



of TARS & TERNS

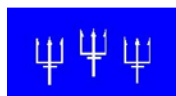


Volume XLVII Number 6

July/August 2013



Mark Your Calendar NVSPS Meetings and Events



Commander Sends . . . Cdr. Richard P. Davis, AP

JULY 2013

10 - General Membership Meeting

1900 - 2100: BoatUS Headquarters; 880 South Pickett Street, Alexandria, VA

Speaker: G. Jay Nelson will speak on hurricane preparedness

16 - Piloting Course (contact SEO Sean Gallagher)

20 - Basic Weather and Forecasting Course; Emergencies Onboard Course (contact SEO Sean Gallagher)

24 - Executive Committee Meeting

1930—2100 at the George Mason University office; Fairfax, VA

AUGUST 2013

No General Membership Meeting

1-8 - D/5 District Cruise

(contact Ralph Bernard at 609 625-0031)

Hurricane season is here, yes including derechos, etc. if hadn't noticed; make sure you have made preparations for bad weather. I always used to have my boat pulled and stored indoors for a hurricane, it was less expensive than repairs. Contact your insurance company, some will offset the cost for the pulling vs. paying potential damage, some won't and they play the odds.

Remember one of the best ways for boaters to stay safe is to always wear a life jacket while on the water. A significant number of boaters who lose their lives by drowning each year would be alive today had they worn their life jackets. Also, if you are using inflatable jackets (suspenders) be sure the inspection is current and the cartridge active; generally the inspection cycle is every two years (yes even the pets).

Our membership grew from 150 to 152 this past month, with several new potential applicants. The next time you are walking down the dock, ask your dock mate if they belong to USPS. If not, tell them about us, the benefits and encourage them to join.

I want to welcome aboard Kim – Chu to NVSPS. Kim is our newest Active member.

At the last GM Meeting, 12 June, Mary Loose Deviney, was the guest speaker. Her presentation was a very informative update on the latest Virginia Department of Game and Inland Fisheries (DGIF) Regulations.

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A detailed Squadron calendar including all meetings and educational courses can be found on our web site www.nvsps.org



Northern Virginia Sail and Power Squadron
A unit of the
United States Power Squadrons®

Save the Date

NVSPS 2013 Wounded Warrior Cruise

1000 to 1730 - 14 September 2013

Patuxent Naval Air Station, West Basin Marina

Volunteers / Participants

All are welcome!

Contact: Francis Williamson – willyjhu@verizon.net



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Vacant

(Contact the Commander if you would like to help)



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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, 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.

NVSPS Ships Store

Need a new name tag? How about a new NVSPS burgee or USPS Yacht Ensign for the season? Is your NVSPS/USPS polo shirt or cap looking a bit threadbare?

NVSPS is pleased to make logo items available for purchase by members. We have name tags, burgees, totes, and clothing of many kinds. They all come in a variety of colors and sizes. Browse our website at <http://nvsp.org/stor.shtml> for just what you are looking for.

If you have questions about the Ships Store, you can reach the manager of the Ships Store through the email address store@nvsp.org

Looking for a free a Vessel Safety Check?
Or want to become an examiner yourself?
Contact P/C George Nartsissov, ganh@verizon.net



Of Tars & Terns

The official publication of the
Northern Virginia Sail and Power Squadron
www.nvsp.org



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

Published ten months of the year—July/August and January/February issues are combined

Volume XLVII; Number 6: July/August 2013

EDITOR

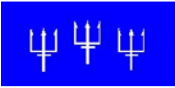
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Commander Sends . . .

Cdr. Richard P. Davis, AP

.... Continued from Page 1

Awards were presented to the following persons in the categories noted:

1. Life Membership qualification - Ronald Larson and Manette Lazear
2. Inland Navigator Certificate – George Nartsissov

Our congratulations and appreciation to the above for your efforts and contributions.

