



# of TARS & TERNS



Volume XLVII Number 5

June 2014



## Mark Your Calendar

NVSPS Meetings and Events

### July 2014

- 09 General Membership Meeting**  
1900 - 2100: BoatUS Headquarters; 880 South Pickett Street, Alexandria, VA  
*Speaker:* to be announced
- 19-20 Potomac River Cruise**  
Details to be announced
- 23 Executive Committee Meeting**  
1930 - 2100: 4031 University Drive #200  
Fairfax, VA 22030

### August 2014

**No General Membership Meeting**

- 8-10 Chesapeake Bay Rendezvous**  
Harrington Harbour South

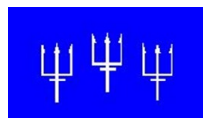
### September 2014

- 10 General Membership Meeting**  
1900 - 2100: BoatUS Headquarters; 880 South Pickett Street, Alexandria, VA  
*Speaker:* to be announced
- 13 Wounded Warrior Cruise**  
Patuxent Naval Air Station, West Basin Marina
- 23 Executive Committee Meeting**  
1930 - 2100: 4031 University Drive #200  
Fairfax, VA 22030

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. Rich Unis, JN

It was with great sadness that I learned of the passing of Past Commander Richard Davis, AP earlier this month. I was grateful to have served as his Executive Officer last year. He prepared me well for Command by ensuring I was aware of all of the administrative duties that went along with Squadron Commander. I will certainly miss his sailing stories of his beloved Hinckley yacht. Please continue to keep his wife Irina in your thoughts and prayers. Burial is planned for Arlington Cemetery later this year. I will keep you posted when I learn the date and time.

I am rescheduling our Chesapeake Bay rendezvous for early August. I wasn't able to secure transient slips at Herrington Harbour South for June 28th.

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### USPS Captain in a Box Series

Interested in obtaining your USGC Captain's License? USPS offers six versions of "Captain in a Box" training packages that are designed to provide you with everything you need to know to pass your US Coast Guard license for the Six-Pack license, or the 256/50/100 Ton Master's Captain License. There are also packages to upgrade a Six-Pack license to a Masters license, renewing your license, and obtaining Assistance Towing and Auxiliary Sailing endorsements. These courses are a fun and easy way to obtain your USGC license. For more information, visit <http://www.shopusps.org/page33.html>





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**EXECUTIVE OFFICER**  
 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. on the second Wednesday of each month except for the months of August and December. 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.

**USCG 2013 Boating Safety Statistics**

- 11,993,067 registered boats, a 0.9% decrease from 2012
- 4,062 accidents; 560 deaths; 2,2620 injuries
- Fatality rate was 4.7 deaths per 100,000 registered vessels, which was a 13% decrease from 2012 (5.4 per 100,000)
- 77% of deaths were from drowning, 84% with no PFD
- Only 13% of fatalities occurred where the operator had taken a NASBLA-certified course, and 20% with other instruction
- 80% of drowning occurred aboard vessels less than 21 feet
- 84% of accidents: operator inattention, improper lookout, operator inexperience, speed and machinery failure
- Alcohol use was the leading factor in fatalities
- Most common vessels involved in accidents: open motor-boats (46%), personal watercraft (18%), and cabin motor-boats (17%)



**Boat Smart  
 Boat Safe**



**Of Tars & Terns**

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



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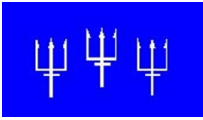
Of Tars & Terns is published ten months of the year—July/August and January/February issues are combined - Jan/Feb, May, Aug and Nov issues are printed and mailed to NVSPS members, all other issues are published online at NVSPS.org

**Volume XLVII; Number 5: June 2014**

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## Commander Sends...

.... Continued from Page 1

Cdr. Rich Unis, JN

Details will follow as soon as I can get the slips reserved. I think it will be a fantastic time for Squadron members to get together for some camaraderie. I'm sure it will be hotter than blazes by early August so being plugged into the marina power grid will be welcome for nice cool air conditioning aboard. We'll be having dinner ashore so everyone who wants to can participate.

