



of TARS & TERNS



Volume XLV Number 4

May 2010

Upcoming Meetings & Events

Mark your calendars and come join us.

May

- 12 All Hands Meeting
- 26 ExCom Meeting
- ?? Spring Family Picnic
(Date pending.)

June

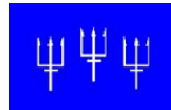
- 9 All Hands Meeting
- 23 ExCom Meeting

July

- 14 All Hands Meeting
- 17-25 D/5 Cruise
Annapolis, MD to Cape Charles, VA
- 28 ExCom Meeting



Northern Virginia
Sail and Power Squadron
District 5
A unit of the
United States Power Squadrons®
Sail and Power Boating
www.nvsp.org



Commander Sends . . .

Cdr George Nartsissov, P

Snow shovels and blowers are history! Good sailing and motor boating days are ahead! Ann and I are getting “L’Attitudes” ready for cruising.

District 5 Spring Conference: Our Squadron had good attendance, 12 Bridge and Squadron members, at the D/5 Spring Conference, 26–28 March, at Ocean City, MD. We welcome D/C L. Chris Brown, JN, as the new D/5 Commander, and wife Ginny. The Spring Conference was informative and provided excellent opportunity for education, networking, and squadron Hospitality Suite showcasing. As usual, our Squadron excelled with our Hospitality Suite presentation. Our theme this year was “*Service to Community and our Wounded Warrior (WW) Cruise*” (read more below). Thanks to the committee for their innovative ideas, preparation and setup: Lt. Jean Durgin, AP & P/C Richard Durgin, JN; P/C John Shivik, AP; P/C Francis Williamson, AP & Georgia Williamson; Lt/C John Karjala, P & Lt/C Sue Karjala, P; Ann Nartsissov, P; and help with setup,



(Continued on page 3)

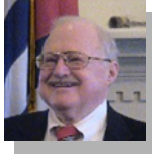


Bridge Officers



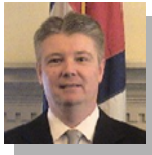
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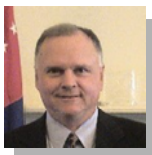
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Pending



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P/C Francis Williamson, AP	703-440-9074
Lt. Frederick D. Zugay, JN	703-815-1954

Scheduled Meetings:

Unless otherwise noted, the General Membership Meetings will be held at the BoatUS Headquarters* facility at 1900 (7:00 pm). Any changes will be posted in this newsletter or on the Squadron web site.

*BoatUS Headquarters and meeting location:

880 South Pickett Street, Alexandria VA

From the Capital Beltway, take the VA-613/ Van Dorn Street exit, exit number 173 (aka exit 3), towards Franconia. Turn left onto South Van Dorn Street / VA-613 North. Turn left onto South Pickett Street. Go less than .5 miles and turn in at the BoatUS sign and go to the lighted parking lot in the rear. Proceed to the entrance.



*Do you or one of your friends
need a vessel checked?*

Or want to become an examiner yourself?

J. von Senden,

John@Southerngirl.net



of TARS & TERNS

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Articles, opinions and advertisements do not necessarily reflect USPS policy or endorsement unless so designated.

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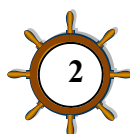
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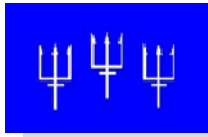
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Commander Sends . . .

Cdr George Nartsissov, P



(Continued from page 1)

guides at the display, and cleanup: P/Lt/C Cathy Sheffield and Lt. Robie Shivik. *(See more about the Spring Conference on page 4.)*

NVSPS was recognized with the following awards:

1. Vessel Safety Checks – 3rd Place, Large Squadron.
2. Website Award for Excellence
3. National Publications Committee Award “Distinction in Journalism” – for our “oT&T”.



Thanks to all for your work and contribution, not only to our Squadron members, but to our community as well!

