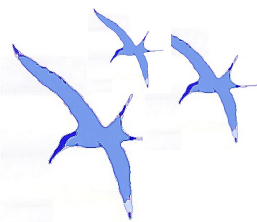




of TARS & TERNS



Volume XLVII Number 6

July/August 2012

Upcoming Meetings & Events

Mark your calendars and come join us.

No General Membership meeting in August

September 12—General Membership Meeting

September 15—Wounded Warrior Cruise—
see page 8 for details.

October 13—International Pot Luck - details to follow

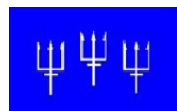


Please note: a complete calendar listing, including education courses, can be found on our squadron website at www.nvsp.org.



Northern Virginia
Sail and Power Squadron
District 5

A unit of the
United States Power Squadrons®
Sail and Power Boating
www.nvsp.org



Commander's Report

Cdr G. Jay Nelson, AP

The dog days of summer have come to the Northern Virginia area with a vengeance this year. The seemingly endless string of 100+ degree days and violent thunderstorms has done much to limit boating activities for many of us. But fall is coming, and with it will come the best time of year for comfortable days upon the water and delightful evenings at anchor in a quiet cove. Don't give up; the season is not over yet.

There are several Squadron activities scheduled well into the fall that offer excellent opportunities for our members to enhance their boating season. I encourage you to look into our educational program. We have scheduled several courses and seminars over the next three months on a wide range of topics. Seminars on knots, bends and hitches, radar, onboard emergencies and weather are designed to refresh or enhance your skills in three to four hour sessions (contact SEO Lt/C Sean Gallagher at 703-548-5851).

We also have several Squadron/District social and public service events scheduled. On 15 September 2012 we have the Wounded Warrior Cruise at the Patuxent Naval Air Station (contact P/C Francis Williamson at 703-440-9074), and on 13 October 2012 we have the International Pot Luck at Fairfax Yacht Club (contact Lt/C Cathy Sheffield at 703-370-4331). District 5 has several events taking place around the Bay area that I encourage you to consider as well. All of this information can be found on our website at <http://nvsp.org/docs/calendar.pdf>.

Finally, there is no meeting in August to accommodate summer vacations. Our next meeting is on 12 September 2012 at 7:00 PM at the BoatUS facilities, 880 South Picket Street, Alexandria, VA. I hope to see you there.



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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 are held the second Wednesday of each month at the BoatUS Headquarters* facility at 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 left at the "BoatUS" sign. Go to the lighted parking lot in the rear. Proceed to the entrance.

CHECK IT OUT

The NVSPS calendar has been updated and is available at www.nvsp.org



*Do you or one of your friends need a vessel checked?
Or want to become an examiner yourself?
George Nartsissov, AP
ganh@verizon.net*



Mark your calendar:
Wounded Warrior Cruise

September 15, 2012

See page 8 for details.



While “of Tars and Terns” will continue to be printed and mailed to members, did you know you may see a full color version of the newsletter at our website? Just go to www.nvsps.org and click on “newsletter”. From there you may see the current and archived issues.



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Executive Officer's Report:

by Lt/C Steve Hall, AP

Community Service

Last month we talked about the reasons we joined the Power Squadron and why we should renew our membership. Continuing education was probably the primary reason for joining, but enjoying the friendship and camaraderie of our fellow members and giving back to the community through public service after we've reached some level of competence on the water are probably what keeps us coming back.

Coming up next month is the squadron's biggest community service event of the year – the Wounded Warriors Cruise from the Patuxent River Naval Air Station docks on September 15.

Elsewhere in this newsletter, P/C Francis Williamson, AP, chairman of this year's WW Cruise, has outlined the elements of the upcoming event and the organization needed to pull it off successfully. We need your help! We need additional boats as we expect 40 WW's to show up. But don't think that just because you don't have a boat you can't participate. We need people to organize the captains and their boats and handle the dock lines. We need people to meet and greet the Wounded Warriors and their families. We need people to assist with the lunch box distribution and with the dinner setup and cleanup. And finally, if you're not able to participate physically, then a tax-deductible monetary donation to the event will help cover the costs. This year the Wounded Warrior Cruise has been funded entirely by individual donations from squadron members and Vessel Safety Check recipients; totally separate from the squadron general fund. That's an indication of how important our squadron members feel this event is.

So let's get on board. If you want to volunteer to help, send a note to P/C Williamson at willyjhu@verizon.net, or P/C George Nartsissov, AP, at ganh@verizon.net. They can't do it alone. Our Wounded Warriors deserve your help.



