



of TARS & TERNS



Volume XLV Number 5

June 2010

Upcoming Meetings & Events

Mark your calendars and come join us.

June

- 9.....All Hands Meeting
(See page 4 for more information.)
- 23.....ExCom Meeting

July

- 14.....All Hands Meeting
(See page 4 for more information.)
- 26.....USPS at National Scout Jamboree
Fort AP Hill, VA *(thru Aug 4)*
- 28.....ExCom Meeting

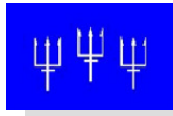
August

- 7.....Wounded Warrior Cruise
Patuxent Naval Air Station
(Contact Keith Segerson to participate.)
- 6-12.....D/5 Cruise to Solomons Island, MD
- 12-15.....D/5 Summer Rendezvous,
Solomons, MD

All Hands & ExCom Meetings are on vacation in August.



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



Commander Sends . . . Cdr George Nartsissov, P

Boating safety and boating education is one of the Power Squadron aims. At the Wednesday, May 12, "All Hands" meeting, Captain Kip Louttit, USCG, (Ret.), gave an excellent presentation on Boating Safety From the Rescuers' Point of View.

I am going to repeat three key points that Captain Louttit made that stand out as important safety items at sea that are easy to implement.



1. Know your position; that is where are you?

If you do not know where you are, the Coast Guard or other rescue boats will not be able to find you to render timely assistance. Yes, there are electronic apparatus that can send out an automatic distress signal, if you have one on board and it is programmed. For example your VHF radio with DSC (register your radio on BoatUS site) or an EPIRB. This short paragraph is not meant as a tutorial in navi-

(Continued on page 3)

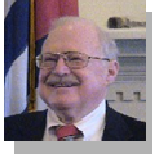


Bridge Officers



COMMANDER

Cdr George Nartsissov, P
703-425-7044
ganh@verizon.net



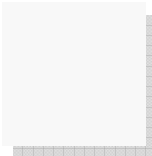
EXECUTIVE OFFICER

Lt/C John G. Karjala, P
703-818-8676
jgkarjala@verizon.net



EDUCATION OFFICER

Lt/C Richard E. Unis, JN
703-777-8378
runis_320@yahoo.com



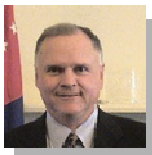
ADMINISTRATIVE OFFICER

Open



SECRETARY

Lt/C Sue Karjala, P
703-818-8676
skarjala@verizon.net



TREASURER

Lt/C Steven Hall, AP
703-242-8566
sdhall02@verizon.net

MEMBERS AT LARGE

P/C G. J. Nelson, AP	703-437-0064
P/LtC Cathleen Sheffield, AP	703-370-4331
Steve Wanbaugh, S	703-323-5025
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*



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CO-EDITOR

Lt. Manette B. Lazear, AP
(703) 620-1821
lakematesM@comcast.net

CO-EDITOR

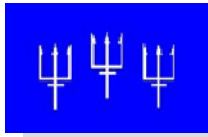
Stf/C Richard Davis, AP
(703) 444-2772
rpdavis1702@comcast.net

DISTRIBUTION

D/Lt Walter D. Lazear, AP
(703) 620-1821
lakematesW@comcast.net

Lt Manette B. Lazear, AP
(703) 620-1821
lakematesM@comcast.net





Commander Sends . . .

Cdr George Nartsissov, P



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gation techniques. It is meant as a reminder to use the means at your disposal to be aware of generally where you are while out cruising.

2. Be seen. Suppose you are overboard, for whatever reason. Will a rescue craft be able to see you? The hope is that you are wearing a PFD! Many PFDs (inflatables) now come in drab non bright colors. If it is evening, hazy or foggy, it will be difficult to spot you. Consider using bright colors. Attach a whistle and a strobe light, or small flashlight, to your PFD. Retro tape (reflective tape) and Chem Lights are also good.



3. Call for Appropriate Help (Pan Pan or Mayday), before your situation becomes critical. Rescuers can periodically check with you in “Pan Pan” situations for updates. For “May Day” they need reaction time to be most effective.

Squadron Picnic. The Squadron picnic was held at the Fairfax Yacht Club on Saturday, May 15, 2010. The weather was perfect for a picnic and the food was good and plentiful. This was another good opportunity to relax and exchange “boat stories” with fellow boaters. Vessel Safety Checks were done as part of the Squadron safety program. A contest was held to identify knots.



CDR George Nartsissov, P

Last Horizon

Past member Walter (Mike) Lee Triggs passed away in Florida Sunday evening, May 16 from complications during a catheterization procedure. His family and friends were with him as he passed gracefully. Burial was at Rosedale Cemetary in Martinsburg, WV on Saturday morning, May 22. You may contact his son Michael Triggs at 661-754-6196 or by e-mail at michael.triggs@att.net



June Program

Guest Speaker from National Weather Service at the 9 JUN 2010 General Meeting

One can take all the Advanced Courses that USPS® has to offer, but when you are out on the briny, there is a significant element that can change the safety of your life as well those aboard your vessel in just nanoseconds. The weather!