I recently had the opportunity to introduce my 18 year old nephew from Texas to sailing on the Chesapeake. This was his very first time on a boat. It wasn't long before he was at the helm and having a great time trying to maintain a constant heading. We sailed up the Rhode River and anchored on the southeast side of Big Island, where we fired up the grill and grilled some hamburgers before going for a refreshing swim. It took a little coaxing to reassure my nephew that he didn't need to worry about sharks. I think he's hooked on sailing now! After a full-fledged week of sightseeing in the Washington, DC area, I asked him what he would want to do if he had one more day before heading back to Texas. He immediately said "go sailing again". Too bad he won't be around all summer. Maybe next year if he gets an internship in the area. It was really enjoyable to take him out on the water so he could experience boating. He commented that it was very relaxing. I encourage you to seek opportunities to introduce new people to boating, either on your boat or just by telling them about our America's Boating Course and introducing them to the Squadron.

I just want to remind you that Past Commander Francis Williamson, AP is still collecting donations for the Wounded Warrior Cruise, which is fast approaching. It will be held on September 13, 2014 at Pax River Naval Air Station. More to follow...

Don't forget that our next General Membership meeting will be held on July 9th at BoatUS Headquarters. I hope to see you there! That will be our last meeting until September 10 – right before the Wounded Warrior Cruise.

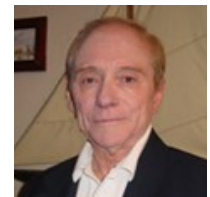
Be safe on the water this summer and have fun! Try out some new marine apps and share your thoughts on them.

**Lt/C Rich Unis JN**  
NVSPS Commander  
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Fair winds and following seas



## In Memory of a Fallen Comrade



Richard Paul Davis, NVSPS Commander for the 1013/2014 Bridge, passed away from a sudden illness on Thursday, 12 June 2014. Richard joined USPS on 29 March 1996 as a member of the Attleboro, Massachusetts squadron (District 14). In addition the Attleboro Squadron, Richard had been a member of Rockville Sail and Power Squadron and Northern Virginia Sail and Power Squadron. At the time of his passing he was a member of the National Membership Committee and the National Member Squadron Development Committee for 2014. He is listed as P/Stf/C. He was a USPS member for 18 years with 18 merit marks and achieved the grade of Advanced Pilot.

Richard was born on 17 February 1938 in Brooklyn, NY and grew up in Pensacola, FL. He had a 20 year Air Force career and over 30 years focused within DOD and Federal agencies in program management and business development for IT programs. Membership in the United States Power Squadron was an important part of Richard's life. Richard had a lot of friends throughout all his life, beginning from high school, military and professional career, boat club, and home owners association. He was patriotic, optimistic, loved animals, nature and had a great sense of humor. Richard is survived by his wife Irina Davis, his brother Harry (Donna) Davis of Florida, and his Goddaughter Maria Marshakova of Toronto, Canada. He was loved and will be missed. To honor Richard's wishes and respect his personality the family will hold a private celebration of life service. A public graveside service will be held at Arlington National Cemetery at a later date.



*Join the Fun, Share the Knowledge !*



## *Education Officer*

Lt/C Ed Phillips, AP

Before I get on with the business of boating education in the Northern VA Sail and Power Squadron (NVSPS) I would like to offer my condolences to the family of P/C Richard P. Davis. As most of you are aware Richard passed on Thursday, June 12. The USPS and NVSPS was a big part of his life. Although I did not know him personally he was an acquaintance since I joined the NVSPS in 2002. I was in the Instructor Development and Squadron Operations classes that he taught. Richard was also responsible for encouraging me to step up the Cooperative Charting Chairmanship which I did. These are memories of someone who touched my life in small ways just by being a member of the NVSPS. That is something for all of us to value and reflect on – the irreplaceable value of our acquaintances and friendships within the Squadron. Yes, it is like a family with both the joys and the squabbles, those are also to be appreciated. Richard will be missed.