Wounded Warrior Cruise: The Squadron is planning another Wounded Warrior Cruise this Summer as part of our service to the community. P/C Keith Segerson, P, has graciously accepted to be the Committee Chair for the Squadron WW Cruise, 2010. Watch for further announcements in “oT&T” and/or on our web site. The planning date is Saturday, 7 August. Several “Captains” have already expressed a desire to participate.



Squadron Bridge & Staff Vacancies: We still have a vacancy for the Administrative Officer (AO) position on the Bridge. This is a key position for the Squadron internal programs and events. This is a “coordinating officer” position. For the most part, there are established procedures in place and plenty of coaching and assistance is available from the past AOs (Lt/C John Karjala & P/C John Shivik). There are extremely able “Chairs” in position; check the NVSPS Directory, Squadron Officers! Functions that fall under the AO responsibilities are Membership, Webmaster, Membership Involvement, “of Tars & Terns” Newsletter, Operations Training, Programs & Meetings Chair, Boating Activities & Cruise. For example, the planning for our Squadron picnic, normally held in May, is behind schedule. We still hope to have the picnic, however, unfortunately we can not give you planning details yet. I am sure that there is a Squadron member that can come forward and take the challenge! **Please contact me (703-425-7044; ganh@verizon.net).**

We also need a Public Relations Officer Assistant, with possibly “working” into the position as the principal.



Upcoming Events: D/5 Summer Council and Rendezvous, 12-15 August, Solomons, MD. There are cruises also planned in conjunction with this Council. Please check the D/5 website for details.

Hope to see you at the “All Hands” meetings, picnic, somewhere on the water or dockside! Remember, this is your organization; participate, take courses, have fun!

CDR George Nartsissov, P





District 5 Spring Conference

NVSPS Hosts Successful Hospitality Suite

Focus on Wounded Warriors



On 26 March Northern Virginia Sail and Power Squadron welcomed dozens of D5 Spring Conference attendees to its hospitality suite for a taste of our Wounded Warrior Cruises. The goal was to teach other squadrons how they can sponsor cruises for military personnel, scouts, senior and youth groups and others. Members provided how-to tips and demonstrated the importance of cruising with a “family feel.”



As D5 members exited the elevator on the fourth floor of the Fontainebleau Hotel, their first sight was of the NVSPS banner and a cloud of red, white and blue balloons leading to a big “Welcome Aboard” sign on the door. Inviting everyone inside was Cdr. Nartsissov sporting an awesome admiral’s hat and NVSPS crew wearing special sun visors.



Red and blue posters led visitors through the cruise experience from initial planning to cruising to the evening picnic. Mounted photos and a laptop slide show documented the 2009 cruise at Patuxent Naval Air Station in Solomons. “Home of the Brave” balloons and recruitment posters provided by all branches of military service completed the military atmosphere.

Several D5 visitors declared their intentions to host a cruise for wounded warriors and others this summer. If you’d like to participate in the NVSPS Wounded Warrior Cruise of 2010, please contact Cdr. Nartsissov as soon as possible.



Committee members (l-r) Sue Karjala, Jean Durgin, Ann Nartsissov, and Cathy Sheffield) smile after a job well done.



Commander and First Lady:
George and Ann Nartsissov



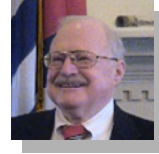
The committee’s work is never done but at least Dick Durgin (l) and John Shivik (r) get a brief sit-down.

Photos provided by Jean and Dick Durgin.



Executive Officer

Lt/C John G. Karjala, P



We are all volunteers. We, as members of Northern Virginia Sail and Power Squadron, are volunteers. We volunteered to learn more about safe boating, to learn about other nautical matters, to take time off to appreciate Squadron social programs, to participate in civic service projects, or to identify other areas of challenge. Some members concluded that they would volunteer to participate in more than one of those listed areas, while other members prefer to focus on only one area. That is similar to all volunteer organizations and it is good. Yet, I suggest the adventure of truly expanding your maritime horizons from one area alone. That adventure is started by entering into other Squadron areas that present new challenges. That might be done by volunteering for one of the many Chairperson positions or even officer positions that are available to you right now.