The Guest Speaker at our 9 JUN 2010 General Meeting is Brandon Pelouquin. Brandon is a Senior Forecaster at the Baltimore/Washington Weather Forecast Office. He leads both the Aviation and Marine Programs. His presentation covers information that a boater needs to know before leaving for a day or more on the water – no matter lake, river or Bay. “Be Weather wise not otherwise” said Ben Franklin! Come to the 9 JUN 2010 General Meeting and learn valuable, life saving information.



Also, sign up for next year’s Weather Course and don’t be caught unawares by the weather. The next USPS Weather Course will be offered starting in January 2011 through April 2011 at Fairfax High School, Fairfax City, VA. Contact the SEO, Rich Unis at runis_320@yahoo.com. Instructors are P/C John Shivik, AP and Lt Ed Phillips, P.

By P/C John Shivik, AP

Upcoming in July

Our speakers for the July 14 meeting will be Fred and Anne Hallett who will describe their 12,000 mile “Retirement Cruise” from Annapolis to Bermuda, Azores, England, Spain, Portugal, Madeira, Canary Islands, Cape Verde Islands, Martinique, Puerto Rico and the Bahamas aboard FANTASIA, a Baba 35 cutter. Fred and Anne will take you on the ten month journey with words and photographs. They will talk about the importance of preparation and lessons learned from problems encountered with volunteer crew on long voyages.





Education Officer

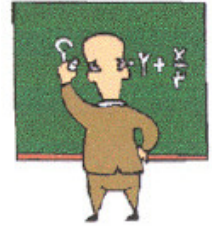
Lt/C Richard E. Unis, JN



Chalk Talk

New Courses you May be Interested In

You have probably heard me say several times before that there is always something to learn about boating. HQ USPS continues to roll out new courses and seminars for your benefit. The latest addition is a new Marine Communications Systems course. This is the second course in a series of three courses on Marine Electrical Systems. In addition to the traditional subjects of VHF and Single Sideband radio, the new course includes the following topics:



- Global Maritime Distress and Safety System (GMDSS)
- Digital Selective Calling
- Satellite Phones
- The Automatic Identification System (AIS)

AIS provides information about nearby vessels that are equipped with AIS systems, such as location, course, speed, physical attributes of the vessel, destination, etc. For a neat demo of the system, go to www.marinetraffic.com/ais. You can check out all of the AIS equipped vessels plying the Chesapeake Bay waterways. A new seminar specifically on AIS is currently in development.

The third course in the series, Navigation Systems, has not yet been developed. It is being planned and a committee is looking at the best methods to present the material, including the potential use of software simulators that instructors can use in the classroom.

I intend to offer the new Marine Communications Systems course this year. It will most likely be offered during the winter timeframe. For my planning purposes, please let me know if you are interested in this course.

I am in the process of scheduling a Seamanship course for this summer. As a reminder, Piloting and Junior Navigation will be offered in the fall.

Be safe on the water and most importantly...have fun!





Cooperative Charting Chairman

Lt Ed Phillips, AP



By the time you have received this issue of oT&T, the 2010 Cooperative Charting (CoCh) workshop will have made history. The workshop was held on Saturday May 1st at NOAA's Atlantic Marine Center in Norfolk, VA. There were two training tracks offered; one for Coast Pilot and Aids to Navigation updates, Small Craft Facility (Marina) updates, Nautical Chart updates and CCWeb (the CoCh reporting process). The other training track was specifically for DepthWiz.



For those of you who are not familiar with DepthWiz, it is a program that converts the raw data of a depth survey (Lat/Log, depth and time) into the graphical report format that NOAA uses to analyze the survey data. This is the training track I took in preparation for when we in NVSPS will do our own depth surveys.

There were also the usual comments and question period from the NOAA Atlantic Marine Center Commander and support personnel. There were additional presentations on Print on Demand (PoD) charts and the Adopt-A-Chart program. All were very interesting and educational presentations.

So what is CoCh about? It is one of the Power Squadrons most interesting and beneficial activities. It consists of all of the workshop topics previously mentioned. Are you interested in messing around with boats and nautical charts, applying your navigation skills and helping the boating community? The CoCh program is for you! Have a look at the National CoCh website located at www.usps.org/national/coch/index.htm for more details on each part of the CoCh program.

As always, if you are interested in participating in a depth survey, know of good candidate location for a survey or you just want to know more about the CoCh program, contact me at the e-mail address below. We are also looking for a small (16-20'), maneuverable, shallow draft runabout to conduct the survey from. If you have a suitable vessel to conduct a survey from I would like to hear from you.

Smooth seas and fair winds!

Ed Phillips, AP
potter339@earthlink.net





Safety Stuff

Lt. John C. von Senden, AP
Safety Officer and Vessel Safety Check

Vessel Safety Checks (Continued)

Last month we talked about the required equipment for Vessel Safety Checks. This month we'll discuss equipment and procedures that, while not required, make a whole lot of sense to have. We'll also cover the basic operational procedures discussed in a VSC examination.

