



# of TARS & TERNS



Volume XLVII Number 9

November 2013



## Mark Your Calendar

NVSPS Meetings and Events

### NOVEMBER 2013

#### 13 - General Membership Meeting

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

Speaker: To be announced.

#### 20 - Executive Committee Meeting

1930 - 2100: George Mason University office located at 4019 University Drive, Fairfax, VA

### DECEMBER 2013

14 - **Holiday Party** at the American Legion Post 177 located at 3939 Oak Street, Fairfax, VA

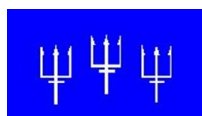
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A detailed Squadron calendar including all meetings and educational courses can be found on our web site [www.nvsp.org](http://www.nvsp.org)



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



## Commander Sends...

Cdr. Richard P. Davis, AP

Greetings everyone,

We had a very good annual International Potluck Supper in October. I want to take this time to thank Evelyn Aills, Cathy Sheffield and Sue and John Karjala for their taking the lead and making it a success. We had a good turnout, and the food was good.

Thanks to Jean Durgin, the annual Merit Mark submission has been made and accepted by National, so you should be seeing the results soon. My personal thanks to all who have contributed to our squadron over the past year.

The next USPS event is the District 5, Fall Education Conference, 22 through 24 November 2013. The key topic is membership growth. The venue, the Hyatt Regency in Cambridge MD, is excellent and well worth the effort to attend. If you are not interested in all the events there is a lot to do in the local area.

The next event will be our own Holiday Party in December. It will be at the American Legion Post 177 in Fairfax, VA on 14 December. Rumor has it that Mr. and Mrs. Claus will be joining us again with gifts for all.

Each of you should have received an invitation to contribute to the Flower Power Fund. On page 4 there is an invitation to all members to post a holiday greeting in the December

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## 100 Years of Service

Created on 2 Feb. 1914, USPS will mark 100 years of education, fellowship and community service in 2014. Based on the powerboat handling skills programs of businessman Roger Upton at the Boston Yacht Club in Marblehead, Mass., USPS offers boating education programs in cities and towns across the U.S., its territories and Japan. Today, nearly 40,000 members in more than 400 squadrons provide boating education in everything from seamanship and celestial navigation to marine electronics and engine maintenance.

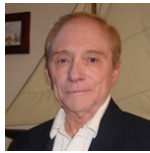




## Bridge Officers

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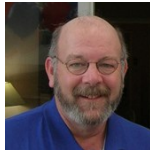
### EXECUTIVE OFFICER

Lt/C Richard Unis, JN  
703 777-8378  
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### EDUCATION OFFICER

Lt/C Sean Gallagher, JN  
703 548-5851  
education@nvsp.org



### ADMINISTRATIVE OFFICER

Vacant

*(Contact the Commander if you would like to help)*



### SECRETARY

Lt/C Mary-Jane Hinkins, S  
703 436-7931  
mjhinkins@msn.com



### TREASURER

Lt/C David Hinkins, S  
703 436-7931



### 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 Winterization Tips

For those of you that winterize your own boat each season you might be interested to know that the NVSPS website has our "NVSPS Winterization" Power Point Presentation on-line. This presentation serves as a good overview of the winterization process and will help you build a checklist for your own boat's winterization requirements. There is also a sample winterization checklist in a MS Excel file format you can download and modify.

**Looking for a free a Vessel Safety Check?**  
**Or want to become an examiner yourself?**  
Contact P/C George Nartsissov, [ganh@verizon.net](mailto:ganh@verizon.net)



### Of Tars & Terns

The official publication of the  
**Northern Virginia Sail and Power Squadron**  
[www.nvsp.org](http://www.nvsp.org)



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

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**Volume XLVII; Number 9: November 2013**

#### EDITOR

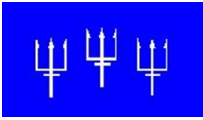
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## Commander Sends...

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Cdr. Richard P. Davis, AP

newsletter in exchange for a contribution of any amount to the NVSPS Flower Power Fund. Your wishes for the season that will be put into the next edition of the oT&T. Sorry, you are limited to three lines.

P/C G. Nartsissov and the VSC check crew are to be commended for their efforts this year. I believe at the last check we had about 127 surveys done.

The Fall season is here now, your yard and mine, is full of leaves, and your winterization process should be well along or complete. Not too late to be planning for the Spring launch.