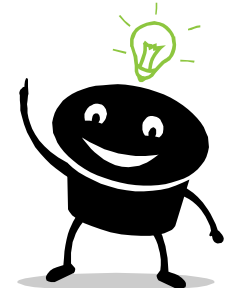


Is there anything you might wish to learn about? Would you like to take a stab at a Chair position such as the Programs Chair? The primary functions of that position are to identify, contact, and persuade individuals who have an avocation, vocation, or abiding interest in any nautical or maritime matters and who are willing to speak about their interest at our general membership meetings usually at 1900 hours or 7:00 PM on the second Wednesday of each month at BoatUS® Headquarters, 880 South Pickett Street, Alexandria, Virginia 22304. As you know or should know, we have had each month over the years excellent speakers on a wide variety of nautical and maritime subjects.



Past program featuring talk by Chesapeake Bay Boat Pilot gave that Programs Chair the ideal opportunity to contact experts in an area that fascinated him.

Many other positions are open as well. If you now have an interest in some activity, please discuss your ideas or interests with me. That activity might match an opening the Squadron has available. For example, if you are interested in organizing and developing your management skills, I am open for your ideas. Feel free to contact me even if it is merely to express a passing interest in an area that might have a Squadron application. There is no commitment for airing your interests and you might find a slot for a free or almost free positive learning experience.

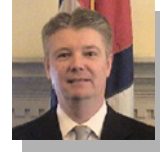


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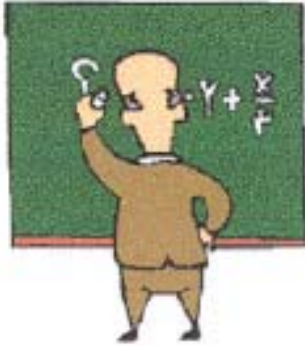


Education Officer

Lt/C Richard E. Unis, JN



Chalk Talk



By now, most of you have heard something about the USPS Boat Operator Certification (BOC) Program, which was developed through collaboration with the US Sailing organization. USPS will certify USPS members at various levels of recreational boating proficiency. USPS expects these certifications to be recognized across the boating community, both domestically and internationally. In the United States, The U.S. Coast Guard has asked Congress to authorize the Transportation Secretary to establish requirements for standards of proficiency for recreational boaters. That hasn't happened as of yet but the writing is on the wall, so to speak. USPS intends to have USPS certification accepted as the national certificate for the U.S.

For international recognition, USPS intends to have *certain* USPS certifications meet or exceed the requirements of UN Resolution 40, *International Certificate for the Operation of Pleasure Craft*. Under this resolution, boaters holding national certificates will be able to obtain international certification, much like licensed drivers can obtain international drivers licenses.

USPS currently has four levels of Boat Operator Certification:

- Inland Navigator
- Coastal Navigator
- Advanced Coastal Navigator
- Offshore Navigator

These certification levels must be completed in order. Certification at any level requires successful completion of all prescribed elements. The Inland Navigator certification level requires completion of the following:

Courses

- NASBLA approved safe boating course (like Squadron Boating Course or ABC3)
- Seamanship (S)
- Engine Maintenance (EM)
- Marine Electronics or Marine Electrical Systems (ME 101)

(Continued on page 7)



(Continued from page 6)

Seminars

- How to Use a Chart (CHT) (or Piloting, or Chart Smart or Boating)
- Onboard Weather Forecasting (WF) or Weather course
- Using GPS (GPS) or the new P or AP course
- VHF Radio and VHF/DSC Marine Radio (or ME 102 or Marine Communications Systems)
- 2 additional seminars or 1 additional course



Skills

- BPH - Basic Powerboat Handling skill demonstration or US Sailing Safe Powerboat Handling on-the-water program
- FE - Use of Fire Extinguishers



Optional Endorsements

- IW - Inland Waterways (Navigating Rivers, Dams and Locks seminar)
- PAD - Paddle craft (canoes and kayaks) - Paddle Smart seminar
- SA - Sailboating (or Sail or Sail Modules)

As you can see, this program is very involved and requires a mix of classroom courses and seminars and demonstrated on-the-water skills. Also, on-the-water skill demonstrations require certifiers. The certifiers' key roles are to observe and certify demonstrations of skills and document them. Skill demos will be recorded both at Headquarters and on the member's BOC passport.