Now on to the topic of boating education. As I am sure most of you are aware, there are advanced grade courses beyond the basic boating (ABC) class within the United States Power Squadrons (USPS). They are the core courses; Coastal Navigation consisting of Seamanship (S), Piloting (P) and Advanced Piloting (AP); and Offshore Navigation consisting of Junior Navigator (JN) and Navigator (N). A second set of courses would be the elective courses such as Weather, Engine Maintenance, and Marine Electronics to name a few. A third set would be the seminars. USPS seminars are 2 ½ hour refresher courses on specific topics such as, Anchoring, Radar Navigation, DSC use and on-board weather forecasting.

The USPS was founded in 1914 to educate the captains of the new steam powered yachts. Education has always been the mainstay of the USPS and the NVSPS. We continue with that mission today. What is your part in our mission of education? Student, teacher or both? There is a need for everyone to participate; both for those who need boating skills and knowledge and for those who have the experience. Sharing your skills and knowledge is a vital part of education. As listed above, there is a course for everyone at all levels of learning and skill.

The first course to be offered in the fall will be Seamanship. The USPS website describes the Seamanship class as follows; “The Seamanship 2012 course is the next step after completing America’s Boating Course, 3rd Edition (ABC3), taking the knowledge and skills learned there and expanding and extending them with this newly updated edition. Or make Seamanship the first step into building boating confidence and competence for safe and fun on-the-water adventures. Seamanship 2012 presents material applicable to both power and sail, covering such topics as the construction and functioning of a boat, the skipper’s responsibilities, preparing the boat for use, handling and maneuvering a vessel under various conditions in close quarters and on the open water, rules of the road, anchoring, emergencies, and marlinspike/basic knots. The Appendices cover boating into the waters of Canada and Mexico, the effects of weather on the boater’s health, and general information on obtaining a US Coast Guard captain’s license. It is suggested that Seamanship be scheduled over nine two-hour class sessions, one session for each chapter and one session for the closed book exam graded by USPS Headquarters.”

Sound interesting? It sure does! This class will prepare you for the succeeding navigation courses and give you an opportunity to practice your skills in the pleasant fall weather. When the class dates are firmed up, they will be posted on the NVSPS website.

If you are interested in teaching this class or mentoring a student in this class, please let me know. Experiencing goes a long way toward safety.

We will also be presenting the cruise planning course at a time to be determined. That date will also be posted on NVSPS website calendar when the date is confirmed.

**Lt/C Ed Phillips, AP**

*NVSPS Squadron Education Officer*

*seo@nvsp.org*

### ***Brain Teaser***

Question: If your sailboat has a radar antenna 26 feet (7.9 meters) above the waterline, and another sailboat is approaching you with a radar reflector 50 feet (15.2 meters) above the waterline, what is the distance you will first spot the approaching boat if you have a 24 nautical mile radar unit? Answer on Page 8



## Secretary

Lt/C MaryJane Hinkins, P

What a great day on the river; high 70's, cool breeze, and blue sky (yup blue sky) I was amazed. The river was pretty flat and other boat traffic was light, but the serenity of the river did not last too long when what is that noise I hear, stopped in someone else's wake: I tilted my ear toward the helm, then Beep ...Beep and again a minute later.... Beep....Beep and no where on the river was there a little Nash Rambler. Believe you me I looked and I looked hard for that Nash, but no again ... Beep... Beep the alarm went beep...beep, and the starboard engine seemed to roughly coughed and stopped. Tried to restart the engine but again once out of idle the engine died. After several tries to get the engine running smoothly out of idle, we turned it off and limped home on the Port Engine.

Yes another repair but what could it be? We of course as always turned to, you know, those trusted seasoned boaters at NVSPS and to the web.

I brought up the Trusty search engine I prefer to use Chrome and Google, (why does Ask and Bing keep coming up when all I ever want is Google). Go away Bing and Ask I did not want you today! Thus I got Google up and searched on Merc 4.3 Engine 2 beeps every one minute. Boy how many hits are there! It seems like every boat with a Merc Cruiser has had this issue. Problem: Merc Cruiser 4.3 MPI engine does not start, idle or is beeping twice every minute. Yup exactly what I asked Google. One website (address listed at the end of the article) told us that there are 32 things that could be wrong. Wow. Really 32? Geez. Hey how come they couldn't have a different number of beeps for all these issues? You know, one short one long or 2 short, or two long, you could have two really short, or two really long, you get the jest. Course fitting in 32 beeps in a minute might be unrealistic and get easily board, and would have to recount and recount to know if it were 30 beeps or 31 or 32. I was of course lost after the first 10 reason so below are the top 11 possible causes for two Alarm beeps every 60 seconds:

