



of TARS & TERNS

Newsletter of the Northern Virginia Sail & Power Squadron

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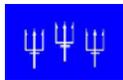
June 2006

- 10 VSC Day *Cobb Island Marina, VA* Contact Steve Shupak steveshupack@msn.com
- 14 All Hands' Meeting @1930 *BoatUS, Alexandria*. Don Parkhurst: "Marine Finances"
Contact Lt/C Brian Middleton, AP, for more information 703 256-3276 brianemiddleton@msn.com
- 19-24 NVSPS Summer Cruise, Baltimore Inner Harbor/Lankford Bay/Bay Bridge Marina
Contact Joel Bailey, AP. 703-444-5269 joelpbailey@hotmail.com
- 28 ExCom Mtg. @1830 GMU Conf Rm, Fairfax Contact Jay Nelson, AP, gjaynelson@aol.com

July 2006

- 12 All Hands' Meeting @1930 *BoatUS, Alexandria*. Panel Discussion: "Buying a Boat"
Contact P/C Gale Alls, SN, Programs Chairman, for more information galeandev@aol.com

"COMMANDER SENDS..."



CDR G. Jay Nelson, AP

The commander is supposed to write a clever article each month. Sounds good, but I find that I'm not all that clever. So I'm going back to what I do best – talk about boats.

MD has a new mandate (soon to be followed by VA and DC) that all gasoline be blended with 10% ethanol –E10 gas. There's a lot of misinformation about E10 gas and what it might do to your boat. So I spoke to General Motors Marine, Crusader Marine, and the Marine Traders Association of MD. It's not as bad you might have heard. But there are four areas of concern.

The first problem is water in the fuel. But let's put this into perspective. There's undoubtedly water at the bottom of your fuel tanks right now. It comes from condensation. Since water can't dissolve in gas and is heavier, it sinks to the bottom. As long as the water remains below your fuel pickup

tube, it never affects your engine. But ethanol absorbs water and carries it along to your engine, where it can degrade performance, corrode surfaces and, in sufficient quantities, prevent your engine from running at all. This can easily be resolved by adding driers to the fuel or with water separators (I recommend something like the Racor 10-micron). You'll need to check the filters more frequently and keep plenty of spares on hand.

Second, not a problem for newer, "clean" fuel systems, is that ethanol dissolves varnish and deposits that have collected in the fuel tank and lines. It flows into the engine where it can clog filters, carburetors, and injectors causing performance problems or even a complete shutdown. Easily resolved by replacing fuel filters more often.

Third, also worse for older boats, is that components such as pump diaphragms, gaskets, and fuel line may not be impervious to the effects of ethanol. Determining if your fuel system components are ethanol-compatible can be a chore. Check with the manufacturers and

follow their recommendations. In the meantime, be diligent about checking for leaks around gaskets, pumps, and fuel lines.

The fourth problem, the most serious, only affects boats built before the mid 1980s with fiberglass tanks. Ethanol dissolves resins in tank walls, and gas may leak into the bilge (extremely dangerous). Dissolved resins can work into filters then separate out when the engine cools, letting gas flash (evaporate) off engine parts. The resins also stick and harden, most often to valves, resulting in bent or broken pushrods.

So what to do? If you have fiberglass tanks, you need to call the manufacturers. If in doubt, change it out. Don't run the risk of a leaking fuel system. If you have a newer boat, change fuel filters and water separator filters 2-3 times in each of the next few seasons. Always carry spare filters. E10 gas is here to stay; we'll have to accommodate it.

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"EXECUTIVE PRIVILEGE"



Executive Officer: Lt/C George Degnon, AP

Spring has sprung, and we boaters sure are fortunate to be able to enjoy the many pleasures of being on the water and in close relationship not only with nature, but also with our fellow boaters. Have a great season.

Relativity affects so many things in life, and most of us know that boating is a relatively expensive form of recreation. Recently I was sharing with a colleague my joy and enthusiasm for getting out on the water with my new equipment: a GPS, chart plotter, and fish finder. We exchanged on the relative values of my new boating equipment and he told me how his GPS was tied to his onboard equipment and how he was going to try out his new gear. I'd mentioned that mine had cost just over \$500 and how happy I was with the quality and the price. My pilot friend just smiled and whispered that his GPS system cost over \$27,000. Yes, boating can be expensive, but we might have some consolation the next time we fill up or purchase new components that it's much less expensive than flying our own planes.

It was fantastic to see 22 aspiring vessel safety examiners attending the informative training program conducted by Steve Shupack 17 May at BoatUS. Several were BoatUS employees and there were new members as well as a few old hands absorbing the refresher for a quality vessel safety exam. One of our squadron objectives is to expand our team of qualified examiners so that we might meet the growing number of requests for vessel exams. Members interested in becoming involved in this program may still study the materials, take the exam on line, and complete the requirements by examining five vessels under supervision of an experienced examiner.

