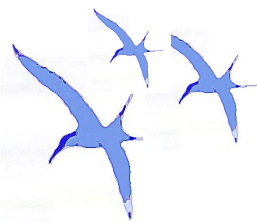




of TARS & TERNS



Volume XLVI Number 10

December 2011

Upcoming Meetings & Events

Mark your calendars and come join us.

December

10 Annual Holiday Party

NOTE: General Membership and Executive Committee meetings are not convened in December.

January

04 SPECIAL ExCom meeting

11 General membership meeting

14 CPR-First Aid for Boaters—Special training program.

24 Weather Course

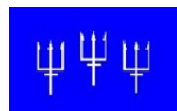
25 ExCom meeting



Please note: a complete calendar listing, including education courses, can be found on our squadron website at www.nvpsps.org.



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



Commander's Report

Cdr John Karjala, P

Although we plan for a smooth de-commissioning with the use of checklists and reviews of those tasks done in the winterization of the boat in previous years, an unexpected event may nevertheless occur. It seems to be the way of life, no matter what our planning and preparation, things do not work out as planned or even as expected.

This year's winterization process was going along as anticipated, a little difficulty in taking down the genoa sail, but it had been binding all year, so we anticipated spending a little more time in unfurling it manually by unwrapping it by hand. We had picked up a good trick of stowing the genoa lines in a sail bag before manually passing the lines around the forestay with its fouled roller reefing system. This procedure was done when my genoa had jammed on the way to the Squadron Labor Day Rendezvous. Some members of the Chesapeake Yacht Club assisted me in unwrapping the genoa at the Rendezvous and used the lines-in-a-bag idea. The line bag worked well then and it worked well during my winterization effort.

But, perhaps, winterization was going too smoothly. We were using the internal water pump to power syphon and pull antifreeze from a bucket into the hot and cold water lines. The antifreeze in the bucket was rapidly going down. It all looked as though the internal hot and cold water system would be done in good time. That was when I noticed a heavy flow of antifreeze flowing from the bottom of the pump down into the bilge. My water pump had blown a gasket.

This pump breakdown was not an expected problem. But, like so many of life's problems it was unanticipated and came at the wrong time, if there ever could be a right time. I imagined a trip to the marine supply store for a \$300+ pump to finish the job, while hoping that they had a pump in stock I could use (a highly unlikely event), when my crew stated antifreeze was flowing through the hot and cold water lines and faucets. I had been saved from another time consuming and frustrating water pump replacement during the winterization effort.

This reminded me that problems (boat-wise and other wise) will always rise regardless of planning and only luck or careful assistance might mitigate the total result. It is luck that will allow me to order the pump on-line and replace it at my convenience. I had replaced that pump in the spring of 2006 at the cost of \$313.91 when re-commissioning the boat for another summer. I am planning this pump replacement will be the only expensive repair task for me in the spring of 2012.

I wish you, one and all, fair winds and happy holidays.



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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 are held at the BoatUS Headquarters* facility at 1900 (7:00 pm). Any changes will be posted in this newsletter or in the NVSPS website.

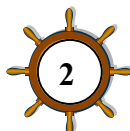
*BoatUS Headquarters and meeting location:

880 South Pickett Street, Alexandria VA

From the Capital Beltway, take the VA-613/ Van Dorn Street exit, exit number 173 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?
George Nartsissov, AP
ganh@verizon.net*



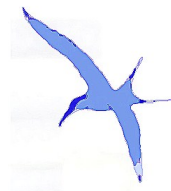


Time to Observe The Stars

Congratulations to former NVSPS member and Sail instructor **Charles Olin** who achieved a long sought goal on September 24, 2011, with the dedication of a new roll top observatory at Turner Farm Park on Springvale Road, Great Falls. Charles and other amateur astronomers of the Analemma Society promote science education through astronomy. They have worked for years in partnership with the Fairfax County Park Authority to convert an old radar tower into the new observatory. To learn about programs at the observatory, go to www.Analemma.org.



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

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Executive Officer's Report:

Lt/C Frank R. Shults, S



Holiday greetings, salutations and well wishes to all. As we approach this holiday season, I am mindful of the many blessings in my life and reminded that many of our fellow citizens cannot be with their families because they are away from home, serving in our Armed Forces. We extend our heartfelt gratitude to the brave and selfless people who devote themselves to our security.