- |                                    |                                                         |                                               |
|------------------------------------|---------------------------------------------------------|-----------------------------------------------|
| 1) IAC                             | 2) MAP                                                  | 3) MAT                                        |
| 4) knock sensors.                  | 5) open/short in the engine coolant temp circuit        | 6) open/short in fuel injector wiring circuit |
| 7) open/short in oil PSI circuit,  | 8) open/short in exhaust manifold cooling temp circuit, |                                               |
| 9) open/short in sea pump circuit, | 10) open/short in throttle position circuit             | 11)CAM                                        |

Several websites including Merc listed the top issue being IAC: or Idle Air Control which is designed to adjust the engine idle RPM speed by opening and closing an air bypass passage inside the throttle body.” Okay I understood it adjusts the air flow. Dave understood the rest. Ask me about operating systems, my grandkids, or cooking; anything but throttle bodies. This met something to Dave Not a lot to me but the next part of the Q&A said a lot to me “Pay your mechanic to fix the problem for you which could cost \$300 or more to fix it for you, or do it yourself, for about \$100.” The mechanic on the web stated that “It's less than a one hour project the first time you do it, “ He, the mechanic, went on to suppose you will feel like you accomplished something fantastic, and you will at least know where this part is if it happens far from your home port or trusty boat mechanic. My thoughts carry a spare if this fixes the issue. I of course was skeptic, Yap really an hour really lol. Nothing is \$100 on the boat and little seems to take less than an hour to fix. It takes us an hour just to get into the engine compartment then acclimated to the job at hand. Dave said it sounded familiar and sure enough when we looked at our mechanic's bill for the port engine last year he had replaced the IAC. So number one on the web became our starting point.

Oh I failed to mention that there was also a test and our boat, Lord Stanley, seemed to agree with the web. You take the boat out of gear by pressing the button on the throttle at the helm and manually control the throttle you are able to start the motor and keep it going, but once you pull the throttle out of idle the motor dies, the issue is most likely you're IAC.

Parts you will need:

- IAC Valve Idle Air Control, Mercury
- We reused our Gasket, Mercury
- Possible IAC Filter ( our engine doesn't seem to have - Purchased at Marine Engine Parts on line for about \$98)
- Check your AC muffler filter (Replace if need be) and make sure the Flame Arrester is clean. Tools we needed:
  - Open end wrench, size #10 metric to remove and reinstall the flame arrester
  - Allen wrench set to remove and reinstall the IAC
- Remove your flame arrester. To do this remove engine cover knob, engine cover, stainless nuts (I think there were 3), cover mount bracket and then the flame arrester On top of the engine is the IAC. It's also under the area of your flame arrester, but not inside the air intake and might be painted black like the rest of the engine. The replacement part will probably be silver paint it black if you like.
- Unplug the wires at the IAC tip then remove the screws with the Allen wrench, take off the old IAC make sure you have checked the gasket, then remove and replace the IAC with a new one.

Wow, the whole job maybe took 20 minutes. If that long. I was amazed. Thanks Mechanic Dave for the great job!

<http://www.mercurymarine.com/parts-and-accessories/parts-catalog/>

if you want all 36 reasons: <http://www.thehulltruth.com/boating-forum/281419-mercruiser-5-0-mpi-2-beep-1-min-pause-alarm>

**Lt/C Mary Jane Hinkins**

NVSPS Secretary

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## Northern Virginia Sail and Power Squadron Upcoming Event

### ***A tour of the 81 foot research vessel the Rachel Carson***

In 2008 the University of Maryland Center for Environmental Science (UMCES) christened the research vessel Rachel Carson. Named in honor of the world renowned marine biologist and nature writer, the Rachel Carson is specifically designed to conduct research in the Chesapeake Bay.