In some cases, skill demonstrations and seminars can be waived based on boating experience or other programs. Certifiers will assist in the preparation, processing and approval of such waivers. In addition, certifiers will also assist in the preparation, processing and approval of applications for certification. Certifiers will also serve as local experts and resources regarding certification for their own squadrons and districts, and will teach others how to perform the duties of a certifier.

As of yet, NVSPS has not pursued the BOC program. However, if a Squadron member is interested in either obtaining certification or serving as a certifier, please notify me. I will have to arrange for a certification training session with the District. I believe they are planning to hold one this summer. I can also plan the seminars and courses to meet the needs of those desiring certification. If you need further info on the BOC program, please ask me or check out the USPS website (www.usps.org/eddept/boc/main.htm or do a search on Boat Operator Certification Program) from the homepage.



Most of my current attention is placed on revising the ABC3 basic boating course to run two consecutive Saturday's. I am in the process of scheduling courses through the summer. We have an ongoing ABC3 course at Lake Accotink Park with 14 students in attendance.

Please let me know if you have any questions about your education program (703-777-8378 or runis_320@yahoo.com). I hope everyone has a successful boat commissioning and enjoys their time on the water!



Weather Class Tours National Weather Service Facility

By P/C John Shivik, AP, Instructor

Class members and spouses as well as those from last year's Weather class, attended a tour of the National Weather Service Facility, Sterling Virginia on 30 March 2010. The tour started with the launch of the radiosonde balloon at 2400 Zulu (1900 Local). Comprehensive briefings from Brandon Peloquin, Senior Forecaster of the National Weather Service Forecast Office, Sterling, Virginia and other staff members presented an outstanding briefing on marine weather and NWS / NOAA products available for boaters. These products provide the boater with an in depth assessment of conditions that help make a Skipper's decision to venture forth beyond safe harbor. Here is one URL that you should readily seek: <http://www.erh.noaa.gov/lwx/marine.htm>. Also, ensure you listen on your VHF radio to the local forecast before



going out on the briny. These products are tailored to the various locations on the Chesapeake, Potomac and more that will enhance your safe boating. Think a minute about the impact of weather on your life. Sun, wind, rain, snow, thunderstorms, tornadoes, hurricanes, waves and fog are a few that can influence your safety afloat and ashore. Consider signing up for the USPS Weather course. Be safe! Contact Lt/C Rich Unis, SEO, for more information on the course.



(l-r) Instructor P/C John Shivik, AP; Steve Hall; Senior Forecaster and Marine Meteorologist Brandon Peloquin, National Weather Service; Chris Craft; Tony Alvarez-Moreno; Sean Gallagher; David Cohen; Instructor Lt Ed Phillips, AP. Keith and Kathie Clark, also in the 2009 class, are not shown in this photo.

Photos provided by John Shivik.





Safety Stuff

Lt. John C. von Senden, AP

Safety Officer and Vessel Safety Check

Vessel Safety Checks

So what makes a safe vessel? The Vessel Safety Check (VSC) is an examination to determine if your boat meets minimum safety requirements. This program is generally available to non-commercial vessels. Passenger vessels (which have USCG inspections), work vessels (tugs and fishing boats for example) and experimental craft can not qualify. Some of the requirements are more regulatory than safety related; however, since not having them may result in a violation, we'll cover both.

Government Requirements

A Coast Guard boarding officer or a state marine police officer will want to know if your vessel is legally yours. The way to determine that is through state registration or USCG documentation.

The District of Columbia, Commonwealth of Virginia and the State of Maryland are among a growing number of states that require either safe boating education certificates or vessel operator licenses, which would mean another piece of paper to carry with your vessel documents.