We used to teach a course in the Power Squadrons called 'Skipper Saver' it was a 6 hour course for spouses that covered what a spouse would need to know if something like a heart attack occurred while on the water. Some of the items covered were CPR, radio use, use of fire extinguishers, some navigation, procedures for getting help, etc. Would you or your spouse be interested? If so please let me or our education officer know.

There will be a General Membership and EXCOM meeting in November. In December we will have the Holiday Party, you are welcome to bring any guests. D5 will have a representative there. The Holiday Party will cover the GM and EXCOM.



Richard P. Davis

NVSPS Commander

*Join the Fun, Share the Knowledge !*



## Executive Officer

Lt/C Richard Unis, JN

As you read this article, I am likely somewhere between Annapolis and Fort Lauderdale, FL delivering "Windspiration", a Jeanneau Sun Odyssey 379 sailboat, to the Dream Yacht Charter Base at Harbour Towne Marina in Dania Beach. Jeff Voudren and I co-own Windspiration and have her in a charter business in Annapolis. We decided to move her to Florida over the winter to generate some additional revenue to help offset expenses. We plan to keep Windspiration in Fort Lauderdale at least through early spring. That gives us a good excuse to go down there in February and sail her to the Keys or to The Bahamas for a week. Yes, I am finally "living the dream" by sailing south. Unfortunately I have to fly home in about two weeks and go back to work (I guess that's when I wake up from the dream). This was to be my first trip down the Intracoastal Waterway (ICW). The plan was for Jeff and me to leave Annapolis on November 2nd and sail to Norfolk. After a brief stop to fuel up, follow the ICW down to Cape Fear, NC and then jump offshore and down to Charleston, SC for a stopover before proceeding south to Fort Lauderdale (by way of the ICW and/or offshore). The intent is to sail offshore, but inside the Gulf Stream, as much as possible as the weather windows allow.

We have been preparing for this adventure most of the summer and have spent a lot of time ensuring we have necessary spares and additional safety equipment aboard (including a storm trysail, life raft, EPIRB, personal locator beacons, ditch bag, extra VHF radios and GPS units, fuel jerry cans, tethers, harnesses, lots of charts, cruising guides, the latest useful apps, etc). There were also some business related tasks to take care of to include a new charter agreement for the Fort Lauderdale base, new insurance policy that covers named storms, ensuring all maintenance actions were completed before the trip, etc. In addition, we attended a seminar on the "Secrets of the ICW", sponsored by SAIL magazine, at the US Sailboat Show in Annapolis in October. It was extremely valuable to get tips from those who write the guides and frequent the ICW. One thing we've learned is that it takes a lot of planning to make a trip like this a success. I even dusted off and reviewed my USPS Cruise Planning book to ensure I didn't miss anything critical. I will let you know whether we planned well enough when I return. I'm sure I'll have a few lessons learned to share. Stay tuned...

*Continued on Page 6*



## Education Officer

Lt/C Sean Gallagher JN

Well it's nearly time to winterize those boats and prepare for the winter season. Winter is a great time to brush up on your nautical knowledge by enrolling in one or more of our courses and seminars. Below is the proposed schedule for Nov 13 – Apr 14. These are in the process of being loaded to the national site. Don't see what you need, just ask as we still have some open spots on the calendar.

Have friends? Invite them to participate. We need a minimum number of students enrolled in each course in order to make the course viable

Got questions, email them directly to seo@nvsp.org

Lt/C Sean Gallagher JN

NVSPS Squadron Education Officer

seo@nvsp.org



### Upcoming NVSPS Educational Courses

#### America's Boating Course

26 Nov 13	ABC-12
07 Jan 14	ABC-12
18 Feb 14	ABC-12
08 Apr 14	ABC-12

#### NVSPS Course Schedule

12 Dec 13	Cruise Planning
17 Dec 13	Piloting
16 Jan 14	Engine Maintenance
27 Feb 14	Advanced Piloting
04 Mar 14	Marine Electrical Systems
20 Mar 14	Seamanship

#### NVSPS Seminar Schedule \*

23 Nov 13	Mastering the Rules of the Road
23 Nov 13	CHF/DSC Marine Radio
14 Dec 13	Anchoring
14 Dec 13	Using GPS
11 Jan 14	Knots, Bends and Hitches
11 Jan 14	Boating Lakes, Rivers and Locks
8-Feb-14	Basic Weather and Forecasting
8-Feb-14	Emergencies onboard
8-Mar-14	Marine Radar
8-Mar-14	How to use a chart

\* Saturday classes

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

### Send a Squadron Holiday Greeting

Each year squadron members are invited to post personalized holiday messages in the December issue of 'of Tars & Terns in exchange for a tax deductible donation of any amount to the Flower Power Fund. Whether on paper or on our web site, our December newsletter will spread holiday cheer to all. Please send your 3-line message with a check payable to **NVSPS/FPF** by **01 December 2013** to FPF Chair Dick Durgin in order to meet the newsletter deadline.