Secretary's Report:

by Lt/C MaryJane Hinkins

Boating with Guests as Crew

One of the most important parts of being a Power Squadron member is education and to this note let's review taking guests about our vessels. We need to make sure each person coming aboard our vessels, whether it is family or guest, feels safe, relaxed, comfortable, and secure. While most of us travel with family or friends we should consider that not everyone speaks the same language. Okay I know what you are all thinking, in this area of Northern Virginia and Maryland, some folks, might speak English, Spanish, Pharissee, Korean, Russian, Klingon... And the list goes on, but I am speaking of the same English language. Such as left is port; the front of the boat is the bow; and, a line is a rope on the boat. Also remember that language at times might be pointing with no verbal commands.

On a boat it is important that the crew, whether it be family, friends, friends of friends, friends of your children, and grandchildren, are all on the same page. Whether we are sailing, cruising or paddling along we must be able to communicate in a friendly but assertive tone. We know that at any moment a wake, a swell, a squall, a weight shift, can cause issues on a boat and we must be able to communicate effective instructions, in a timely manner, to keep all board safe and afloat.

First and most important is to make sure everyone has a life jacket that fits and they know where it is. Children should wear one at all times when above deck on the boat or on the dock. If they complain then the adults might consider donning theirs as well.

Next, a pre-safety check and familiarity of the vessel should be done. Explain to your crew where the extra life jackets are, the extra line, the throwables, the first aid kit, the fire extinguisher, and other safety equipment such as flares, and flashlights that you might have on board. Explain how to use the radio in an emergency and what channels they should use.

Continued on page 8



Administrative Officer's Report

Lt/C Cathleen Sheffield, AP

We are planning to have our International Pot Luck on 13 October 2012 hopefully at the Fairfax Yacht Club. There will be a \$5 charge per person. There will be more information in the September Tars & Terns.

When I was boating we used to stay on our boat every weekend and it was fun. This was our short two day vacation away from the everyday world. We took our bird Sammy with us and when we took the boat out he would whistle every time we hit a wave. He is a hoot. So when you go boating don't forget to take your pets.

I use to kayak around our marina and would see a lot of dogs wandering around on their owners boat.



Treasurer's Report

Lt/C Ann Nartsissov, P

Summertime! Hopefully we all have enjoyed some of the not quite so hot days..

George & I have been doing some fix up on our boat in preparation for the September 15th Wounded Warrior Cruise. We participated in the last two cruises which were very worthwhile and heartwarming for both the Warriors and the Squadron members. Many of us are looking forward to participating in the upcoming event.

Donations to cover expenses of the cruise have been very generous, thanks to the efforts of Francis Williamson. We need a bit more. Help out if you can.

Not much more has been happening in the treasury. The usual invoices for education course materials, and newsletter expenses have been paid. Education course fees and member dues are slowly coming in. The net Operating Fund balance as of July 13 (allowing for checks written but not yet cleared, and the WWC donations) is \$4370. No major expenses pending.



Education Officer's Report

by Lt/C Sean Gallagher, AP

The following article contains a sampling of boating accident reports for the first half of 2012 in both the US and other countries. Many if not all of these events were preventable. Most were caused through carelessness, lack of proper training, lack of knowledge of local waters, poor judgment and basic nautical ignorance. Many of these accidents resulted in death or severe injury. The people involved were boat captains, fishermen and unwitting passengers. Some wore life jackets and some didn't. Often the "captains" that were involved in these tragic events lacked a thorough understanding of marine cause and effect principles which again goes right back to training. In an emergency, you will respond correctly or incorrectly based on your training.

Please review the following excerpts from accident reports that illustrate critical failures in boater education and training and their consequences.

NVSPS education programs focus on boating safety. Our course schedule through March will be posted on the national USPS website by mid-month. Please review our course offerings and sign up for the courses you need to become a responsible and safe boater.

ACCIDENT REPORTS

Family and friends are preparing to say their final goodbyes to the 11-year-old stepson of Grammy-winning pop star Usher, three weeks after the child was critically injured in a boating accident on a Georgia lake. The Georgia Department of Natural Resources says Kile was run over July 6 by a personal watercraft on Lake Lanier. He suffered a major brain injury.

Also in Georgia, authorities have charged a man they say was involved in a deadly boating accident on Lake Lanier that claimed the life of at least one child. The Georgia Department of Natural Resources (DNR) says 44-year-old Paul Bennett was taken into custody at the Bald Ridge Marina in Forsyth County at around 1:30 a.m. on Tuesday. Bennett faces charges of boating under the influence, and authorities say more charges may be forthcoming. DNR investigators say Bennett was under the influence and driving a center console fishing boat at a high rate of speed when it slammed head-on into a pontoon boat around 10:30 p.m. The pontoon boat was carrying 13 people, and as many as five people ended up in the water after the impact. DNR authorities say witnesses, including a physician, stopped to help the boaters after Bennett left the scene of the accident. A 9-year-old boy was killed, and officials say his 13-year-old brother remains missing and is presumed dead.

