



of TARS & TERNS

Newsletter of the Northern Virginia Sail & Power Squadron

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



Vol XLI, No.10

December, 2007

Merry Christmas &
A Happy New Year
Ed & Martha Jane Dodd



A JOYOUS HOLIDAY
SEASON TO ALL
Gale & Evelyn Alls

God's Blessings and Happy Boating
To All our Friends in NVSPS
P/C Hank and Lucille Trochesset



Happy Holidays and
Smooth Sailing in 2008!
Dick & Jean Durgin



Merry Christmas and Happy
New Year from "Texas Lady"
Cathy Sheffield

Happy Holidays from the
Segersons
Crew of "Serenity"

Here's wishing a Merry Christmas
And Happy New Year to you all.
From Chuck and Annie Eby



'Tis the season - Enjoy, Embrace
and Celebrate. Merry Christmas
Russ & Ruth Grasso



Happy Holidays from the
Northern Neck
P/C Ron & Bette Sowers

Merry Christmas and
Happy New Year
Ann & Steve Hall "Java Belle"

"NOEL"
From the crew of the KATHY EL
Bill & Kathy Eldridge



Have wonderful Holidays full of
joy & peace &
a healthy Happy New Year.
John & Robie Shivik "Grey Eagle III"

Happy Holidays and Thanks
For all your good wishes
Alan & Mary Hart



Merry Christmas and Happy
New Year from "Sea Glory"
Frances and Georgia Williams

Happy Holidays!
Janet & Glenn Fahey



Deck them Halls
G. Jay Nelson
"Pegasus"

"Happy Times"
Helen Alberts

Seasons Greetings
Ira & Richard Davis

Merry Christmas and
Smooth Cruising
Mary Lee & Will Russell



Happy Holidays and Safe Voyages
In the New Year
"Lake Mates" Walt & Manette Lazear



Merry Christmas to All!
Marge & George Degnon



Heavenly Holidays
The Crew of "Celestial"
Pete & Judy Soballe

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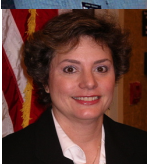
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Save the Date for Your Valentine!
Wednesday, February 13, 2008 @1900



- Imagine you are the skipper's spouse or member of the crew and you're enjoying a beautiful cruise on the Chesapeake.
- Suddenly, the skipper becomes ill.
- Could you alert emergency personnel and bring the boat and crew back to shore safely?

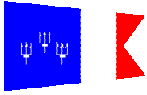
Here's a chance for the entire family to learn emergency procedures together. At the February All Hands' meeting at BoatUS, NVSPS will offer a special pre-Valentine's Day treat for all members: The **USPS Skipper Saver** program. You'll take home good lifesaving knowledge and important checklists to adapt to your own boat's equipment. It may be the best gift you can give your valentine and it's free! Mark your calendar now – in ink!



All Hands... On Deck !

09 Jan 2008 @ 1900 Don't miss the first All Hands' meeting of the new year. It'll be a special **mixer** with very heavy (heavier than the usual very heavy) refreshments provided by Lt/C's Bill & Clara Blanding, AP. We'll also unveil the deliberations and hard work of the nominations committee: Bridge nominations for 2007-08 will be announced.

See you there!

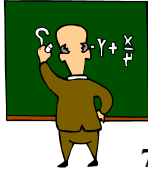


Admin Officer's Report

Lt/C John Shivik, AP jshivik@cox.net

A short note. The holidays are upon us and a lot of hustle and bustle continues as we go about our business at this time of year. We anticipate the coming of spring and the de-winterization process that gets us back out on the water. There's a lot to look forward to as we approach the New Year. Here's a date to pen onto your calendar. The squadron's Executive Committee (Board of Directors) for 2008-2009 will be nominated and voting will take place at the 12 March 2008 All Hands' meeting. The formal Change of Watch (elected Executive Committee takes over) occurs on 15 March. There'll be a Brunch starting at 1100 followed by the presentation of Awards and the Change of Watch. Location is the American Legion in Fairfax City. More details in the next *oT&T*

May you have a wonderful Holiday Season and may the New Year bring to you and yours health, prosperity, friendships, and the joy of the season to last all year through. Good Lord willin' and the creeks don't rise – see you next year.



