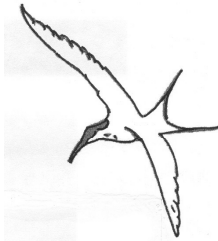




of TARS & TERNS



Volume XLV Number 9

November 2010

“Mark” Your Calendar NVSPS Meetings and Events



Commander Sends . . .
Cdr George Nartsissov, AP

November

- 10.....All Hands Meeting
- 24.....ExCom Meeting
- 25.....*Thanksgiving*

December

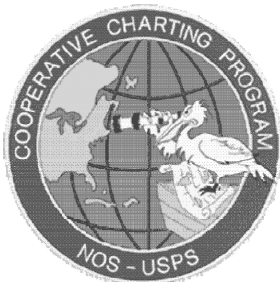
- 4Holiday Dinner and Dance
- 25Christmas

January

- 12All Hands Meeting
- 26ExComm Meeting

February

- 9 ALL Hands Meeting
- 23 ExCom Meeting



We Need YOU in 2011 !!!

But this is only October; what is happening in 2011? We need you to consider and participate in the numerous Bridge and Staff elected and appointed positions in the Squadron for the coming year. But the Change of Watch is not until the end of March 2011; why am I raising this issue now?

The Squadron Nominating Committee has begun the task of reviewing the elected positions in the Squadron and preparing a slate of candidates for recommendation to the Squadron. Per the Squadron By-Laws, the election of officers takes place at the Squadron Annual meeting in March. However, the Secretary must send the recommended slate of candidates to the membership at least 45 days prior to the **March** meeting. That puts us at the beginning of **February/end of January**.

Continued on page 3

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



BRIDGE OFFICERS



COMMANDER

Cdr George Nartsissov, AP



EXECUTIVE OFFICER

LtC John G. Karjala



EDUCATION OFFICER

Lt/C Richard E. Unis, JN

ADMINISTRATIVE OFFICER

(Position Vacant)



TREASURER

Lt/C Steven Hall, AP



SECRETARY

Lt/C Sue Karjala, P

Scheduled Meetings:

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

BoatUS Headquarters and meeting location:

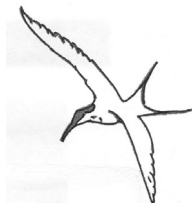
880 South Pickett Street, Alexandria VA. From the Capital Beltway, take the VA-613/ Van Dorn Street exit, exit number 173 (aka exit 3), towards Franconia. Turn left onto South Van Dorn Street / VA-613 North. Turn left onto South Pickett Street. Go less than .5 miles and turn in at the BoatUS sign and 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
Official Publication of
Northern Virginia Sail and Power Squadron
<http://www.nvsp.org>



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

Published ten months of the year
July/August and January / February issues are combined
Volume XLV, Number 9 November 2010

CO-EDITOR

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

CO-EDITOR

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

DISTRIBUTION

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

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





Commander Sends Continued. . .

Cdr George Nartsissov, AP

But that is not all. The By-Laws also state that the Nominating Committee shall submit its written report to the Secretary by December 1. The candidates shall be announced at the January membership meeting and shall be published in the February Squadron publication.

So, as you see, the search for the 2011 squadron leadership has to begin now. I sincerely hope that you will consider and accept one of the many staff and leadership positions in the Squadron. NVSPS is extremely fortunate to have many dedicated and experienced members that are serving now. Some may volunteer to continue in their present or a new capacity - others may not. Please look in the front portion of the NVSP Directory 2010-2011 to see the many Squadron positions.

The Chair of the Nominating Committee is P/Stf/C Richard Davis, AP. This committee has one of the most important tasks in the Squadron. I call on you to be involved in the governing and the administration of YOUR Squadron.

Accept the challenge!



Nomination Committee



The Nomination Committee (NOMCOM) has been convened and is now reviewing potential candidates for the next Bridge year. We solicit your input as to persons you feel would best fill the Bridge and Committee positions for the next year. If you have recommendations or would like to volunteer for a position, please contact us. *This is your chance to become involved and contribute to our mission.*

A list of positions, and NOMCOM contacts can be found in the Squadron Roster. You can make your recommendations to P/Stf/Cdr Richard Davis, AP at:

rpDavis1702@comcast.net

All inputs will be kept confidential.