Equipment

Most people don't think of an anchor as safety equipment. But when you lose power on a lee shore the ability to hold yourself in a particular place becomes very important. Anchoring and the proper scope of rode is an additional subject of another article.



Having a first aid kit is important; knowing how to use it can be vital.

A physical copy of the Navigation Rules or ColRegs is required on vessels 40-feet long or longer. On any size vessel, the skipper is responsible for the boats safe operation – that requires a good working knowledge of the Navigation Rules, whether or not a copy is physically on board.

Planning



Fuel management planning is more than knowing where to fill up. The rule-of-thumb is one third of your fuel out, one third back and one-third for a reserve. This will vary with your vessel and cruising habits, but following this or a similar rule will save a lot of embarrassment. Fuel management also consists of having a plan for filling internal tanks and preventing spillage.



Weather is so important it's worth its own article; or better yet take John Shivik's Weather Course. Suffice to say you should know what the weather is before you go out and keep an eye out for changes while you are out.

Insurance is another item not normally considered safety related, but it is a necessity. You should also be aware of limits to your policy, such as any limitation of your cruising grounds.

Filing a Float Plan can be almost as simple as telling a spouse or neighbor that you're going out and will be back that evening, or it can be a detailed cruise plan with an itinerary of anchorages and marinas. If it is the former, leave a safety factor for your return. Coast Guard

(Continued on page 8)



(Continued from page 7)

and DNR have received calls from panicked friends or relatives concerning boaters who are an hour overdue.

Operations

Local knowledge of your cruising grounds is important. Charts and guides help, but nothing replaces knowing that a particular passage is safe (or unsafe) or needs to be approached in a certain way. That is why belonging to boating organizations helps – so you have access to others local knowledge.



Ham radio operators, the military and public safety agencies (and anyone who uses two-way radios professionally) know that proper radio procedure is important. It is more involved than knowing that “over and out” is oxymoronic. The heart of radio procedure is based upon the fact that it is simplex communication system (that means only one side can talk at a time). Unlike in person or on a telephone call, talking louder than the person you’re talking to doesn’t help. This is yet another topic for a separate article.

Yes keeping your boat clean is a safety issue. Not only is a clean boat generally free of hazards, but it is easier to know when a system or piece of equipment is not performing properly.

I’m a fan of checklists. In part for the same reason pilots use them – they keep you from missing something you already know, but may forget because you are tired or stressed. The other advantage is, if something happens to the skipper, someone else has a clue about how to call for help or get back to port.

The other end of the Towline

At the May Meeting, we participated in a talk given by Captain Kip Louttit, USCG (Retired) entitled “View from the Other End of the Towline and Hoist Cable”. It was very informative and entertaining. One of the key elements of the Captain’s talk was the best option is to avoid trouble,



the next best option is self-rescue and the final option is to call for help. But when you do call for help, you also need to be prepared for the help to arrive. Knowing and being able to communicate your position is the biggest element of being prepared.

VSC Status

NVS&PS has completed 31 VSC Examinations as of the May meeting; this doesn’t count the number of examination performed at the Picnic. Gale Alls completed the first examination.

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



Wounded Warrior Cruises Catch On

Frank Shults, Public Relations Officer, NVSPS

As the brave men and women of our Armed Forces return from foreign lands, we should all seek ways to thank them for their service to our country and our freedom. In what has become an annual tradition, the Northern Virginia Sail and Power Squadron (NVSPS) has done just that by sponsoring a “Day on the Bay” for our returning wounded warriors. The first such cruise was organized in 2008. Working with the Walter Reed Army Medical Center and our friends from the Chesapeake Yacht Club in Shadyside, we hosted a group of veterans and their families for a day cruise and an evening meal. It was a moving and emotional experience. The response of the veterans was overwhelming. One veteran told us that this was the first time he was able to relax since he returned from combat.



We were so inspired by such comments that we organized another Day on the Bay in 2009 where we worked with the Patuxent Naval Air Station in Solomons. The skippers and crew welcomed folks from Walter Reed Army Medical Center and their families and allowed each to choose which of our member’s boats they would like to board. They were invited to be as involved in the boat operations as they chose or to simply relax and enjoy the ride. We were especially sensitive to the physical and emotional needs of our guests. Once again the response was overwhelming. One guest said “They treated us like family!” Another was thrilled to pilot a sailboat for the first time in his life. **We are now planning our third Day on the Bay on 7 August to honor and thank our returning wounded warriors. Contact Keith Segerson (segerson@gmu.edu) if you would like to participate.**

News of our Wounded Warrior program has traveled through the U.S. Power Squadron District 5 and several Squadrons have expressed interest in sponsoring a similar program. At the recent District 5 Spring Conference in Ocean City, we sponsored a hospitality suite to share what we have learned from our first two cruises and to give other Squadron members a feel for the experience and emotional rewards that come from organizing a Day on the Bay for Wounded Warriors. It is our hope that others will find, as we have, that this is a fulfilling and rewarding experience.

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D/Lt. W. Lazear, AP
2014 Lakebreeze Way
Reston, VA 20191-4020
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Before you Go
Weather Talk on 9 June
See Page 4 for details.



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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