Looking forward. You can access the, D5 and USPS calendar of events on our website along with a lot of other important information such as courses and their dates. Note; the next General Membership meeting is 10 July. Our next Squadron event is the International Potluck Supper in October at FYC, we have tentatively selected either the 12th or 19th of October – put it on calendar.

Are you interested in a Summer NVSPS Rendezvous? Let me hear from you and we will try to set one up. In the past we have held them at a marina so that access was by land or sea.



Richard P. Davis
NVSPS Commander

Join the Fun, Share the Knowledge !



Executive Officer

Lt/C Richard Unis, JN

Hopefully by now everyone is enjoying some time on the water since boating season is in full swing. I've been out in the Chesapeake Bay several times (but not enough) on "Windspiration", a brand new Jeanneau Sun Odyssey 379 sailboat. My business partner (and fellow NVSPS member) Jeff Voudren and I are co-owners of the vessel. We bought a custom made Quantum asymmetrical cruising spinnaker sail for light air sailing in the summer on the Bay and have been busy getting it rigged properly so we can use our spinnaker bowsprit pole with a tack line that leads back to the cockpit. We're all set now and ready to sail...we just need a destination.

To solve our destination dilemma, I am currently working on plans for an NVSPS summer cruise. I am tentatively looking at the weekend of 9-11 August. I have heard a lot of favorable comments about the accommodations at the Chesapeake Yacht Club so I am coordinating to see if we can rendezvous there. I will provide an update as soon as I can finalize the details. It should be a lot of fun. Nothing beats some great camaraderie on the water!

We are still accepting donations for the Wounded Warrior Cruise on 14 September. The donations will go towards expenses for providing meals for the wounded warriors. If interested, please send your donations to Francis Williamson or our NVSPS Treasurer, Dave Hinkins.

Our Public Relations Chair position is still vacant. Please let me know if you are willing to assist me with this very important role.

Thanks and have a safe time on the water!

Contact Lt/C Rich Unis at 703-777-8378 or at skipperunis@gmail.com

Lt/C Rich Unis JN
NVSPS Executive Officer



Education Officer

Lt/C Sean P. Gallagher, JN

An editorial on the future of training within the U.S. Power Squadron

A letter was recently received from the National organization announcing the availability of the first online training seminar completed under the new working relationship between USPS and BoatUS. The seminar, Partner in Command, is the first in a long term effort to put all the training courses and seminars online. While USPS interest in this arrangement is in boosting USPS membership by attracting those who have an online presence but are not familiar with USPS, I'm not sure that their efforts will achieved the desired results. The online courses and seminars are anticipated to increase visibility and generate new contacts to recruit into membership, but in this largely virtual environment, I'm not too sure that this will occur. USPS National claims this process will make money for the Squadrons and USPS in general and that the online courses will provide a path to the Squadrons to those seeking on-the-water training. Well, that is true to some extent that is true, but it is the members, acting as instructors and ambassadors for the marine community that help convince new people to join.

Below is the response I provided back to the USPS/BoatUS Online Course and Seminar Training Chair:

Eileen,

I'm the current SEO for Northern Virginia Sail and Power Squadron and I felt compelled to respond to your most recent email.

I'm sure that someone has brought this up before but I must tell you that I have real concern for the future of the Squadrons if training is relegated to an online venue. I realize that online training capabilities have grown substantially in recent years especially for professional training organizations and institutions of higher learning but they are not interested in building long term memberships with their students. Online training doesn't connect the new non-member students to the squadrons and it also doesn't allow students to have a dialog with veteran boaters as they do in the classroom. Lastly, the movement to online training severs the primary revenue stream for the Squadrons. Yes, I realize that the OTW training will still be squadron operated activity for the on-the-water portion but I don't expect to see the same volume of students on the water that we were seeing in the classroom. Course depth and complexity will also become an issue for the some of the advanced courses as their concepts are harder to convey online.

In the end, I guess I don't understand the business model described by your text: "Targeted at boaters who are not familiar with USPS, the online courses will help us educate new people, increase our visibility among boaters, get new contacts for our squadrons to recruit for activity and membership, and make some money for our squadrons and USPS as a whole. Your squadron can take advantage of the opportunity to provide on-the-water training to students in your area who take the online version of Partner in Command."