In addition to her shallow draft, the Rachel Carson is specifically designed to provide a solid foundation for decades of service to UMCES scientists. She is powered by twin 1,200 horsepower diesel engines paired with jet outdrives that allow her to move at a speedy 24 knots.

A state-of-the-art dynamic positioning system allows the vessel to "hover" motionless over one spot regardless of wind and current. A trio of powerful winches allows scientists to launch and retrieve multiple buoys and sampling devices over the side or stern.

Built-in electronic sensors will continuously measure the Bay's water quality, biology and currents whether underway or on station.

The *Carson* has been used to collect water quality samples; to tow plankton nets; to conduct box coring operations; to deploy a data buoy; to ground truth aircraft deployed instruments and as a platform to teach undergraduate and graduate students estuarine sampling techniques.

All NVSPS members are invited to tour the Rachel Carson docked in Solomons, MD on Friday, 03 October 2014. The free tour will be conducted by Michael Hulme, Director of Marine Operations, Center for Environmental Science, University of Maryland. See <http://www.umces.edu> for more information about the vessel. After the tour, everyone is invited to have lunch together at a Solomons Island restaurant (separate bills).

If you think you might be interested in participating, please email P/C Dick Durgin at [rjdurgin@aol.com](mailto:rjdurgin@aol.com) now so that we can make plans based on the number of potential participants.



### **Join Us for a Fascinating Tour of this Remarkable Vessel**

**Friday, 03 October 2014**

**Additional Details (time, car pools, restaurants, etc.) will be announce in upcoming 'O Tars and Terns**

Contact: P/C Gale Alls      [galeandev@aol.com](mailto:galeandev@aol.com)

P/C Dick Durgin      [rjdurgin@aol.com](mailto:rjdurgin@aol.com)

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### ***Did you know... Interesting facts about the oceans***

- Life began in the ocean 3.1 billion to 3.4 billion years ago, which life on land appeared approximately 400 million years ago - making land dwellers' time on Earth less than 12% of their ocean counterparts.
- An estimated 50-80% of all life on earth is found under the ocean surface, contains 99% of the living space on the planet, and less than 10% of the oceans have been explored by humans
- The average depth of the ocean is 3,795 meters, and the average height of the land is only 840 meters.
- The oceans cover 71% (and rising) of the Earth's surface and contain 97% of the Earth's water.
- Less than 1% of the world's fluid water is fresh; the remaining 2-3% is contained in glaciers and ice caps.
- 90% of all volcanic activity occurs in the oceans.
- The top ten feet of the ocean hold as much heat as the entire atmosphere

## *Sea Scout Ship 1942 "Dragonlady" Honored*

Sea Scout Ship 1942 'Dragonlady' Honored with 2014 BoatUS and the Sea Scouts, BSA National Flagship Award

BoatUS and Sea Scouts, BSA recognizes Sea Scout Ship 1942 'Dragonlady' of Arlington, Virginia of the National Capital Area Council as the recipient of the 2014 BoatUS and the Sea Scouts, BSA "National Flagship" Award. It is presented in recognition of excellence in program quality, youth achievement, and adult commitment. It is these attributes, as reflected by 'Dragonlady' and its exemplary program of seamanship and youth development, that they were honored with this award.

A heartfelt congratulation goes to Ship teen Boatswain Philip Whittlesey (AP), their Skipper Tom Ballew (AP), and the dedicated Dragonlady crew and the many adult volunteers of their committee. The S.S. 1942, Dragonlady name has been inscribed on a perpetual trophy now on display at the National Scouting Museum in Irving, Texas. An identical trophy will be presented to the ship's leadership at an appropriate public gathering within the Scout Council.

The "2014 National Flagship" award is Sea Scout 'Ship 1942' third time in the BSA national spotlight as they were also the "2007 National Flagship" and one of the ships named to the "2012 Flagship Fleet." Ship 1942 annually meets the Journey to Excellence (JTE) "Gold" highest unit measurement level and has been a Northeast Regional Standard Ship since 2002. Sea Scout 'Ship 1942' is a large unit averaging between 30 and 40 male and female teen youth members all of which are members in the local Power Squadron. It owes a very large part of their overall success to the Northern Virginia Sail and Power Squadron's (NVSPS) very dedicated Power Squadron trainers like Jay Nelson (AP) and J.J. Fitzgerald (JN) who bring their various nautical training instruction to the teen Sea Scouts every winter when their boats are all laid up. The Ship 1942 teens take as a minimum: (1) America's Boating Course; (2) Seamanship; and coastal (3) Piloting.