The Flower Power Fund was established in 1988 by Dr. and Mrs. Lloyd Hazelton to support NVSPS activities and has grown from \$5,000 to over \$24,000. Under its terms, only the interest earned by the fund may be spent. In recent years, it has been used for educational equipment (computers, projectors, sextant, etc.). Your support of the Flower Power Fund advances the mission of NVSPS.

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My Holiday Greetings (3 lines)

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Name: \_\_\_\_\_

Email: \_\_\_\_\_

Donation Amount \$ \_\_\_\_\_ Note: Please

make check payable to NVSPS and mail to P/C Dick Durgin

**308 George Street, SW, Vienna, VA 22180**

Please Join Us  
for  
**Northern Virginia Sail and Power Squadron's**  
**Holiday Dinner**

**Saturday, 14 December 2013 from 1800 to 2300**

at the  
**The American Legion Post 177, 3939 Oak Street, Fairfax, VA 22030**

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**1830: Social /Cocktails (Commander's Locker & cash bar)**

Free martinis and manhattans, Soda/setup: \$1.00 per glass; Beer & Wine at Legion Prices

**1930: Dining**

Delicious Ham or Chicken Cordon Bleu, Salad, Green Beans Almandine, Mixed Vegetables, Potatoes Au Gratin, Rolls, Dessert, & Coffee

**2030 to 2300: Music and Socializing**

**Santa and Mrs. Santa – FUN!**

**Just \$35.00** (\$40.00 at the door) **per person for an evening of Holiday Celebration.**  
**Bring your friends and relatives – all are invited! Space is limited, so sign up early.**

**Share the holiday spirit! We will be sponsoring Toys for Fisher House again this year, so please bring an unwrapped toy for donation to a child in need.**

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**NVSPS Holiday Dinner Reservation**

Name: \_\_\_\_\_

Phone Number: \_\_\_\_\_

Name: \_\_\_\_\_ Spouse: \_\_\_\_\_

Guests: \_\_\_\_\_

\_\_\_\_\_ persons X \$35.00 each = \$ \_\_\_\_\_ Total

**NOTE:** Please make your check payable to NVSPS and mail it with this form prior to 23 November 2013 to: **Cathy Sheffield at 200 N. Pickett #512, Alexandria, VA 22304-2125.**  
**Questions?? Call 703 370-4331 or carney1227@aol.com**



## *Secretary*

Lt/C Mary-Jane Hinkins, S

As we took to the river to start a 10 day vacation to the C&D Canal (a vacation we planned to take now for two years, but life kept getting in the way) we were excited and we were stoked. No thought to the previous engine issues of my last article. Off we went. Lord Stanley was up on plane and life seemed awesome. We planned to make it to Kinsale, Virginia that night. We would fill up nearby and then head up the Chesapeake, stop at St. Michaels, then northward to the C&D canal and off to Chesapeake City. From there if time permitted, we would head to Baltimore for 2-days. It was a magnificent day. Not too hot, no rain, a clear sky, few boaters on the river, and a few crab pots. We dashed past Tim's, the power lines, past Tim's Two and past the 301 Bridge then around Maryland Point. Then ah beauty speed and peace were all shattered by an alarm. First a brief short 2-second alarm. Did we really hear it? Maybe not. So off we went again just a little slower, then again an alarm. Now each alarm sounds the same and comes from the helm. Was it the port engine? Was it the starboard? Who knew? The temps were good; the oil pressure good, gas was low but still good. Nothing. We stopped. Dave opened the engine hatch and checked the engines, belts, fluid level, and all seemed well. We started out again and another alarm. This one long and deafening. We shut down the port engine and the alarm stopped. We decided it would be prudent to turn around and limp home on the starboard engine. We made it to Mathis Point just past the 301 bridge, before we decided it was too dark to continue. I mean there were more crab pots in the dark. They just seem to be nocturnal. We spent a nice evening, relaxing and trying not to worry sipping ice cold beer. We anchored well and we slept soundly. Next morning we had bagels and salmon and coffee. Brought up the anchor started the engine and nothing. I mean nothing. Nothing started. Nothing sputtered. We placed a call to the mechanic, but got his voice mail of all the luck. There we sat two engines and dead in the water. Hmm. Dave fussed and checked the batteries and engines. We also found the fridge was not running, and here I was with 10 days' worth of food!