In this design, the only training the squadrons would provide and be paid for would be the on the water certification. I understand that National intends to provide a stipend to the Squadrons for all students that enroll online and live in the Squadron area footprint but the dollar amount would be minimal.

It would seem to me that achieving our goal for increased and sustained membership will only come through a solid and thorough marketing and public relations effort. While they do have a defined marketing and public relations program at the District level, I see no evidence of the same at the Squadron level which is really where the growth of membership should be taking place. National and District need to invest in and inspect the membership, marketing and public relations programs at the Squadron level if they expect USPS to be solvent in the future.

Sorry for venting but I don't see that moving All the USPS courses online will help USPS stop the declining membership numbers.

Respectfully,

*Sean Gallagher
SEO, NVSPS*

I would suggest that if you agree with me on this topic, that you contact the Education Department at National (USPS.ORG) and voice your opinion. They can't ignore us all !!

Lt/C Sean Gallagher JN

NVSPS Squadron Education Officer



Secretary

Lt/C Mary-Jane Hinkins, S

Let's chat about newsletters for a moment. Just think of how many newsletters you receive. This depends; of course, on how many clubs organizations, schools, and church groups you belong. How many have gone digital? Do you read the mailed copy? Do you toss it? Do you file it away for future reference? Do you read the digital copies you receive or do you just hit delete?

Digital newsletters have many nice attributes such as more graphics and greater information detail. Digital requires no printing on the part of the sending party, and requires no postage. NVSPS has tossed around the idea of mailing out a quarterly copy or four a year of the newsletter; and the remaining six, emailing a digital newsletter or sending out a link to the newsletter on line. You then have the option of downloading it and/or printing it.

Why you might ask? Well everything boils down to finances. The cost of printing, mailing, and bulk license fees have not gone down in recent years. We have limited the amount of pages we are sending to keep the newsletter lighter thus less expensive for mailing, but just as informative. It's just an idea of course. No decisions have been made. What we need is your input. Would you be willing to send \$5.00 or \$6.00 more a year to receive all mailed copies? Or would you be just as happy with a mixture of mailed and digital copies?

Do you think NVSPS mails you too many copies? The newsletter is how we keep in touch and we do not want to lose touch with you! Really we would like to see and hear more from you. Whether that be at an activity, a meeting, or just through an email or note to tell us how you are doing. So send us your ideas and recommendations.

Include would you like more activities? What kind of activities: parties, pot-lucks, raft-ups, cruises, or meetings. How would you like to receive your newsletter? Let us hear from you so we might serve our membership better. You can email me at Secretary@nvsp.org

Lt/C Mary-Jane Hinkins, S

NVSPS Secretary



Guest Speaker

G. Jay Nelson

This month, as hurricane season is upon us, Jay will provide a presentation on hurricane preparedness to include locations to ride out the storm, docks at your marina, mooring lines and shore-side tie-downs, storm anchoring, and chafing protection.



Upcoming NVSPS Educational Courses

America's Boating Course

NVSPS Course Schedule

NVSPS Seminar Schedule

6-Aug-13	ABC-12	16-Jul-13	Piloting	20-Jul-13	Basic Weather and Forecasting
24-Sep-13	ABC-12	19-Sep-13	Advanced Piloting	20-Jul-13	Emergencies onboard
		20-Aug-13	Engine Maintenance	17-Aug-13	Marine Radar
		1-Oct-13	Marine Navigation Systems	17-Aug-13	How to use a chart

Contact **Sean Gallagher** at **703 548-5851** to register for a class

Hurricane Season - Are You Prepared?

