous such a pleasant one.

*Lt/C Norm Tadlock, P*

Planning is underway for the

**NNSPS Cruise to Crisfield, MD**

**3-6 September**

Details in the next edition and on [www.nnsps.org](http://www.nnsps.org)

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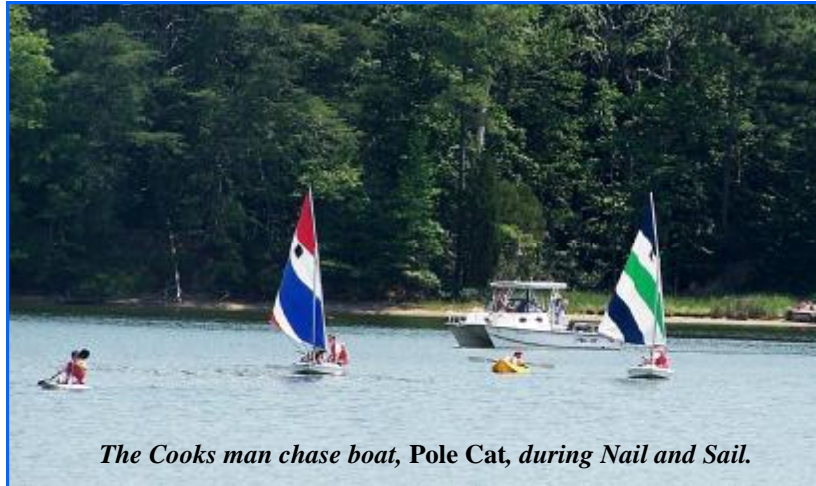
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## *From the Helm*

### **Nary a breeze a blowin'**

It was a hot and humid day with nary a breeze a blowin'. This would have been a good day to stay in the cool of the home catching up on my reading as my husband did agree. However, we made a commitment, and we intended to keep our word.

Finishing our preparations, we loaded up the car thankful the air conditioning was working. We took the scenic route to the ferry only to learn it was closed. Undaunted we took a very relaxing, scenic route through the countryside to our destination. When we arrived we were welcomed by two special friends. Soon, we were joined by three more friends. All of us had made the same commitment, wondering why we were there on this day with an outside temperature high enough to bake cookies.



*The Cooks man chase boat, Pole Cat, during Nail and Sail.*

Then they came, all eleven of them, and there was a flurry of activity. It had begun – the 2010 Nail & Sail Program. And our instructors taught well, the students learning and practicing, and 18 smiling faces appeared, hot and tired, but enjoying the moment.

*Continued on page 4*



*The Lighthouse*

*Official publication of the  
Northern Neck Sail and Power Squadron*

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*Executive Officer*  
**It's boatin' time**

Right now things are slowing down in the squadron (no public courses, no safety booths, etc.) for the next couple of months and this provides us time to enjoy our passion for boating. Take some of this time to get aboard and show your boat you still love her. Take her for a ride. I was reminded last night as we returned from Ray's and Paula's rendezvous how great it is to enjoy a sunset on board and to cruise into nightfall. The seas were calm and there were very few boats out there. It was truly peaceful and so enjoyable.

As you cruise around the bay or down the river you are provided with an opportunity to spread the word about our squadron and the opportunities it provides. If you are a vessel examiner, it can provide some fresh boats to examine that are not in your normal stomping grounds. You have a couple of opportunities to fire up the ol' engine or hoist them sails and come to the rendezvous in July and August. Remember, we are a boating organization.

Our next big event for the XO Department is coming up in September with Sea Vester and the safety trailer at the Antique Boat Show in Reedville. Come, help out and help pass the word about

our squadron and upcoming courses. This will provide the opportunity to meet some new people and to see some of your neighbors that you were too busy to see during the summer because you were so busy boating. Please contact Dick Whittaker if you can help out.



*From left, Mike Steele, Dick Dickson and Lou Wilcoxon stood watches at the Safety Booth at the Irvington Farmers' Market in May. As usual, Dick Whittaker managed the booth*

*Lt/C Mike Steele, AP*

*Treasurer*  
**Unauthorized expenditures**

**YOU MAY HAVE TO ABSORB IT OUT OF YOUR POCKET IF YOU DO IT!**

Recently there have been some expenditures that were not part of the budget approved in our February 2010 General Meeting.

The Bridge has approved retroactively these expenditures so the individuals can be reimbursed the monies they spent out of their pockets. However, the Bridge does not have to approve these items. Misfeasance or failure on your part to get approval of the expenditure in advance may cause a delay in your reimbursement or a denial of the claim.

None of us want this to happen, and an individual may become upset if the Bridge denies the claim for reimbursement. I know I would be an unhappy boater if this happened to me! I am concerned that a denial will happen to someone. Please don't let it be you that must absorb the cost. Therefore, the question is: "How do you prevent this from happening?"

The February – March 2010 *Lighthouse* contained a copy of the approved budget for fiscal year 2010 – 2011 (1 April 2010 through 31 March 2011).