In New York, more divers arrived, but it was too late to save the three victims: a 12-year-old boy, his 11-year-old cousin and an 8-year-old girl, whose family had come along for the floating spectacle. Paramedics tried to revive the first girl they pulled from the cabin, the 11-year-old, but could not; the others were dead when their bodies were recovered from their capsized Silverton. Neither the police nor the Coast Guard could say with certainty on Thursday just what had caused the boat to capsize shortly after 10 p.m. on Wednesday. Much of the speculation centered on the number of passengers: 27 on a 34-foot-long boat designed to hold far fewer; indeed, the husband of the boat's previous owner said he would carry no more than eight passengers. People familiar with the model of boat that capsized said they had no doubt it was overloaded.

"Swimmer Seriously Hurt After Being Hit by Boat Propeller." Andrew Bee, 24 of Shell Knob Missouri, was on the Kings River branch of Table Rock near Point 22 Saturday afternoon July 21st where he jumped off the front of a boat and was subsequently run over and struck by the boat propeller. He was seriously injured and was taken to a hospital in Springfield

"Aransas Pass Police: 16-year-old Girl Killed Friday in Boating Accident" reports a teenage girl was on a boat with two other teenage girls and a man near Aransas Pass about 10:30am Friday July 20th. She fell from the front of the boat during a turn, went under the boat, and was struck by the propeller. The boat brought her to the pier at Hampton's Landing. She had a deep gash running up her head from her neck. She was rushed to a nearby hospital and later pronounced dead.

"Texas Girl, 15, Suffers Amputation in Boating Accident" reports a boat was pulling two inner tubes on Kezar Lake on Tuesday 10 July. The boat hit a rock and the child flew over the front of the boat. The boat, operated by her father, ran over her and she was struck by the propeller. One of her legs was severed above the ankle.

"Boat Propeller Amputates Part of Leg" - a 23 year old woman from Kalamazoo was tubing on Portage's Austin Lake in Kalamazoo County on July 8, 2012. The boat stopped to pick up another person that had been tubing. The operator did not see her and backed the boat toward her. She was pulled under toward the propeller "which cut off her leg near the knee."

"3-Year Old Dies at Elephant Butte Lake" - a pontoon boat was coming in to a dock on Elephant Butte Lake on July 1st. Only feet from shore a 3 year old girl fell from the bow and was fatally injured by the propeller.





Special Feature: My NMEA 2000 Story

by Lt. Dave Hinkins, Assistant Treasurer

I was at a boat show last year and stopped by an electronics booth. My interest was in finding a way to determine fuel flow for each of my engines. The salesman suggested a Garmin GMI-10 Instrument display coupled with 2ea GFS-10 fuel sensors which are all NMEA 2000 certified. He sent me a quote including cables, hardware and his company installation to build a NMEA 2000 system on my boat. The quote had an outrageous price. I was still interested so I went to my favorite website “amazon.com” and found everything I needed to install this system at a much lower cost. I am very mechanical and understand electronics well so I tackled this job myself and saved the installation costs.

The hardest part was fishing the backbone cable and drop lines thru the hull of the boat. I used an electrician’s fish tape and with my wife Mary-Jane’s help we “threaded” the cables thru the hull. We also left lengths of nylon string in place if we ever wanted to pull additional cables thru the hull.

Cutting into the fuel lines from the gas tanks to the engines was a little un-nerving since any mistake could cause a gasoline fire or explosion, so I disconnected power to the boat, disconnected all batteries, made sure everything was well vented and proceeded when the fuel tanks were near empty. As I cut into the rubber hoses a small amount of fuel came from the lines which I caught with a rag before it dripped on anything. Mounting the fuel sensor and additional gas filter which came with package was easy. Everything was tightened with worm clamps which were also included. Wiring the sensor to the main backbone cable uses waterproof NMEA 2000 ‘TEES’. I routed and dressed the gas lines and cables with plastic clamps. This system will also show fuel quantity but I have not wired this as of this writing.

Mounting the Instrument display at the helm was a challenge since I did not have any room to cut a hole in the panel. I fabricated and painted my own mini panel out of an aluminum sheet I bought at Home Depot and installed it off to the side of the main instrument cluster. Data wiring uses a “TEE” to connect to the backbone cable as is the twelve volt power that is supplied thru another “TEE”.