The past several years have seen an overall increase in the quantity and intensity of hurricanes in the Atlantic region, and the NOAA Climate Prediction Center says the eastern seaboard should prepare for an “active or extremely active hurricane season.” For the six-month hurricane season, which begins 01 June and runs to 01 November 2013, NOAA’s 2013 Atlantic Hurricane Season Outlook says there is a 70 percent likelihood of 13 to 20 named storms with winds of 39 mph or higher. Of these storms, seven to 11 could become hurricanes with winds of 74 mph or higher. Three to six are forecast to become major hurricanes of Category 3, 4 or 5 with winds of 111 mph or higher. These ranges are well above the seasonal average of 12 named storms, six hurricanes and three major hurricanes.

Three climate factors that control Atlantic hurricane activity are expected to come together to produce an active or extremely active 2013 hurricane season.

- First, the current atmospheric climate pattern, which includes a strong west African monsoon, that is responsible for the ongoing era of high activity for Atlantic hurricanes that began in 1995 is expected to continue.
- Forecasters predict continued warmer-than-average water temperatures in the tropical Atlantic Ocean and Caribbean Sea, and
- The Eastern Tropical Pacific warming known as El Niño is not expected to develop and suppress Atlantic hurricane formation.

These oceanic and atmospheric conditions in the Atlantic basin, weaker wind shear with warmer Atlantic waters and conducive winds patterns coming from Africa, are expected to produce more and stronger hurricanes according to NOAA’s Climate Prediction Center. Forecasts for individual storms and their impacts will be provided throughout the season by NOAA’s National Hurricane Center.

With the images of Hurricane Sandy’s devastation fresh in our minds, and another active season predicted, it is important to remember that tropical storm and hurricane impacts are not limited to the coastline. Strong winds, torrential rain, flooding, and tornadoes often threaten inland areas far from where the storm first makes landfall.

What does this mean to the recreational boater in our area? Simply, if you haven’t been thinking about hurricanes this season now is the time to develop your hurricane plan and make preparations for the storms we will undoubtedly experience this coming season. Now is also a good time to review your insurance policy to thoroughly understand the coverage your insurance company provides under “Named Storm” or “Named Windstorm” (hereafter Named Storm).

Named Storm is a marine insurance policy term which is designed to provide more affordable boat insurance by preventing losses due to owner neglect or indifference to a pending storm. The Named Storm clause allows underwriters to increase the applicable deductibles (usually for hull and machinery, and personal effects) for losses “caused by a storm, cyclone, typhoon, atmospheric disturbance, depression or other weather phenomena designated by the US National Weather Service and/or the US National Hurricane Center where a number or name has been applied.”

The deductible for losses incurred in a Named Storm are increased, depending on the wording of your policy, by a multiplication factor (usually double) or a fixed increase of the percentage of the hull value of the vessel. For example; if the clause doubles the deductible, and your deductible is \$1,000, then claims arising from a Named Storm are subject to a deductible of \$2,000. If your deductible is normally a percentage of the hull value (typically 2% or 3%), the policy will have a Named Storm provision for higher a fixed percentage of 5% - 10%. In this case, a vessel insured for \$100,000 with normal deductible is 2% would see the deductible increase from \$2,000 to \$10,000. Even worse, some policies expressly exclude losses from Named Storms, which means any damage from such a storm will not be covered.

Usually deductibles for losses under the policy sections covering liability, protection and indemnity, uninsured/underinsured boaters and medical payments are not affected by Named Storms, but it is prudent to check these clauses. If these conditions are not covered you could be liable for property damage caused by your boat if it breaks free during the storm.

While the Named Storm deductible clause might seem financially onerous, it is designed to incentivize boat owners to take the reasonable and appropriate steps (as defined by the insurance policy) to protect their property. With the multiple early warning systems such as television, radio, newspaper, internet, marine weather radio bands and other sources, there is generally plenty of time to implement a hurricane plan to protect your boat.

BoatUS, USPS’ education partner and our Squadron’s host for our General Membership Meetings, is advising their policy holders that preparing your boat is the best way to avoid paying the full Named Storm Deductible should you incur a loss during a hurricane or tropical storm. BoatUS points out that even if you are not able to prepare your boat for a named storm, BoatUS program policies features Haul Out coverage to help with the expense of having a professional do the preparation and/or hauling.