We waited a bit then called the Tow boat. It took two separate tows and a full day to get us back up the river and too our mechanics marina, and not to mention \$1400. Thank fully we had insurance. Hopefully it will pay the full tow. There of course is more to the story but it will have to wait for another month. I am late with my story yet again.

Remember to come to the Christmas/Winter Dinner in December. See you there!

*Lt/C Mary Jane Hinkins*

*NVSPS Secretary*

*mjhinkins@msn.com*



## *Executive Officer*

Lt/C Richard Unis, JN

*....Continued from Page 3*

I'm sorry to say I'll miss the NVSPS General Membership Meeting in November since I won't be back yet from Fort Lauderdale. One thing I wanted to mention is that we're going to make a concerted effort at advertising our boating courses to the public so we can reach individuals and potential new members for the Squadron. The stepped-up advertising will likely take the form of print media, posters, flyers and other targeted advertising to the boating community.

Thanks and good luck with your boat winterization (sorry, couldn't resist rubbing it in a bit)! Contact Lt/C Rich Unis at 703-777-8378 or at skipperunis@gmail.com

*Lt/C Rich Unis JN*

*NVSPS Executive Officer*

*Skipperunis@gmial.com*



# Recognizing NVSPS Support



## Vessel Safety Examinations

The Squadron Vessel Examiners (VEs) again provided their valuable service by contributing to higher vessel safety on the water. The squadron VEs performed over 127 Vessel Safety Checks (VSCs). We had four organized events at locations such as Herrington Harbors North and South, Fairfax Yacht Club, Old Dominion Yacht Club and the Alexandria City Docks. In addition the VEs performed individual VSCs at various locations. There are still opportunities to perform additional safety checks. USPS National closes their recording of vessel exams on 30 November.

The VSCs are voluntary checks on safety items. Most of the items on the check list in fact are required by law and the absence of an item during a boarding by the USCG or a state Natural Resources official can result in a citation and a fine. It just makes good sense to go through the voluntary check and if you get a "yes" in all the required items, you receive a VSC decal that is displayed on the Port side of your vessel. Although not a guarantee you may avoid a boarding or at least if boarded an abbreviated check.



The items checked during a VSC include: valid boat registration, proper display of registration numbers, personal flotation devices (life vests), visual distress signals (flares), navigation lights (functional), fire extinguishers, oil and pollution placards, ventilation and flame arrestors (gasoline engines).

The squadron just completed another successful Wounded Warrior Cruise on 14 September. The squadron requires that all skippers participating in the WWC undergo a VSC. The Fairfax Yacht Club, by our recommendation, required all its skippers participating in their WWC to have a VSC. NVSPS examiners performed the VSCs.

### NVSPS Examiners:

Gale Alls (23)\*; George K. Degnon(0); Dave Hinkins(13); Norbert P. Hymel(12); George Nartsissov(29), Robin A. Roberts(14); John A. Shivik (6); John C. von Senden(3); Francis T. Williamson(27), In addition: Ann Nartsissov assisted at all VSC events by handling the registration and VE coordination.

Thanks again to all the Examiners for a great contribution to boating safety!

*\* Number indicates VSCs performed.*

P/C George Nartsissov, AP  
Squadron Vessel Safety Examiner Chair



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## 2013 Merit Marks

A big thank you to everyone who pitched in to do the work of NVSPS during 2013. Those whose service rose to the substantial level and therefore received Merit Marks are: Evelyn Alls, Gale Alls, Tom Ballew, Dwight Bues, Kim-Kwok Chu, Richard Davis, George Degnon, Jean Durgin, Richard Durgin, J.J. Fitzgerald, Sean Gallagher, Alan Hart, Dave Hinkins, Maryjane Hinkins, Norbert Hymel, Sue Karjala, John Karjala, Ron Larson, Manette Lazear, Walt Lazear, Tom Martin, Ann Nartsissov, George Nartsissov, G. Jay Nelson, Ed Phillips, Robin Roberts, Keith Segerson, Cathy Sheffield, Ming Sheu, John Shivik, Rich Unis, Robert Van Buskirk and Francis Williamson.