"Chalk Talk"

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

Congratulations to all of our members for earning 2 District Educational Awards for 2007! We had the greatest percent increase in completions of advanced courses, (Seamanship, Piloting, and AP) for the 1st place trophy. And we placed 3rd for the Henry E. Sweet Trophy for Excellence in Education for both the Advanced and Elective courses. Individually, D5 formally congratulated Lt Robert Van Buskirk, P, with a certificate recognizing him as the NVSPS nominee for the Charles F. Chapman Excellence in Teaching Award for 2007. Bob Cox, AP, Lew Miller, AP; Lt Tom Ballew, AP; Lt Joe Jarocki, AP, and Lt Steve Shupack, AP, received Educational Proficiency Awards. This award recognizes members holding the grade of AP who complete any 3 elective courses. There's a special uniform insignia for recipients. Cdr Jay Nelson presented the awards to the squadron at our November All Hands' Meeting.

How do you earn the Educational Proficiency Award? Start by registering now for the winter offerings. New members should be registering for Seamanship in order to get on the water, and practice better boat handling, anchoring, planning, and reactions to adverse conditions. Those who've completed Piloting should be registering for Advanced Piloting, where we'll take you to the next levels of navigation so you can voyage confidently using charts, compass, and electronic navigation equipment.

Winter elective courses include Cruise Planning. Lt/Cs Bill & Clara Blanding, AP, will team teach, drawing on their recent trawler experiences in the Northwest, the Atlantic seaboard, and around the Chesapeake. Cdr Jay Nelson will coach you through Instructor Development, increasing your presentation skills and helping you with our modern audio-visual equipment. Jay's course will include certification and re-certification sessions for the USPS and VA State instructor certificates.

We've scheduled Saturday courses for Seamanship and Cruise Planning to satisfy your hectic and varied personal calendars. Family members and significant others may share books for a discount at all courses. Please register on time so I can order the right number of books. At least 10 registered, in-class participating members are required to make any course a GO! Register with me **NOW!**

SEAMANSHIP (S) (4 Saturdays 12 Jan –9Feb, 0800 - 1200). Learn seamanship, boat handling, reaction to adverse conditions, and rules of the road. This is the updated Seamanship Course, new in 2007! Location: St. George's Episcopal Church, 915 N Oakland St Room 114, Arlington. Instructor: Bob Manning, P. \$80. **Register by: 1 Dec**

INSTRUCTOR DEVELOPMENT (ID) (12 Mondays 7 Jan –31 Mar @1900). Earn both USPS and Virginia Safe Boating Instructor Certificates. Location: Arlington. Instructor: CDR Jay Nelson, AP. Free. **Register by: 1 Dec**

CRUISE PLANNING (CP) (5 Saturdays 12 Jan –9 Feb, 1200–1600). For members who plan to cruise for a day or for a year. Location: St. George's Episcopal Church, 915 N Oakland St, Room 114, Arlington Instructors: Lt/Cs Bill & Clara Blanding, AP. \$65. **Register by: 1 Dec.**

SKIPPER SAVER PROGRAM (1 Wed, at All Hands' Mtg 13 Feb 2008, 1900-2100). As a Valentine's Day gift, learn to save the skipper and yourself! Procedures for the whole family to use in an emergency. Earn a Skipper Saver certificate and patch. Refreshments provided. Happy Valentine's Day: Free! **Registration: None**

ADVANCED PILOTING (AP) (12 Tuesdays, 26 Feb – 13 May, 1900-2100). Learn modern piloting suitable for coastal and offshore navigation using charts and electronic navigation equipment. Location TBD. Instructor: Bob Cox, AP. Prerequisite: USPS Piloting Course. \$95. **Register by 15Jan.**

WEATHER SEMINAR (1 Thursday 13 Mar 1900-2130) Learn to forecast the weather from your boat! New for 2007! Location: Fairfax. Instructor: Lt/C John Shivik, AP. \$45. **Register by: 1 Feb**



Commander Sends...

Should you fill your fuel tanks for the winter?

Filling fuel tanks or not during the winter is widely debated by boaters each year, usually the participants simply agree to disagree.

- The argument for: As temperatures rise and fall during the winter, condensation causes water to develop. Filling the tanks minimizes air vapor and does not allow condensation to occur.
- The argument against: Condensation in fuel tanks is nonsense. And if you let fuel sit over the winter, it loses octane and your boat will under perform in the spring until it runs through the first tank of fuel.

If you strip away the emotion and do the math, a 200-gal tank has a volume of just over 0.76 cubic meter. The amount of water vapor in air is extremely small, even at 100% humidity. Depending on the temperature of the air, a cubic meter of air holds between 10 and 30 grams of water (17°- 85° F). The temperature in Washington during the winter averages 26.3° F (day 32.5°, evening 19.8°).