Ship 1942 inventory of sailing craft is currently 15 boats (twelve of those named after a Scout Law: Trustworthy, Loyal, Helpful....) ranging in size from their training fleet of six 19-foot Flying Scot vessels home-ported out of the Washington Sailing Marina (just north of Old Town Alexandria, VA) in sight of the Washington Monument, to their larger fleet of cruiser-sized sloops 30 to 40-feet based in Solomons, Maryland on the Chesapeake Bay.

The Ship 1942 is blessed with 35 very passionate registered adult Skipper, Mates, and Committee Members (many of which are also Power Squadron members) – 33 are fully trained for their positions of responsibility (with a combined total of hundreds years of experience and thousands of miles of off-shore sailing).

The youth spent 68 days on-the-water this past year with 36 of those involving an overnight activity. The teenage "Quarterdeck Officers" met a total of 17 times to plan their many year around activities which included an additional 26 nights of tent camping, and 14 nights of cabin camping. The annual 9-day Long Cruise was totally planned out by the teen Quarterdeck for a roundtrip voyage of 350-miles, to the northern most reaches of the Chesapeake Bay and return to their homeport at Solomons, Maryland.

This past year the Ship 1942 promoted its 19th Quartermaster since 2004 (Sea Scouting's highest rank), sent its 30th teen off to successfully

navigate through the rigorous Sea Scout SEAL leadership afloat training, its 11th youth member had the opportunity to sail aboard the 295-foot square-rigged Cadet training ship - U.S. Coast Guard Braque Eagle. Ship 1942 has broken the code and helped mentor its 9th graduating senior off to a military service academy – this latest one to West Point (3 of our past Sea Scouts have attended the U.S. Naval Academy, 3 to the U.S. Air Force Academy, 1 to the U.S. Coast Guard Academy, and 1 to the U.S. Merchant Marine Academy).



*Continued on Page 8*

The highlight of the year for Ship 1942 was participating with their partner NVS&PS in their Bridge's Change-of-Watch and piping aboard the new Officers, helping to man the Power Squadron's local Dulles Expo Boat Show Booth, and best of all taking many Afghanistan recovering "Wounded Warriors" undergoing treatment at the Walter Reed Military Hospital and their families to a day sailing on the Chesapeake Bay and a sunset Bar-B-Q picnic.

*The year's program included, but not limited to: the annual Northeast Regional Bridge of Honor and Sea Scout Ball; taking 1st place in the eastern seaboard's Henry Nygard Regatta for the seventh consecutive year; hosted dozens of Girl Scouts, Boy Scouts, and Venture Scouts as guests during their very busy 9-month sailing season; provided merit badge instruction in small boat sailing, oceanography, and weather to over 80 Boy Scouts in their semi-annual 'recruiting' Open House called: Merit Badges Afloat.*

*Ship 1942 provided assistance to other Sea Scout Ships throughout the Scout Northeast Region in their annual advanced nautical training weeks of, "Camp Able" and "Life Guard Certification." Their youth members completed work on their Quartermaster, Eagle Scout, and Venture Silver awards. Participated in hundreds of hours of community service events and stream clean-up projects. Conducted 26 major year around activities along with the annual U.S. Power Squadron taught winter Saturday training courses too numerous to mention.*

*Bravo Zulu to Ship 1942 teen Boatswain Philip Whittlesey (AP), their Skipper Tom Ballew (AP), their very dedicated adult leaders along with their Northern Virginia Sail and Power Squadron on-the-water partners for their most outstanding Sea Scouting youth program in the nation in delivering on the Scouting Promise and promoting boating safety. And yes, all their sailing craft have met their annual Vessel Safety Checks and the every adult or youth is in their lifejacket 100% of the time while underway. <http://www.seascout1942.com>*