Executive Officer – Lt/C John G. Karjala, P

The Squadron's *Annual International Potluck* otherwise known as "**Octoberfest**" was held at the Fairfax Yacht Club, Mason Neck, Virginia, on Saturday, 16 October 2010. A new and impressive Commander's Locker was present as well as fine foreign white and red wine, German and American beer, and beverages.

Bratwurst with sauerkraut was plentiful. Flavorful food was abundant. Everyone attending brought an appetizer, hot or cold dish, salad, or dessert, so variety was only surpassed by the exciting international flavors presented for the feast.

The Squadron decorated the warm and scenic Fairfax Yacht Club facilities with table cloths, serving table decorations, and flag place settings. Festivities included international music, a game with the table flags, a wine and liquor auction, and the ever popular 50-50 drawing. In addition to the varied bill of fare and camaraderie was a short business meeting. We had good attendance and a great time was had by all.

The Holiday Party is the next big Squadron event (See page 7). That gala night is scheduled for Saturday, 4 December 2010. We have the large ball room at the Fairfax City American Legion reserved. Rumor has it that Santa might visit us again. More details will be forthcoming. Nevertheless, put it on your calendars now. Good times and warm camaraderie are the orders of the evening. Bring guests and prepare to have jolly good time.

CURMUDGEON'S OBSERVATIONS:

Country song title: "I'm so miserable without you; it's like you're still here".

"Life is short. In an instant you can lose it. Don't worry so much about money. Live your life. Live every second of your life!" - Mario Sepulveda Espina, rescued Chilean miner.

You are less well known than you think, and more notorious than you'd like.





Education Officer – Lt/C Richard Unis, JN

I want to take this opportunity to discuss America's Boating Course – 3rd Edition (ABC3). This course replaces the old Squadron Boating Course. ABC3 is our primary civic effort toward public instruction in the fundamentals of safe boating. Both short (8-hour) and long (12-hour) formats are designed to familiarize the student with the fundamentals of safe boating and qualify for certification in most states that require boating education before operating a watercraft. NVSPS teaches the longer format, which includes charts, aids to navigation and basic Piloting techniques. We teach the longer format because these topics are especially important for those who boat in our area in the tidal Potomac and Chesapeake Bay waters. ABC3 topics include:

- Boat handling under normal conditions
- Adverse conditions and emergencies
- Types of boats and boating terminology
- Required and recommended equipment
- Boating regulations and navigation rules
- Lines and knots
- Charts and aids to navigation (in 12-hour format only)
- Piloting techniques (in 12-hour format only)
- Marine radiotelephone usage
- Trailer boating

We tailor the ABC3 curriculum to incorporate Virginia-specific boating laws and regulations. The ABC3 exam includes questions on those Virginia boating laws and regulations. These questions are developed by the Virginia Department of Game and Inland Fisheries and are administered by NVSPS instructors. This boating safety course is fun and very thorough. The course content has been developed in conjunction with state boating safety agencies responsible for boater education, is approved by the National Association of State Boating Law Administrators (NASBLA), and is recognized by the U.S. Coast Guard.

To help get the word out about our ABC3 courses, we use a three-pronged approach. We publish our courses and schedules on the NVSPS website; we list our courses with USPS and the Virginia Department of Game and Inland Fisheries; and our Public Relations Officer, Frank Shults, places ads in local boating publications.

Continued on Page11.





Secretary – Lt/C Sue Karjala

When I volunteered to provide the refreshments for the “All Hands Meeting” in October, I didn’t realize that there would be no meeting in October at BoatUS.® Rather, a short business meeting would be held at the Squadron’s International Pot Luck which took place at the Fairfax Yacht Club on 16 Oct 2010. After realizing this, I immediately agreed to take on the planning and organizing of the event along with John’s help. The weather turned out to be perfect and the evening was enjoyable with a good turn out and lots of tasty dishes. The tables were decorated with a lighthouse centerpiece and flags from foreign countries. A game was played to see who could identify the most flags. There were 18 flags from around the world with some easy ones and some difficult ones in the mix. The winner was Bob Hutton who correctly identified 13 of the flags. Second place went to Our Commander, George Nartsissov, who correctly identified 12 flags. Both were awarded a bottle of fine German Wine. Following the game, a 50/50 drawing was held and won by Irina Davis.