At 26° F, the amount of water suspended in the air in a completely empty 200 gallon tank is roughly 9 grams. A fluid ounce of water is 28.5 grams. So we're talking about less than a third of an ounce of water suspended in the air inside the tank (200 gallon tank = 0.76 cubic meter of volume, 12 grams of water suspended at 26.3° = .76 * 12 grams). Let's assume we will express one third of this water volume (3 grams) into the tank through condensation a dozen times during the course of the winter (more on this in a minute). This would add less than 1.25 ounces of water to a 200 gallon tank, or if you prefer, the water added would be 0.005% of the total volume of the tank. If the tank is half full, the effect is mitigated to less than 0.7 ounce of water. That small amount of water is not going to cause engine performance problems.

OK, so why can't you express more of the suspended water than one third of the volume of air, if that much? The reason is simpler than you think. Conditions in a winterized boat are not ideal for condensation because the whole boat is cold. For the same reason condensation does not occur on a glass of water at room temperature, regardless of the temperature of the room, condensation won't occur in the tank unless the air temperature inside the tank is significantly different from outside. Tempera-

tures rise and fall slowly over the course of the day. Further, the air temperature changes inside the bilge are less severe and lag behind the outside air temperature. The comparatively minor temperature changes are quickly transferred to the air/fuel inside the tank. The result is the temperature difference inside and outside the tank remains small.

I've told everyone who will listen that I'm not a big fan of E-10 gasoline for boats. The ethanol suspends water in fuel that normally sinks to the bottom of the tank. The water suspended in the E-10 fuel from condensation in the tank is just too small to cause engine problems, but water contamination in fuel from other sources is another issue. Water can get into fuel from leaking deck fittings on your boat or the filler caps on the marina fuel storage tanks. These sources can result in significant amounts of water in your tank. Suspended by E-10 gasoline and therefore not filtered out with a water separator, this will cause performance and maintenance problems.



I fill my tanks each winter, but I can't explain why!

Perhaps I fill my tanks because I see this as an expense I will not run into in the spring. Maybe it's a personal sense that I like to leave the boat ready to open the sea cocks and turn the key – although if you saw my spring commissioning checklist you'd know this is far from reality. More likely, it is because this was the conventional wisdom many years ago when I started boating and old habits die hard. Bottom line: as long as you add stabilizer to the fuel in the tank, it doesn't really matter what level your tanks are over the winter. Now, don't you wish that was my opening sentence?

Cdr G. Jay Nelson, AP
gjaynelson@aol.com

Fresh Cookies, Jelly Beans and a Heck of a Lot of FUN on the ICW

By Clara and Bill Blanding
Sea Waltz, KK42

We have to say that this trip from Stuart, FL to Herrington Harbour South, MD was very different from our follies in the Pacific Northwest last year, and still offered us many new experiences and learning situations. We experienced “skinny water”, piloting in narrow channels, steering a “crabbing boat” (in a narrow channel!), surviving a boarding/inspection by the “water police”, docking with current, and many different types of bridges and bridge openings (even more fun with current and other boats!). There were tight passing situations (huge barges!), “crab fishing” at anchor, two offshore passages, and navigation ranges (front and back). We encountered other Krogens, had our own “private” air show, avoided fires at Morehead City, navigated boat traffic (some inconsiderate), enjoyed great weather, and battled nasty short steep choppy waves in the Chesapeake Bay just past Norfolk. We changed the engine seawater pump (twice!) and watched boiling batteries cool down; but above all else had a great time and a lot of fun!

Actually, the hardest part of the whole trip was the logistics of returning the rental car we had rented in Alexandria, VA and driven to Stuart, FL (ok, it was a mini van---yes, we had to move more “boat essentials”!). We had to rent a car in Stuart for one day so we had a ride back from the rental car drop off location in Jupiter, FL. Then we had to return the Stuart rental car and get a ride back to the boat! Whew! Confusing and time consuming, but we were finally off and moving up the ICW.

Again, we coerced Robin and Jim Roberts to accompany us on this trip and they happily agreed; it must have been the hope and anticipation of Clara offering freshly baked cookies every afternoon! Now I must say that Sea Waltz performed very well and we are becoming even more impressed with our Krogen.



A big “Thank-You!” to Robin and Jim who gave us great nautical pointers, kept us in stitches from laughter, found great anchorages, let us stumble at times and, as usual, raised our confidence in our own abilities. Of course, we also let them pilot the boat too (no, this picture of Jim and Robin wasn’t staged; they were actually piloting the boat)!