Did it work? It sure did! I now know an extra 500 RPM which gave me an extra 5 MPH cost me 12 more gallons of fuel per hour. I can now see the fuel savings if I trim properly. I should get my money back in fuel savings by the end of this boating season (that is if I don’t spend it all on the stuff in the next paragraph).

The NMEA 2000 system is expandable (can take up to 50 inputs) and is also available on brands other than Garmin so I can add a lot of goodies, including a water depth sensor with temperature and water speed, updated chart plotters, GPS antenna with WAAS, VHF radio with DSC, SONAR, RADAR, wind info (for sailboats), XM weather etc. Unfortunately I cannot add digital tachometer data, oil pressure, engine water temperature since this is engine data and my MerCruiser engines are older and not NMEA certified. I’m stuck with analog tachometers and other analog gauges.





Wounded Warriors 2012

by P/C Francis Williamson

NVSPS is sponsoring a Wounded Warrior Cruise (WWC) on September 15, 2012 at Patuxent River Naval Air Station, Lexington Park, MD.

Status: Four power boats are committed. Four sailboats are scheduled - Two from Squadron and two from our affiliated Sea Scouts Ship 1942.

Bethesda Warrior Family Coordination Center (WFCC) and Ft Belvoir Warrior Transition Battalion (WTB) have approved the cruise, transportation and 40 guests for the cruise.

We still need skippers, shore party and volunteers for the WWC team.

Our fundraising goal has been met. Most rewarding is that we achieved this goal through a very generous squadron and through donations by VSC skippers. Thank you.

Join us in this rewarding civic service event.

Contact P/C Francis Williamson
703-440-9074 (H)
301-775-5120 (M)
willyjhu@Verizon.net

Secretary's Report Continued

Show them how to use the marine head, how to stop the boat, and turn off the engines, and how to use the anchor. It is also a good idea to explain to everyone the procedure for man overboard. Explain the importance of always having one hand on the boat. Tell your crew where the water and the snacks are and show them where the trash should go.

If your crew wants to assist making way, consider assigning a number to each of your cleats and fenders. You can then tell your crew, "I will need to tie the 1P cleat line to the cleat on shore in front of the boat or to the port aft" Or "remove the 1P line so we can make under way."

It also might help to show the guests/crew a chart of the area which would include where you are starting and where you are going. Tell your guests/crew where they might go to get out of the sun, lie down or what to do if they feel sea sick. In all, the more your guest/crew is educated the more relaxed everyone will be and a more memorable experience everyone should have.





Vessel safety checks

by P/C George Nartsissov

Vessel Safety Checks (VSC):

The Squadron VSC team welcomes two new members: **Dave Hinkins and Norbert Hymel**. The team now has nine(9) members. To date the team has conducted 118 VSCs. We have been to the following locations as organized events: Herrington Harbor North and South twice, Fairfax Yacht Club, Old Dominion Yacht Club and City of Alexandria Docks twice, West River Sailing Club and Shady Oaks Marina. In addition, individual members have done VSCs at various locations. Of particular note is our “traveling Vessel Safety Examiner” Robin Roberts and husband Jim as they motor sail in their “*Adventures*”, Defever, from Florida and points North! Robin has performed **28 VSCs to date!** Robin and Jim are expected to be in the Solomons – Annapolis- Baltimore area in August.



The VSC program is a voluntary safety inspection of the vessel. A vessel that passes the check, receives a decal to be displayed on the vessel's port side. This program is administered by the USCG.

The Squadron, as described in this newsletter, is hosting a Wounded Warrior Cruise on 15 September. All vessels participating in the cruise are requested to qualify and display a 2012 VSC decal. Since boating safety and education are the squadron's main objectives, we want to set the example and be safety conscious as we welcome visitors on board of our vessels. Please contact me at vsc@nvsp.org, or call **703-395-8256(C)** to schedule a safety check or if you know a Vessel Examiner, Power Squadron or USCG Auxiliary, please schedule a check.

Thanks to all the examiners for contributing their time to a very important boating safety program:

Gale Alls, George Degnon, Dave Hinkins, Norbert Hymel, Robin Roberts, John Shivik, John von Senden, Francis Williamson.

George Nartsissov

September 12 Membership Meeting Program by P/C Francis Williamson

The NVSPS General Meeting Presentation for September will be "Sailing at Night" by our own member Rich Unis, an experienced sailor and active squadron member. As Squadron Education Officer Rich was responsible for all NVSPS education in the squadron for three years, many of the advanced lessons he presented himself. Rich is an experienced sailor and particularly enjoys the challenge of sailing at night. This presentation was a great success at the "Singles On Sailing (SOS)" Seminar in Annapolis March 17 and will introduce you to both the experience and fun of sailing after sunset.



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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.