When friends ask me about NSVPS and why I belong to the Squadron, I tell them we are all about safe boats and safe boaters. A big part of that is taking seriously your responsibility as a captain. I want to talk to you about being a responsible Captain, or as Chapman refers to it, "Skipper". In my version of Chapman's "Piloting Seamanship & Small Boat Handling" (1969-70 edition) he says, "The first responsibility of a skipper is the safety of his ship and his people." While this encompasses many things, chief among them in my mind is the responsibility we have for the health and well-being of our crew and guests. Whether you boat on the Bay, in a river or on a lake, if you are on the water and need medical attention, it will take much longer to get that attention on the water than it would on land. It behooves us all to be as prepared as possible to handle medical emergencies and first aid on board.

With that in mind, NVSPS is pleased to sponsor a CPR and First Aid Course designed especially for boaters. The program, taught by American Heart Association Certified Instructors who are all USPS members, covers the following topics:

CPR for adults and children/with and without face mask

Automatic External Defibrillator (AED) training

First aid basics

Medical emergencies

Injury emergencies

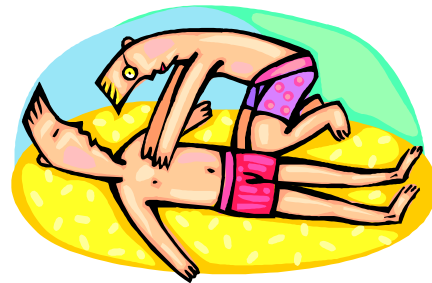
Environmental emergencies

Special medical concerns and emergencies for boaters

The course is scheduled for January 14, 2012, from 8:30 AM to 5:00 PM and will be held at the George Mason University Enterprise Center, 4031 University Drive, Fairfax, VA. Upon completion of the training, students will receive an American Heart Association Course Completion Card in CPR & First Aid. This certification card is accepted by the USCG for anyone wishing to get or renew their Captain's License and has a two-year expiration date.

You must register to be included in this terrific training opportunity. Please complete the application form found on page 10 of this newsletter and send it with your check to the address indicated.

I hope you enjoy healthy, hearty and safe holidays with your families and friends.





Administrative Officer's Report:

P/C G. Jay Nelson, AP

The boating season is finally drawing to a close. After the boats are winterized and the myriad of boating paraphernalia is set aside until spring, there is yet but one last gathering of our boating comrades; the NVSPS Holiday Party.

Again this year we will be hosting our **Holiday Party on 10 December 2011** at the American Legion Post 177 located at **3939 Oak Street, Fairfax, VA 22030-3725**. The post is centrally located in Fairfax, VA just two miles south of Interstate 66 and Route 50. The event will begin at 1800 with a cocktail reception and dinner will be served at 1930. The price of a ticket is only \$25.00 per person.

Again this year we will be collecting toys for the families of Wounded Warriors. Your voluntary gift of a new, unwrapped toy for a boy or girl will go a long way to brightening the holidays for the deserving child.

The American Legion Post is a very comfortable venue with good food. Moreover, it is the final opportunity of the season to join boating friends for dining and dancing. Simply cut the reservation from the page below and mail it to me with your check or call/email me telling me you plan to attend and we can collect at the door. *Come share the holiday spirit with us.*

Northern Virginia Sail and Power Squadron

Over Forty Years Dedicated to Boating Safety

Annual Holiday Party

Reservation Form

Please respond by 05 December 2011

I/We plan to attend the NVSPS Holiday Party on **10 December 2011** – 1800 to 2300

Names: _____

Number Attending: _____ @ \$25.00 = _____ (Make check payable to NVSPS)

Send to: P/C G. Jay Nelson AP
2778 Mansway Drive
Oak Hill, VA 20171-2670

(H) 703 437-0064
(C) 571 641-6741
gjaynelson@aol.com





Education Officer's Report

by Lt/C Sean Gallagher, AP

Attention on Deck ! The USPS Weather course is back on the schedule! Taught by our own dynamic instructor team of John Shivik and Ed Phillips, the weather course is routinely one of our top rated elective courses for its direct application on or off the water, its depth of content and experienced instructors. Some of the topics covered include how weather systems form, move and interact with one another, winds and wind shifts, humidity, fog and precipitation, clouds and predicting the weather by observing cloud formations and severe weather such as thunderstorms, lightning and tornadoes. Mid-latitude weather, tropical weather and internet sources for weather data are also discussed. Responsible mariners study the weather and make informed decisions on whether to head out on the water or stay ashore.



The next weather course will start on January 24th, 2012. Class will be held on Tuesday nights from 7-9 pm at Fairfax High School and will run through the end of April. The class may also be scheduled for a tour of the National Weather Service office at Sterling VA (dependent on sponsor availability) where students will witness the prep and launch of a weather balloon and observe the receipt of data from the balloon later in the evening as well as receiving a guided tour of a working weather service office. The cost for this course is only \$95 for USPS members and \$135 for non-members. Please register on the USPS by January 4th so I can order the course materials.