Registration or Documentation

Either your vessel is registered with the state in which you operate or it is documented with the USCG. If the vessel is documented, you still may need to pay state registration fees (and taxes), but you won't need to display registration state numbers.

Display of Numbers

If your vessel is documented, then you need to display your vessel name and homeport on or near the stern in at least four-inch high letters and you need to display the documentation number preceded by "No." in at least 4-inch high numerals on a permanent part of the vessel.

If your vessel is registered with a State (or Commonwealth as in the case of Virginia), then you need to display the registration numbers near the bow in at least 3-inch high characters. The characters need to be a contrasting color and be read from left to right but you do not need to display the vessel name and homeport (what is the fun in that).

Safety Equipment

Required safety equipment includes life jackets, flares, fire extinguishers, horns, and navigation lights. Safety equipment that isn't required (but that still is a very good idea) will be discussed next month.

Personal Floatation Devices (Life Jackets)

PFDs or Life Jackets (the terms are interchangeable) need to be readily accessible and in good usable condition. Usually, you must have one life jacket per person on board the vessel along with one throw-able PFD. If you have an inflatable life jacket (Type V in Coast Guard parlance) you must wear it for it to count. By the way, readily accessible does not mean still stowed in the manufacturer's shrink-wrap packaging. Oh and life jackets for children need to be sized appropriately.

Throw-able (USCG Type IV) PFDs need to be immediately available – when someone goes overboard is not when you want to be looking for something to throw to them.

Visual Distress Signals (Flares)

Visual distress signals usually are flares, but not always so. They may include flags, dye, smoke bombs, lights and specialized lasers. However, most visual distress signals are pyrotechnic devices (otherwise known as flares). Boats under 16-feet in length are not required to carry flares when they are operated between sunrise and sunset; between sunset and sunrise they and all longer vessels are required to carry a minimum of three day-use and three night-use flares. These can be combined into day-night-use flares, which drop the number of required flares from six to three.

There are two certifications for marine distress flares: USCG and SOLAS. To comply with Federal (and most state) law you need to carry USCG flares. However, the SOLAS flares are significantly brighter and longer lasting.

(Continued on page 10)



Fire Extinguishers

Every vessel should have at least one fire extinguisher; vessels with enclosed fuel tanks, engines or living spaces are *required* to have at least one. The number and type of extinguishers varies with the length of the vessel. A number of larger boats have fixed extinguisher systems of CO₂, halogenated gas or dry chemical.

A fire on a boat is a truly scary phenomenon. I've seen fire engulf a 17-foot boat in less than 10-minutes. Not only is it important to have a working extinguisher, you should know how to use it. A future article will discuss the P-A-S-S system; in the meantime Google it.

Sound Signaling Devices

You need to have a horn or whistle ("a means of making an efficient sound"). Boats under 20-meters (65-feet) no longer need a bell under federal rules; many states still require a bell for boats over 40-feet. Athletic type whistles are acceptable for only boats under 40-feet.

Navigation Lights

The Navigation Rules or ColRegs (which stands for *International Regulations for Preventing Collisions at Sea*, an international treaty in effect since 1977) has very specific requirements for navigation lights depending upon the length and propulsion of the vessel. Vessels 16-feet and over need to have appropriate navigation lights in proper working order. You need to operate your navigation lights between sunset and sunrise and during times of restricted visibility (rain, fog), and they may be operated at any time.

The only boats that do not need to have lights installed are less than 21-feet and powered by oars or sail (without an auxiliary engine over 7-hp).

Engines

Unless you have an electric or steam launch (and if you do, I'd love to see it), your boat is powered by gasoline or diesel fuel. Of the two, diesel is inherently safer onboard a boat. Gasoline provides more power per volume of fuel than diesel, but has a much lower flash point, and the vapor is explosive.

Most states also require a muffler on inboard engines.

Ventilation

Any boat built after 1980 and powered by an enclosed gasoline fueled engine needs to have a USCG approved ventilation system. You should run this ventilation system for several minutes after fueling and before starting the engine. You should also maintain the ventilation system as designed.