*Continued on page 6*

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Educational Officer  
Haaaaa...

Haaaaa... finally, the summer doldrums are here. I, for one, welcome the slowdown of the summer season that allows me to enjoy some summer activities. This year has accelerated in obligations and duties right from January and I wasn't sure it was going to ever slow down.

However, I still have to perform my duties as your SEO and to that end, I need to start planning for the Fall education offerings. There are indications that members are interested in AP and possibly JN courses. If you have an interest in taking these or any of our other courses – advanced grade or elective – let me know. Please DO NOT wait until Fall. Arrangements have to be made, teachers brought on board where needed, materials have to be purchased, etc. all of which take time.

We still have 3 anxious AP students waiting the results of their finals. Hopefully, we will receive those results shortly.

At this writing, the 'Nail and Sail' program sponsored by St. Andrews Presbyterian Church is underway. The weather looks to be warm (hot?) with possible thunderstorms. The boats have been checked out and have been pronounced ready to go. Your squadron has been providing the 'Sail' portion of the program for the past two years. It is the second kind of kid's program that we do and I think all of us get a big kick out of doing it. It also gets us out on our boats so we get to enjoy being on the water as well. See pages 2 and 6 for more 'Nail and Sail' detail and photos.

Again, do not forget our Fall classes. Let me know what you want to take... it's often challenging and fun.

*Lt/C Dave Cook, SN*

## Nary a breeze a blowin'

*Continued from page 2*

And once again, our NNSPS volunteer instructors realized that this is where we were supposed to be, serving our community, and teaching our neighbors how to enjoy boating while staying safe.

I wish all of you an enjoyable cruising season. Remember to join us at the NNSPS rendezvous, D/5 Summer Council at Solomon's Island, NNSPS sponsored Tides Inn Ho Down on 15 August, and NNSPS Labor Day cruise to Somers Cove in Crisfield. Watch your e-mail for detailed information about these activities. Bring friends and neighbors along. Let's show them we know how to have fun while boating safely.

Thank all of you for your continued support of the squadron, D/5, and our community.

*Cdr Helen Kelley, P*



Don't have your VSC yet?  
Contact Ray Reuter,  
804-453-3642,  
[reuters@northernneck.com](mailto:reuters@northernneck.com)  
to schedule an examiner.

## Ship's Store

Shirts, Caps, Burgees, etc.

Information on NNSPS merchandise may be found at the Member Area Tab of our web page, [www.nnsps.org](http://www.nnsps.org).

Contact Barbara Hensler, 804-580-5102,  
[barbara.hensler@gmail.com](mailto:barbara.hensler@gmail.com)  
if you have questions.

An advertisement for Cockrell's Marine Railway, Inc. The ad is framed by a decorative border of small boat icons. At the top, it says "COCKRELL'S MARINE RAILWAY, INC." in a stylized font. Below this, there is a list of services: "Full Service Railway Yard • 25 Ton Travel Lift", "Custom Boat Building", "Complete Fiberglass &amp; Wooden Boat Repairs", "Boat Ramp, Covered &amp; Open Slips", "Dry Storage, Pumpout Station", and "Marine Construction of Docks, Bulkheads, Boat Lifts &amp; Houseboats". To the right of the list is a small logo of a boat. At the bottom, it provides contact information: "Andy &amp; Carol Cockrell, Owners" and "Myles Cockrell", along with the address "309 Railway Dr. Heathsville, VA 22473" and the phone number "804-453-3600".

## Secretary

### ExCom meeting news

The last ExCom meeting was held on 19 June, attended by Cdr Kelley, John Kelley, Mike Steele, Judy and Dave Cook, Norm Tadlock, Lou Wilcoxon, and Dick Horn.

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

- Jim Harris resigned as Secretary, citing personal reasons. Judy Cook with Cdr Kelley's help will keep the ExCom minutes.
- No classes have been scheduled for the summer months. *ABC* and *Boat VA* will resume in the Fall.
- Results for three members who took the *AP* exam have not yet been returned.
- Discussion about a Safety Booth at Wal-Mart to advertize the work of the squadron was tabled.
- The next scheduled Safety Booth, including Sea Vester will be in Reedville in the Fall.
- It was decided to add \$500 to the Marketing Fund for merchandise to use at Safety

Booths and other events to help advertise the squadron.

- National will be providing Executive Officer training courses at various locations. It was agreed to allocate \$500 for expenses for the squadron's 2011-2012 XO to attend. There is no charge for the course itself.

The next ExCom meeting will be on 17 July, prior to the rendezvous at Ingram Bay.

*Recorded by Lt Judy Cook, P  
Assistant Secretary*



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## Upcoming rendezvous

Mark your calendars for our next rendezvous on **17 July** at Ingram Bay Marina. Bring a dish to share to go with hamburgers, hot dogs, rolls, and soft drinks/water which will be provided. 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 on 17 July, please send in your RSVP by **10 July** to Paula Reuter, 804-453-3642, or [reuters@northernneck.com](mailto:reuters@northernneck.com), and mail your \$5.00 check (**repeat ONLY \$5.00 per person**) to her at the following address: 44 Marina Point Road, Reedville, VA 22539.