Later this winter, we're planning on putting on the Marine Communications course to address your communications systems questions. The details will be posted once we confirm the schedules.

And don't forget about those webinars !! These are special interest topics that USPS puts on in cooperation with recognized experts in the marine field. You can receive these productions right in your home on your computer for a nominal fee. If you can't make the original airings, the sessions are recorded for later playback. These webinars are being announced through SailAngle, the USPS internet communications medium. Make sure you are subscribed to this resource so you don't miss anything.

Ship's Store

Check out the Ship's Store on-line at NVSPS.ORG! Browse the items that are listed and if you have any items of interest that are not shown, please use the email link to the Ship's Store proprietor. You can place your order by downloading the appropriate form. Note that the Holidays will soon be here and time is running out to obtain that certain something for that special someone. Happy Holidays from the NVSPS Ship's Store!

!!!SCHEDULE NOTE!!!

The Executive Committee will meet twice in January 2012—on the 4th and the 25th.





My Opinion:

Winter Storms – What can you do about them?

By P/C John Shivik, AP

The answer is to know what they are and how they develop. By learning you can be prepared to protect your vessel, home and loved ones. P/C Jay Nelson gave a fine presentation at the general meeting on November 9th, concerning winterizing your boat. He passed on very wise information in relation to the weather elements and the havoc that can cause your boat (dare I say it?) to sink! Let's do a quick primer on winter storms.

Low pressure systems (stormy weather) from the West coast normally track west to east through the center of the U.S. They are usually starved for moisture when they get to us and will provide a bit of snow, freezing rain or rain. If they track to the northeast along the Appalachian Mountains we can get freezing rain. Ah, another story; then comes the Nor'easter.

That's a storm which develops to the south or southwest, picks up moisture from the Gulf of Mexico and Atlantic, and tracks right up the Eastern coast. Is that all there is to it? No! Beside La Nina, there is what is called a North Atlantic Oscillation (Arctic Oscillation). It is an ocean current like the Gulf Stream but is located in the North Atlantic toward the Arctic Circle. A couple of years ago we were in deep snow. Why? Because of a combination of the North Atlantic Oscillation position and the La Nina impact as well as other factors.

You can understand the weather variables and help protect your vessel and life ashore through knowledge of the weather. I cannot stress enough how many boaters, both sail and power, are not weather wise and don't realize that they can understand and predict weather in the local area. This is not a pitch for taking the Weather Course (well, maybe), but it is a wakeup call. Navigation, seamanship and piloting are all essential to safe boating. Yet think about the safety impact of weather and how often it is ignored. Back to the winter - Nor'easters have a lot of moisture and depending on path along the coast, can dump an excessive amount of rain, freezing rain, and snow in addition to having very strong winds. Now is the time to consider how to be best prepared. If your vessel is in a slip, can it withstand heavy snow or rain without sinking at the dock? If on the hard, will your cover prevent seepage or gather water or snow? Current predictions indicate a winter that will see snow and sub-freezing temperatures. Prepare now.





Photos taken during the November 2011 General Membership meeting.



Commander Karjala presents 50 year certificate to NVSPS charter member Tom Martin. Congratulations Tom!



P/C G. Jay Nelson gave a comprehensive and informative presentation on winterization procedures



XO Frank Shults receives the William D. Selden award for Member Involvement and Retention on behalf of the Squadron.



P/C George Nartsissov and SEO Sean Gallagher receive USPS Certificate for Educational Proficiency. Norbert Hymel also received this award.



My Opinion: Pump Up Your Bilge Pump

by P/C G. Jay Nelson, AP

With all of the heavy rains we have had over the past several weeks comes a boating hazard that we all need to be mindful of – flotsam in the water. Debris on the banks of the creeks and rivers float free during heavy rains and travel down the river into the bay. The Potomac, Rappahannock, Patuxent and other local rivers in this area are notorious for this condition. Some of this flotsam is quite substantial. I have come across dock pilings fifteen feet in length lurking in the broad waters of the Potomac. Debris such as this can easily tear out a propeller shaft, severely damage or break off outdrives, or puncture the hull – which brings me to bilge pumps.

Small boats tend to have small bilge pumps. This seems logical at first until you realize that small bilges have less interior volume, and therefore fill with water more quickly. It is for this reason my philosophy is to always use the largest capacity bilge pumps that practicality and space will permit, regardless of the size of your boat.