## Boating Tips

### Good Reasons to Frequently Clean your Own Boat

While it is certainly not a chore that boat owner's typically relish, cleaning your boat by hand every so often is an excellent preventative maintenance procedure. I can tell you from firsthand experience that while cleaning my boat I have come across dozens of minor problems that left unchecked would have become significant maintenance issues. Recently while washing my boat I noticed the caulk around my forward deck hatch was starting to deteriorate; very common on a 15 year-old boat. Left unchecked, this would have leaked water into the forward berth, or worse, into the fiberglass top-cap and potentially delaminated the fiberglass.

Regularly washing your boat and carefully examining its fiberglass surface, hand rails, deck cleats, canvas snaps and the myriad of other aspects of the boat is a great way to methodically inspect your boat. This is way I personally clean my boat, even though the prospect of having to spend at least half of a boating day not on the water never is appealing to me.

So what are we looking for? Well some things are pretty much no-brainers. When you clean rails or cleats you get a good insight into their overall health including the condition of the fasteners that hold them in place. If the rail wobbles or feels loose, the backing nuts need to be tightened under the stanchion bases, or the bedding compound needs to be redone; worse is the rail itself is beginning to deteriorate and needs replacing.

Cleaning your boat's vinyl upholstery will help you to spot, and more importantly stay ahead of, mold and mildew. Clean the carpets in your boat for the same reasons, as mold and mildew can form under carpets (especially between the carpet and the deck with snap-down carpet). Not spotting, or just ignoring, mold and mildew can permanently stain your carpet, upholstery and even the fiberglass decking.

Cleaning your canvas and then protecting it with a water-resistant treatment gives you the opportunity to inspect the thread for UV damage and the snaps and/or grommets to make sure they're not deteriorating. Small tears in the canvas or seams coming apart can usually be quickly repaired before they become major issues. You should also inspect your snaps and zippers to make sure they have not corroded and are now impossible to snap, zip or unsnap. Frequent applications of a silicone grease will make them both easier to work and protect them from the elements and significantly extend their serviceable life.

While you are washing the hull and deck, look for stains below scuppers and through-hull fittings. Stains as a result of rust, oil/grease, antifreeze and the like indicate whatever is attached to that fitting needs maintenance attention. Look for small chips in the gel coat that can easily be repaired with gel coat patching material before they become major fiberglass issues.

So next time the boat needs a thorough cleaning, consider passing on a professional service and clean the boat yourself. You might be surprised at what you might discover about your boat, and arguably, you get some good exercise out of the deal as well.

G. Jay Nelson

### Winterization Questions:

**Can I leave the old oil in my engines until the spring and change it then?** - This is not a good idea because in addition to oil just getting dirty, the combustion gases that blow by the piston rings contain sulfur, which mixes with water vapor to create sulfuric acid. Allowing sulfuric acid to remain on metal engine parts for prolonged periods of time will accelerate corrosion. It is best to change your oil before you lay the boat up for the winter, and always change your filter with each oil change.

**Which is best, having the fuel tanks full or empty during winter storage?** - Conventional wisdom always told us to store the boat with full fuel tanks to prevent condensation during the winter lay up. The fact is the total air volume in even large tanks, and the dry air during the winter, does not produce enough condensation to be a factor. So this is a personal preference. But, if you leave fuel in the tanks be sure to add the proper amount of fuel stabilizer/biocide to maintain the fuel's octane level over winter.

**Can I just use a marine-grade electric heater in the bilge instead of winterizing my boat?** - Perhaps, but it is very risky. In very cold temperatures the heater may not keep all compartments in your bilge above freezing, allowing things with low freezing tolerances (like water lines) to freeze. More important, if the marina loses power or a circuit breaker trips, you have no winterization protection at all until the power is restored. At the wrong time of the winter this can be very expensive.

**Do I really need to fog my engines for the winter?** - Fogging engines has nothing to do with preventing engine component from damage due to freezing temperatures. It is moreover a corrosion prevention technique to prolong the life of your engines. Fogging the engines as they shut down leaves a thin film of oil over the piston heads, intake manifold and valves and carburation/injection system. This prevents rust and corrosion from developing while the engines are laid up over the winter.

G. Jay Nelson