## Boating Tips

- Large-scale charts often show AM radio towers. Use a cheap portable AM radio to home in on a signal's origination point or get a bearing. When the antenna is pointed end-on to the tower, the signal will make a distinct drop.
- A few pieces of blackboard chalk in with your tools absorbs moisture and keeps rust away. Chalk is also good for temporary markings.
- Stiff older nylon line can be brought back by soaking it in a bucket with half a cup of fabric softener in three gallons of water.
- WD-40 is a magic formula: Shines, softens, and preserves leather; Keeps hoses and engine belts from drying and cracking; Repels water from boat shoes; Prevents salt stains; and, moves gum from cabin carpets
- Get the biggest bilge pumps you can afford. A small 2" hole 3' below the waterline lets in more than 4,000 gallons per hour. Most pumps can handle 3,000 GPH, and then only under ideal conditions
- Stack pots and pans with paper towels between them so they don't rattle. Also protects non-stick coatings.
- The fine holes in your shower head will eventually become clogged by mineral deposits from hard dockside water. Scrub the head with a toothbrush using a solution of equal parts white vinegar and lemon juice.
- Use a tie-wrap to hold pump impellers vanes close to the hub of the impeller. After it slides half-way into the housing, snip the tie and tap the impeller in place.
- Use a one-gallon milk jug to prevent oil/fuel spills when changing filters. Cut the bottle from the opening half-way down the sides, and then across the front so the handle is left intact. Hold the jug under the filter when removing it and allow it to drop into the jug.

### Answer to Brain Teaser (from page 7)

Answer: 14.8 nautical miles. The 24 nautical mile range of the radar unit is misleading in that the factors that allow you to "see" an approaching object are the heights of the two objects to the curvature of the Earth. The actual formula for the maximum line of sight distance to the curvature of the Earth is 2.2 times the sum of the square roots of the antenna height and the reflector height - or  $2.2 * (\sqrt{07.9} + \sqrt{015.2}) = 14.8$ . For more information about how radar works consider taking the USPS Radar Seminar.





*Northern Virginia Sail and Power Squadron  
Upcoming Event*

## **NVSPS 2014 Wounded Warrior Cruise**

# *Join us for an day on the Patuxent River and Chesapeake Bay*

**1000 to 1730 - 13 September 2014**

Patuxent Naval Air Station, West Basin Marina

In recognition of the service and sacrifice made by our wounded warriors, the Northern Virginia Sail and Power Squadron extends an invitation to our sixth annual Wounded Warrior Cruise 2014 on Saturday 13 September 2014 from the Patuxent Naval Air Station West Basin Marina Lexington Park, Maryland.



Guests can choose to cruise on one of 10 sail or power boats from 27 to 45 feet. Each boat has an experienced captain and first mate to ensure the safety of our guests, and all vessels have passed US Coast Guard Vessel Safety Examinations.

The day will consist of a five hour boat ride on the Patuxent River and Chesapeake Bay. The captains will select their individual courses on the river and the bay based upon the interests of the guests. Guests and crews will be provided a box lunch consisting of assorted cold cut sandwiches (turkey, ham or vegetarian) on Kaiser Rolls, potato chips, whole fruit, brownie, and plenty of refreshments.

*Come join us for a wonderful day  
on the water and picnic afterward.*



After the cruise we will host a barbeque at the West Basin Marina Pavilion picnic grounds. The barbeque includes hot dogs, hamburgers, chicken breasts in a barbeque sauce, baked beans, potato salad, coleslaw, assorted cookies and beverages.

Bus transportation arranged to and from the Walter Reed National Military Medical Center (WRNMMC) in Maryland and the Fort Belvoir Warrior Transition Unit (WTU) in Virginia to the West Basin Marina. Busses will leave the WRNMMC and WTU facilities in time to arrive at NAS West Basin Marina by 1000, and pick up guests for the return trip at 1730. Guests must be ambulatory. You are welcome to bring any friends and family members over ten years old.

Please make donations to:

P/C Francis Williamson at:  
7710 Bertito Lane, Springfield, VA 22153  
301-775-5120 (M)      willyjhu@verizon.net

Lt W. Lazear, AP  
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