I want to thank everyone who arrived early to help set up and those who stayed to help clean up. Without your assistance, we would never have been able to get everything ready on time and be out on time. I also wish to thank everyone who attended and helped to make this a very festive occasion.

Sue Karjala
Secretary



BE AWARE WINTER IS COMING!!!

Don't miss this timely presentation by P/C Jay Nelson, AP on proper hauling out and winterizing (hauling out) your boat procedures at the November General Meeting.

Jay will take you step by step through the correct process of winterizing your boat whether it's an outboard, sail, or a power boat. In addition to his Power Point illustrations there will be time for questions and answers. Bring your questions and -

ask Jay.





***You, your family & friends
are invited to an evening of celebration!**

at

**Northern Virginia Sail & Power Squadron's
*2010 Holiday Dinner Dance***

on

Saturday, December 4, 2010

at American Legion Post 177

3939 Oak Street, Fairfax VA

6:30 to 11:30 pm

6:30 pm: Social Hour with Cocktails & Vegetable/Cheese Nibbles

Commander's Locker (free liquor) - soda/setups \$1.00; beer/wine \$3.00

7:30 pm: Dinner and Music

Delicious Baked Turkey Breast with Stuffing or Baked Honey Glazed Ham, Salad, Green Beans Almandine, Glazed Baby Carrots, Red Bliss Potatoes, Rolls, Dessert, Coffee

8:30 to 11:00 pm: Dancing to Music by DJ's Kevin & Melanie Martin



Special note: During the holidays, NVSPS will continue its support for our wounded warriors. Please bring an unwrapped toy or canned or nonperishable food item to be donated to Fisher House, a home-away-from-home for families of patients receiving care at Walter Reed Army Medical Center.



----- Cut here -----

NVSPS Holiday Dinner Dance Reservation

Name: _____

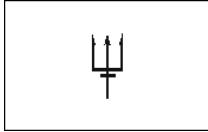
Spouse/guests: _____

Phone/e-mail: _____

_____ persons x \$32.00 each = \$_____ total.

Please make your check payable to NVSPS and mail it with this form by **November 17, 2010** to P/C Gale Alls, 7800 Braemar Way, Springfield, VA 22153. (703-569-1511)





Safety Officer – LT. John C. von Senden, AP



Winterizing

The end of the season

When I lived on the Gulf Coast, boating was an almost a year-round event. Of course our activities changed by season: fishing and hunting were more prevalent in fall and winter, while water-skiing was a summer event. However, one of my most memorable sails on Mobile Bay took place in January after a strong cold front. Very few people “Winterized” their boat, and sometimes they came to regret that: BoatUS statistics say that the state with the most claims for winter damage is Florida!

Who does what and when?

So after buying a boat on the Chesapeake Bay I was introduced into the annual rituals of winterizing and spring commissioning. We’ll talk about the latter in March. The first decision after deciding to winterize is to decide to do the work yourself or to have your boatyard do the work for you. Capability and confidence in your own level of expertise have a lot to do with this decision. In my case, I let the yard winterize and commission the diesel, and I do the rest. One of these days I’ll learn enough to perform the engine work myself.

The second decision is whether to haul-out our vessel. Some people haul every year, some seldom do. I’ve found that every other year is a reasonable compromise. We hauled last year and was grateful for the lack of worry about being in the water with 6-feet of snowfall. That, peace of mind, along with greatly reduced condensation (and the associated mold and mildew problems) is an argument for hauling every year. The cost of hauling and winter storage is an argument for hauling less often as is the inability to go for a January thaw sail. This list assumes that you will haul in odd-numbered years.

The Winter Checklist

The following is taken from the checklist for *Southern Girl*, Your list will vary depending upon the specifics of your vessel.

General and Safety

- In odd numbered years, ***haul the boat.***

The list of what to check varies depending on whether or not you haul. Hauling gives an opportunity to examine items below the waterline, for the hull to dry out, and leaving your boat in the water requires particular attention to keeping her afloat. Of course, there are items that need to be checked every year whether you haul or not.