Backfire Flame Arrestors

Likewise, any boat built after 1940 and powered by an inboard gasoline fueled engine needs to have a USCG approved backfire flame arrestor on the carburetor. You should keep this arrestor clean. Fuel injected engines without carburetors require a backfire flame arrestor over the air intake to prevent exhaust valves from backfiring into the air chamber which might cause a fire or explosion.

Environmental Issues

Pollution and Trash

Federal law prohibits the discharge of oil or hazardous substances which may be harmful into U.S. navigable waters. Therefore, any vessel 26-feet long or longer must display a 5 by 8-inch Oil Pollution placard in a conspicuous place in the engine room or at the "bilge pumping station". The Act to Prevent Pollution from Ships (MARPOL Annex V) places limitations on the discharge of garbage from vessels. These requirements are displayed on a 4 by 9-inch Trash Placard, which any vessel 26-feet long or longer must have in the Galley or trash room.

In 1990, the Coast Guard amended the Garbage Pollution Regulations by adding waste management plans and placard requirements for vessels 40-feet long or longer. This can be as simple as on one-page document.

Marine Sanitation

Marine Sanitation Devices (MSD), toilets, or heads come in three types. Type I is for vessels over 65-feet long; Type II for vessels 65-feet long and shorter. Both Type I and Type II MSD's are flow-through devices that use maceration and disinfection to prevent pollution, but Type II MSD's meet stricter standards. Type III MSD's hold untreated sewage in a tank. These systems are found on most recreational boats.

(Continued on page 11)





Secretary

Lt/C Sue. Karjala, P



Upon returning from the D/5 Spring Conference and Officer Training in Ocean City, I want to thank those who attended and participated in our Pot Luck Luncheon on Saturday in our Hospitality Suite. Although our room was smaller, and we lacked any kitchen facilities, you did a great job and the luncheon was appreciated by all who attended. I also want to thank Jean and Dick Durgin and all those who participated in the planning and decorating of our suite for the Friday night event.

Please keep me informed of any changes to the calendar or to your contact information so that we are up-to-date.

Sue Karjala

(Continued from page 10)

In coastal waters, Type III MSD's must be piped to the holding tank. That is, within three-miles of the coast you may not pump untreated sewage overboard. If you have a Y-valve, it needs to be secured to flow to the holding tank.

Herring Bay and the northern coastal bays in Maryland are No-Discharge Zones (there is a bill in the Maryland Legislature to make the entire Maryland portion of the bay a No-Discharge Zone). This means that no MSD, regardless of type, may pump overboard.

Finale

Okay, I've rambled on enough here. Next month will discuss optional safety equipment. If you want to know more about Vessel Safety Checks look at: <http://safetyseal.net> or <http://www.usps.org/national/vsc>

A one-page description of USCG requirements may be found at:

http://www.usps.org/national/vsc/conductvsc_files/USCGMinReq.pdf

A copy of the Navigation Rules (ColRegs) may be found at:

http://www.navcen.uscg.gov/mwv/mwv_files/NR_Files/navrules.pdf

MSD and No-Discharge information may be found at:

http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/vsdmsd.html

Boating requirements and regulations for various jurisdictions may be found at the following links:

USCG: <http://www.uscgboating.org>

District of Columbia: [http://mpdc.dc.gov/mpdc/cwp/view,a,1237,Q,547718,mpdcNav,\].asp](http://mpdc.dc.gov/mpdc/cwp/view,a,1237,Q,547718,mpdcNav,].asp)

Commonwealth of Virginia: <http://www.dgif.virginia.gov/boating/wog>

State of Maryland: <http://www.dnr.state.md.us/boating/regulations>

Remember, it's hard to expand your horizons, without losing sight of the shore...



of TARS & TERNS

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MONTHLY ALL-HANDS MEETING

2nd Wednesdays at 1930 (any changes posted herein and on the web)
at Boat/US 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 boat's sign.
Enter from the lighted parking lot behind the building.

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OF TARS & TERNS



America's Boating Club