There are a lot of reasons why relying on the bilge pump's advertised "flow-capacity rating" (expressed in gallons per hour/minute) may be woefully inadequate for your particular needs. Advertised pump capacities do not reflect their real gallon per minute pumping capabilities once installed in your boat. The pump's designed capacity must be considered with the associated "system head"; that is, the back-pressure on the pump's output caused by static head (vertical height the water must be pumped) and friction head (resistance in the output hose), which can reduce the actual output capacity of the pump by 15% to 35%. Pump capacity loss as a result of system head is inevitable because at a minimum the bilge pump must be in the middle of the boat and at the bottom of the bilge, and the output through-hole must be on the outside of the hull and above the water line. In a 30 foot cruiser this can result in 3-4 feet of vertical rise (with the anti-siphon loop) and 6-8 feet of lateral distance.

In a practical example, a boat with a four-inch hole in the hull (about the size of your fist), two and a half feet below the surface of the water, will put about 12.5 gallons of water per minute into the boat when it is just sitting still – moving at moderate speed through the water can increase the water volume threefold. A bilge pump rated at 750 gallons per hour, and working at 80% of capacity (resulting from system head) will pump about 10 gallons per minute. The result is that you will be taking on water at a rate of 2.6 gallons per minute when the boat is just sitting in the water. Assuming that your boat has through-hull fittings twelve inches above the waterline, with a bilge area of 98 square feet (roughly 7 feet by 14 feet) you will have about two hours and 20 minutes before the boat takes on approximately 3,000 pounds of water and forces your through-hulls below the waterline, resulting in the boat sinking. Using these same assumptions, but replacing the bilge pump with a 1,000 gallon per hour pump will keep the boat afloat as long as the batteries hold out. .

There are several other bilge pump considerations, such as proper pump and float switch locations, proper wiring and fusing, use of multiple pumps, output hose diameter, anti-siphon loops, check valves and using the raw water intakes on your engines as an emergency bilge pump, which we do not have the space to address in this article.



CPR/First Aid Registration Form
Northern VA Sail & Power Squadron
Course Date: January 14, 2012

Name: _____ Date: _____

Address: _____

City: _____ State: _____ Zip: _____

Home Phone: _____ Cell Phone: _____

Email Address: _____

Squadron: _____

CPR

New Certification: Renewal: (Please attach a copy of your current card)

Expired Certification: Date of last class: _____

First Aid

New Certification: Renewal: (Please attach a copy of your current card)

Expired Certification: Date of last class: _____

Fees

CPR & First Aid -	\$75.00	_____
First Aid Only -	\$50.00	_____
Mask (Required for CPR) -	\$15.00 *	_____
Will Share a Workbook	(Deduct \$10.00) **	_____
Total		_____

Each student must have their own mask. If you have one from previous training, you do not need to purchase a new one.

** Name of family member sharing book: _____

Cutoff date for registration is December 31, 2011

Please mail completed registration form with your check to:

Safety Institute of Maryland (SIMD)
8800 Earl Court
Bethesda, MD 20817

Use of American Heart Association materials in an educational course does not represent course sponsorship by the American Heart Association. Any fees charged for such a course, except for a portion of fees needed for AHA course materials, do not represent income to the Association.





Peace & Joy Throughout
The Holiday Season & New Year
John & Sue Karjala *Isleamour*

NOEL from the crew
of the *KATHY EL*
Bill & Kathy Eldridge

Season's Greetings
from
Alan & Mary Hart

Merry Christmas
from *Sea Glory*
Georgia & Francis Williamson

Deck 'Dem Halls!
Jay Nelson & Chris Vasko

Happy Holidays from
Seas the Day in Annapolis
Robert & Karen Van Buskirk

Christmas blessings to NVSPS &
A Happy and Safe 2012 New Year
Dave Moore & Gina Croci

God Bless All Your
Boating Endeavors in 2012
Hank & Lucille Trochesset

Merry Christmas to all our
NVSPS friends
Frank Shults & Michelle Dufay

Merry Christmas &
Happy New Year from
Texas Lady Cathy Sheffield
& Sammy the bird

Merry Christmas & May Santa
Bring You Calm Seas &
Sunny Days in 2012
Gale & Evelyn Alls

A very Merry Christmas &
A Happy, Healthy, Prosperous New Year
P/C John & Robie Shivik

Happy Holidays & Safe Boating
In the New Year
Ron & Donna Larson

Merry Christmas & Happy New Year
From the crew of *Three G's*
Susan, Sean & Maggie Gallagher

Joyous Holidays &
Happy New Year to All
Dick & Jean Durgin

May your Christmas be merry &
your New Year bring new adventures
Ann & George Nartsissov, *L'Attitudes*

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

Season's Greetings
From Anderson, SC
P/C Ron & Bette Sowers



of TARS & TERNS

D/Lt. W. Lazear, AP

2014 Lakebreeze Way

Reston, VA 20191-4020

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America's Boating Club



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Visit us at: www.usps.org/localusps/nva

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.