- Properly dispose of flares that are 5-years over expiration date. At my sailing club, West River Sailing Club, we have a safety seminar each March with a Flare Demonstration and Training Exercise (This is also done at many Squadrons) This is a good way of learning how to start flares, knowing the difference between the types of flares, and of disposing old flares.

Hull and Deck

- Inspect the through hull sea-cocks for “pink or blue” corrosion; close the sea-cocks. If you leave your vessel in the water unattended, it is very important to ensure your sea-cocks are closed and are in good shape.

- Clean and pump the bilge.

Use a biodegradable cleaner and oil absorbent pads to prevent pollution. Most yards require a clean bilge before hauling.

- In odd numbered years, inspect the hull and repair it as necessary. Obviously, this is done when your boat is hauled.

- In odd numbered years, inspect the stuffing box, rudder, and centerboard and cable. Repair them as necessary.

Also done when your boat is hauled...

- In odd numbered years, remove and inspect ground tackle.

This is easier to do when hauled, especially if your anchor is on a bow roller. If you don't haul at all, then you still need to check your anchor, rode and windlass.

- In even numbered years, inspect and tighten the stuffing box.

If you have an inboard, this is another source of leaks; so it is something to pay attention to when you stay in the water. If you have an I/O drive, then you should be hauled (the neoprene boots to the I/O drive will eventually leak and sink your boat).

- Install the winter cover (or shrink-wrap).

A winter cover can be reused each year; while shrink-wrapping can be recycled, it is less expensive to spend more on a reusable cover. Of course then you need to store it during sailing season; an old sail bag works great for that.

Sails, Rigging and Spars

The following group is for sailors. Some trawlers have rigging, so there may be similar task for those vessels.

- Remove sails, canvas, and covers; secure the running rigging.

Sails and canvas (dodgers and biminis) need to be removed for the boat to be hauled. Even if you don't haul, you should remove any items that increase windage.

- Inspect sails and canvas for excessive wear and repair as needed.

- In odd numbered years, service the winches.

Cleaning and lubricating your winches every other year will increase their lifespan.

- Inspect the standing rigging:

If you have a sailboat, the following is a good guide for what to look for:

Chain plates should be aligned with turnbuckles, stays and shrouds.

There should be no signs of leaking around chain plates.



- There shouldn't be any strands of broken wire in the rigging.
- There should not be any signs of galvanic corrosion at base of mast or where Turnbuckles should be lubricated enough to turn freely.
- winches, cleats and other appurtenances are attached.
- Rivets or screws should not be missing from fittings.
- There should not be any rust or corrosion at welds.
- Spreaders should bisect the shrouds at equal angles.
- Spreader ends should be properly secured to the shrouds.
- Spreader ends should be protected to avoid chafing the sails.
- Cotter pins should be taped.
- Terminal fittings should be free of cracks, bends and rust.
- Auxiliary Engine

The tasks in this group focus on a diesel inboard auxiliary engine. If you have an inboard-outboard, or multiple engines, your list may be significantly different.

- Fill the fuel tank; add biocide.

Leave about 5% to 10% head room for expansion. If you have a gasoline engine follow the latest recommendations regarding storage of fuel with ethanol.

- Change the oil and oil filters. Fuel filters are usually changed during spring commissioning.
- Inspect the transmission fluid and change if necessary.
- Change the freshwater engine coolant. Coolant pump impellers are usually changed during spring commissioning.
- Winterize the diesel engine. Replace raw water with antifreeze. Some people have a valve system so they can quickly be underway for a January thaw cruise and then easily re-winterize.

Cabin and Accommodations

- Disconnect and remove any cooking (LPG and alcohol) fuel canisters; inspect the cooking fuel tanks and their connections. LPG and alcohol tanks must be removed from the boat before storing on land. If you are not going to use your boat over the winter, it is a good idea to remove them even if you stay in the water. This gives you the opportunity to refill them over the winter so the full tanks will be ready for spring.

- Clean and prepare the seat and bed cushions for winter.

Prepare for condensation issues when you stay in the water.

- Clean and disinfect surfaces. This is also a good time to fumigate for insect control if you have such a problem; if you don't, consider yourself lucky.

- Inspect and clean any exterior teak. Some people refinish teak in the winter (those who have winter covers), some wait for spring. Others are lucky and don't have any exterior teak.



Continued from page 5.