The BoatUS website provides an excellent series of Seaworthy Hurricane Preparation Guides and downloadable Hurricane Worksheets that provide complete instructions on when and how to take action, what to expect during a hurricane and how best to recover in the aftermath. If you are a BoatUS member, you can sign up for Hurricane Advisory Alerts to receive email alerts straight to your email inbox, as public advisories are issued for your area by the National Hurricane Center. I encourage you to visit the BoatUS website at <http://www.boatus.com/hurricanes> for more information.





How to Choose a Prop

The ideal propeller selection for your particular boat is one that delivers full-throttle RPM within the engine manufacturer's recommended maximum RPM range. All engine manufacturers states the normal engine RPM range as a component of the engine specifications. Damage can occur to the engine if the prop size/ pitch allows the engine to operate above the manufacturer's specifications, or causes the engine to operate below the normal engine RPM. Smaller outboards come with all-purpose props that meet most requirements, and larger outboards (30+ HP), inboard/outboard or inboard boats are delivered by the dealer or the factory with props that have been properly matched for the most common usage. Generally, the prop part number, diameter and pitch, rotation (right or left) and shaft diameter are cast into the prop hub.

The first step in understanding props is to appreciate their various dimensions and specifications:

Pitch is defined as the theoretical forward movement of a prop during one revolution assuming there is no "slippage" between the prop blade and the water. All boats have this slippage and therefore the distance advanced is always less than the design pitch. The amount of slippage varies from boat to boat. However, if the prop was turned through a solid block of gelatin, a prop with a pitch of 19 would advance 19 inches in one rotation

Diameter is two times the distance from the center of the hub to the tip of the blade. It also can be looked at as the distance across the circle that the prop would make when rotating.

Rake is the degree that the blades slant forward or backwards in relation to the hub. Rake can affect the flow of water through the prop, and has implications with respect to boat performance. Aft Rake helps to trim the bow of the boat upwards, which often results in less wetted surface area and therefore higher top end speed. Aft rake props also typically "bite" better on ventilating type applications. Forward, or negative rake, helps hold the bow of the boat down.

Cupping is a technique that incorporates a cupped edge at the trailing edge of the prop blade. This curved lip on the prop allows it to get a better bite on the water. This results in reduced ventilation, slipping, and allows the boat to get up on plane easier. A cupped prop also works very well where the motor can be trimmed so that the prop is near the surface of the water. The cup will typically result in higher top end speed on one of these applications.

Number of blades on a prop is always a compromise. Increasing the number of blades will reduce vibration and improve the "holding" of the prop, but the increased drag will reduce top-end performance. For most marine engines a 3-blade prop will deliver the best overall performance, although larger boats (40+ feet) will typically have 4-blade props for additional bow lift.

Before you modify the prop(s) on your boat it is strongly advised you thoroughly understand the dynamics of boat props and do extensive research on your boat's performance before you spend a great deal of money on props that may actually do damage to your boat's engine. Having said that, the most important prop dimension you will need to consider is pitch. In most cases, prop diameter is limited by the manufacturer's design of the anti-ventilation plate on outboards and I/Os, or the shaft bracket on inboards. Typically, prop pitch is sized by two-inch intervals, example 17", 19", 21", etc., and a 2" pitch change will result in an average 300 to 400 full-throttle RPM change. Think of different pitch props as different gear positions in your car's transmission. Moving to a higher pitch prop will result in a decrease in your full-throttle RPM (high gear), and moving to a lower pitch prop and your full-throttle RPM will increase (low gear).

A final note on improper pitch causing cavitation, which is a phenomena of water vaporizing or 'boiling' due to the extreme reduction of pressure on the back of the prop blade. There is always some degree of cavitation during normal operation, but excessive cavitation caused by too low of a pitch can result in physical damage to the prop's blade surface due to the collapse of microscopic bubbles on the blade.



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