Please also plan to attend the **7 August** rendezvous hosted by Julian Roden on Drum Cove, Mill Creek, South Branch of the Yeocomico River (between Mundy and Harryhogan Points). Street address is 251 Tyson Lane, Callao, VA. More specific directions will follow via e-mail. Julian is planning a "low country boil" (i.e. potatoes, corn on the cob, sausage, and shrimp all cooked in one pot). This sounds like some of the wonderful food Anita and I savored when we lived in Louisiana more than 40 years ago. Y'all come out and enjoy some mighty good food and terrific company!

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

## Expenditures

*Continued from page 3*

If your project or activity is not in the budget, do not expend personal funds until you have the approval of the Bridge. Doing so puts you at risk of having to eat the cost if funds are not available for the action you took. Work through your chain of command to obtain approval before incurring the expense. Let me know if you want me to send you another copy of the budget.

Please do not put the Bridge and yourself in this uncomfortable position by thinking you can spend NNSPS monies without prior approval.

On another note, the Ship's Store is waiting for your orders. Please see information on page 4 about how to use the store.

Let me know if you have any questions.

*Lt/C John Kelley, AP*

## Nail and Sail 2010



*Nail and Sail campers Getting ready (top left and right), and Going (below) in Sunfish, kayaks and canoes supplied by Yankee Point Marina.*

*The Cooks, and Dave Hearndon were on hand to assist and provide the chase boats.*

*The Kelleys, Williams, Dick Dickson and Barbara Hensler also helped train the campers in boating skills.*



## That sinking feeling

A few years ago, a fellow boater was replacing his risers on his engines while the boat was in the water. He was in the bilge most of the day and no water came in the exhaust line during the entire time. About 1700 his wife and a friend came by and he got out of the bilge and left the job incomplete and the exhaust hoses disconnected. The three of them stood around in the cockpit of the boat having a drink and discussing the trials and tribulations of riser replacement.

The guest left about 30 minutes later to go to his own boat about 3 slips away. The owner went back into the bilge to continue working and found that the boat was sinking and sinking fast. He called to the guest to come help.

I was in the marina working on my boat and was two slips away so I also went to see what the problem was and found that the boat had sunk to the point that the water was in the cockpit about 18 inches deep and it was going down fast. The weight of the three people in the cockpit dropped the boat enough that water started coming in the exhaust lines and at 5 inches they let a lot of water in very quickly.

Then once the boat got low enough water started coming in the bilge pump drains, scuppers, around transom doors and anywhere else it could come in. The owner went into the bilge with a roll of paper towels to shove down the exhaust hose to stop the water coming in that way. The guest started plugging scuppers and trying to pack the crack around the transom door to slow down the surge coming in that way.

I ran and got 5 damage control pumps owned by the marina. We put all 5 pumps on board and they couldn't even begin to keep up. The roll of paper towel kept being forced back out by the water pressure. The boat was now down to about 2 inches from the water which also went into the engine room vents. The owner gave one last effort and jammed the paper towels a full arms length down the exhaust hose and finally got them to hold and slow down the water intrusion. Immediately, the boat started slowly rising in the water. She was saved.

The next day, we all ate dinner together and

discussed the incident considering what could be done better the next time. The following is a list of items we developed:

- Make sure that everyone in the marina knew that pumps were available and where they were located. I was the only one that was aware of them in this group.
- Put plugs in the exhaust line from outside the boat as opposed to from the inside because the water pressure going in the hose works with you as opposed to against you. It doesn't have to be a plug either, but can be a plastic bag, tarp, air mattress or other product that could be used to cover the exhaust outlet to keep the water out. It used to be common in marinas when boats were made of wood to have a big tarp that could be placed under (around) a hull like a diaper if the boat started taking on water.
- Make sure no one goes into the bilge or engine room as they may become trapped and end up drowning. The boat is replaceable, a life isn't.
- Disconnect all shore power to the boat so that no one is electrocuted in the process of saving the boat. We didn't and we were very lucky.
- NEVER, NEVER, NEVER leave a hose disconnected on a boat unless the sea cock is closed or the line is plugged to prevent water intrusion. It may appear to be safe while you're in close proximity, but Murphy's Law will bite you when you least expect it.
- If possible, have someone gather boat documentation and other papers without getting in jeopardy. Don't risk a life.

Believe it or not, the boat sustained no damage. We flushed the generator, the starters, and alternators with fresh water as well as all electric hand tools that had been completely submerged, and none of the items has ever failed or needed to be rebuilt. We lost no lives and we all learned something in the process. It could have been a very costly learning experience, but we were very lucky.

I hope you never have to experience something like this, but if you do I hope there is something in the article that will make your sinking feeling go away as well.

*Lt/C Mike Steele, AP*