My personal “hats’ off” and a BIG THANK-YOU to Clara who did a great job. She piloted Sea Waltz through a majority of the shallow water

areas, determined where to drop the hook in anchorages, negotiated bridges, docked, ran inlets (she’s pictured here running outbound from Wrightsville Beach, NC), and, especially, for piloting while Sea Waltz was “crabbing” about 14 degrees due to current with 35 knot beam winds as we crossed the Alligator River. As usual, and in addition to the great daily assortment of freshly baked cookies, Clara planned and executed a series of wonderfully prepared meals that kept us all begging for more (when’s that cookbook going to be published?).



We’ll not bore you with the mundane activities, but highlight some of the items and observations we think were most interesting (not in any order).

Next time: “Statistics and Itinerary”



Tartan 4600 plies her way across Herring Bay in a beautiful autumn on the Chesapeake

NVSPS Calendar

December 2007		
No All Hands' nor Excom meeting scheduled for December - winter break		
1 Saturday	Alexandria Holiday Lighted Boat Parade	703 838-5005 www.funside.com/calendar/12
8 Saturday	Squadron Holiday Party and Buffet Dinner Location: American Legion, Fairfax Join your fellow squadron members in welcoming in the holidays.	John Shivik jshivik@cox.net

January 2008		
7 Mondays 1900	Instructor Development Course Location: TBD, Falls Church. Instructor: Cdr Nelson <i>Register by 01 Dec 12 Sessions. Free.</i>	Rick Baker rickbaker2006@verizon.net 703-318-5899
9 Wednesday 1900: Social 1930: Meeting	All Hands' Meeting at Boat US Bridge nominations for 2007-08 announced Member/New Member Mixer Refreshments: Bill and Clara Blanding	Clara Blanding claralee@comcast.net
12 Saturdays 0800-1200	Seamanship Course (S) Location: St. George's Episcopal Church Instructor: Bob Manning <i>Register by 01 Dec 4 Sessions. \$80.</i>	Rick Baker rickbaker2006@verizon.net 703-318-5899
12 Saturdays 1200-1600	Cruise Planning Course Location: St George's Episcopal Church Instructor: Bill and Clara Blanding, AP <i>Register by 01 Dec 5 Sessions. \$65.</i>	Rick Baker rickbaker2006@verizon.net 703-318-5899
23 Wed 1830	Excom Meeting and Planning Meeting GMU Conference Room, Fairfax	Jay Nelson gjaynelson@aol.com
28 Mon 1900-2130	Instructor Clinic Location: Fairfax. Instructor: VA DGIF Regional Coordinator <i>Register by 04 Jan 1 Session ...Free</i> Free Inflatable Life Jacket with VA DGIF Logo for Attendees	Rick Baker rickbaker2006@verizon.net 703-318-5899
February 2008		
13 Wednesday 1900: Social 1930: Meeting	All Hands' Meeting at Boat US Refreshments: TBD Meeting Topic: Skipper Saver Course for Sweethearts	Clara Blanding claralee@comcast.net
15-19 Thu - Sun	47th Annual Washington Boat Show Washington Convention Center, Washington DC	www.washingtonboatshow.com 703-823-7960
19-23 Wed-Sun	USPS Annual Meeting Dallas, TX	Details in the <i>Ensign</i>
26 Tuesdays 1900	Advanced Piloting Course (AP) Location: BoatUS, Alexandria. Instructor: Bob Cox <i>Register by 15 Jan 12 Sessions. \$95.</i>	Rick Baker rickbaker2006@verizon.net 703-318-5899
27 Wed 1830	Excom Meeting and Planning Meeting GMU Conference Room, Fairfax	Jay Nelson gjaynelson@aol.com
March 2008		
7 - 9 Fri - Sun	13th Annual National Capital Boat Show Dulles Expo Center, Chantilly, VA	804-425-6556 www.agievents.com
12 Wednesday 1900: Social 1930: Meeting	All Hands' Meeting at Boat US Annual Membership and Elections meeting, All Members should plan to attend. Refreshments: TBD Meeting Topic: Guest Speaker: TBD	Clara Blanding claralee@comcast.net
13 Thursday 1900-2130	On-Board Weather Forecasting Location: TBD, Fairfax. Instructor: Lt/C John Shivik, AP <i>Register by 01 Feb</i> \$45, One session	Rick Baker rickbaker2006@verizon.net 703-318-5899
15 Saturday	NVSPS Founder's Day and Change of Watch Event Location: American Legion, Fairfax	John Shivik jshivik@cox.net
26 Wed 1830	Excom Meeting GMU Conference Room, Fairfax	Jay Nelson gjaynelson@aol.com
WEAR YOUR NVSPS NAME TAG TO ALL EVENTS AND CLASSROOM SESSIONS		



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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 theBoatUS sign.
Enter from the lighted parking lot behind the building.



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