Our goal is to reach every boater in the local area who needs a boating education course. We have also tailored our courses to meet individual needs, e.g. by offering courses on weeknights and courses on weekends. We recruit new Squadron members from those who take and complete our ABC3 courses. You can help our efforts by spreading the word about our courses and encouraging people to sign up. Post a note at your local marina, talk to your friends and have interested boaters contact me for specific course information. As always, I appreciate your help in furthering our boating education program!



Holiday Greetings Benefit NVSPS!



You still have time to send holiday greetings to your NVSPS friends by posting your message in the December *of Tars & Terns* in exchange for a tax deductible contribution to the Flower Power Fund. You save the cost of cards and postage and support the work of NVSPS. The Fund was used recently to provide meals for the Wounded Warrior Cruise.

It's easy! Write your 3-line message on the form below and send it with a check of any amount payable to the NVSPS Flower Power Fund to P/C Dick Durgin. He will send you a written confirmation of your tax deductible contribution. Thanks!



- cut here

My Holiday Greetings to appear in December of *Tars & Terns*

Name: _____ **Phone** _____

My message:

Enclosed is a check for \$_____ payable to NVSPS Flower Power Fund. In order to meet the newsletter deadline, please mail this to P/C Dick Durgin, 308 George Street SW, Vienna VA 22180 by 12 November 2010. Questions? Call 703-560-9106.

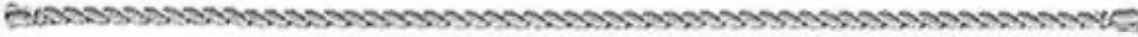


More Dock Talk



The USCG District Five Local Notice to Mariners (43-2010) is now available for download.

In addition, the 2010 USCG Light List Volume Two is available and is updated to Local Notice (52-2009), as is the summary of corrections.



Continued from page 10.

- Drain and winterize the refrigeration and air conditioning systems.

This will vary depending upon the specific installation on your vessel.

Plumbing

- Pump out the waste holding tank. That is, if you don't already pump out your holding tank after every sail.

- Drain the potable water system; disconnect the water heater and drain it.

Some people use compressed air to evacuate the plumbing lines, others rely on gravity fed drains. Ensure the water heater is drained. While you can fill it with pink antifreeze, the taste will linger in the water heater longer than elsewhere.

- Winterize the potable water system. Usually this involves filling the potable water system with potable (pink) antifreeze. Some people rely on the lines being empty; you must have positive drainage of the potable lines throughout to do so.

Electrical

- Ensure the batteries are fully charged. Some people remove batteries over the winter, some rig for periodic recharging. Others ignore their batteries until spring; you might get away with this if your batteries are new.

Instruments

- Remove the speed sensor and replace with its matching plug. Actually I do this after every sail. If you don't, then you want the plug in place whether the boat is hauled or stays in the water. In the first case, you want to prevent growth on the sensor; in the second case, you don't want the sensor painted.

- Check the date of your charts and organize waypoints. Update charts in spring (electronic or paper). Waypoints tend to become somewhat disorganized. It is worth spending time to ensure they are current. So this is one checklist. Boat US, your boatyard, your insurance provider your vessels manufacturer and several magazines may provide checklists for winterizing a vessel. All of these sources are generic guides. Ultimately how you winterize is up to you.

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



Photo Album

October 2010 October Fest



Jean, Gale, Dick and Kathy



Kathy and Robyn



Dick, George, John and Gale



Robyn and George

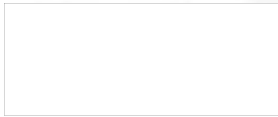
Lt W. Lazear, AP
2014 Lakebreeze Way
Reston, VA 20191



ADDRESS SERVICE REQUESTED

NON-PROFIT
ORGANIZATION
U.S. POSTAGE
PAID
PERMIT NO.
6586
RESTON, VA

Dated Material



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.

MONTHLY ALL-HANDS MEETING

an official publication of
Northern Virginia Sail & Power Squadron
in District 5 of
United States Power Squadrons®
Articles & other contents do not represent USPS® policy or
endorsement unless so designated. Published ten times
yearly. January & February, July & August are combined
Visit us at: www.usps.org/localuspsnva



America's Boating Club

of TARS & TERNS