NVSPS takes pride in helping members get qualified by pairing up new examiners with one of our fun-loving, seasoned crew to complete their five safety checks in one day. If you're interested, give Steve a call—you're welcome at any time to join the program. Our next organized day for vessel safety checks is 10 June at Cobb Island Marina. We'll also be working down at Tim's Crab House at a later date. Steve is exploring a series of additional opportunities for days on the docks later this season—so you can still come aboard and become part of the team.

The squadron is like anything else in life, you will get out of it in proportion to what you put into it. I recall my early days of boating, thinking I was just too busy with all the other demands to give some time back to the community. I've since found that working with so many of our long-standing members in a number of areas has been one of the most pleasurable aspects of boating, and I would encourage everyone to come on out to a meeting, get involved with just one of our many activities, and experience the satisfaction of being a team member in one of the best squadrons in the district and the nation. I look forward to welcoming you aboard one new activity this year—give it a try; you're the one who will benefit.

My wish is that all our members, and all boaters, will have a most enjoyable and safe boating season.





Admin Officer

Lt/C William A. Blanding, P
703-569-3648 smodim@comcast.net

I was recently sitting on my deck (unfortunately the one at the house and not the boat!) thumbing through Passage-Maker magazine and my mind wandered towards reflection about my year and a half as a member of NVSPS. One of the key things, I realized, about being a member was the overwhelming list of benefits. Not just the obvious ones like advanced classes, discounts, insurance savings, and others outlined on the national website http://www.usps.org/national/admin_dept/membenefits.htm, but especially the two-way personal benefits. Like the “learning experiences” obtained and the ability to pass those along with my own “learning experiences”.

These “learning experiences” can only come from interaction with other members—attending meetings, outings, classes, social events, rendezvous, getting out on the water with fellow members, etc. One key method to increase personal interaction is to become involved: being part of committees, and just helping out where you can. I have learned so much about boating from every member I have encountered.

My message and challenge to all members is to increase your “personal” member benefits and become involved—read the activities calendar and join in. Attend meetings (which have been reformatted to enhance the “learning experience”), sign up for an advanced class, and volunteer to help out with membership, ships store, Vessel Safety Checks, special events, rendezvous, finance, etc. Accept this challenge and you will obtain even more benefits than the tangible ones listed in USPS brochures. This squadron has a wealth of knowledge and experience that can be tapped and ultimately passed on through member involvement.

Send me an email (smodim@comcast.net Subject: NVSPS), if you want to help out to maximize your “learning experience” benefit. Also email me for things you feel we should be doing or doing differently to enhance benefits for our members.

I would also like to recognize and welcome our recent new members, including:

- | | |
|--|---------------------------------|
| David Courter | David Lewis |
| Paul Lee | Edward & Linda Majca |
| Erich Lorenz | Adam Croswell |
| William Kearney | Christine Keller |
| Steven & Ann Hall | Stephen Nurre |
| Alexis & E Paul Breaux, Jr | Howard Smith |
| Rudy York | Richard Roberts |
| Carol Brown | Douglas Layne |
| Bob Donahue | Marcia Cram |
| Stephen Ervin | Luiz Carlos Gazoni |
| Larry Marcus | Jeremy Migliara |
| Charles Moody | John Spaulding |
| Carl Uchytel | Philip Whipple |
| Catherine Franzosa | Erick Wright |
| David & Martha Tuthill | Daniel Owen |
| Drew, Danielle & Carol Newgaard | Ann Foster |
| Norman "Rick" & Barbara Frisbie | |
| Laurence & Donna Paulson | |

If you have not attended a monthly meeting, please do, so we can swear you in and officially welcome you!

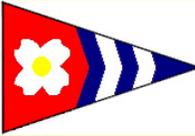


HELP WANTED !

NVSPS needs an assistant treasurer.
If you have bookkeeping experience or an interest in learning, please contact
Lt/C Jeff Hester, S,
540- 667-4949



SHIP'S STORE
BLOWOUT



All supplies and souvenirs at
DRASTICALLY REDUCED PRICES
At the All Hands' Meeting 14 Jun 06
AFTER MEMORIAL DAY SALE

Education Officer's Report

Lt/C Brian Middleton, AP
703-256-3276 briancmiddleton@msn.com

Planning for our educational program is almost a year-round activity, and we've firmed up our Fall 2006 schedule

Our first summer Seamanship course will be taught by Rick Baker beginning 27 June. There may be still time to sign up if you contact Rick immediately.

We're offering the new Piloting course this Fall. It's a new two part program that has proven to be a hit with students. The course focuses on electronic navigation and is more in tune with today's boater.

Want to brush up on your charting skills? We offer a beginning navigation course, Chart Smart, that teaches the basics of reading charts and navigation.

We're also offering four Boat Smart classes in Fairfax, Reston, McLean and Lorton that will be well advertised to the general public.

Please contact the instructor for a reservation in any of these courses:

- **Seamanship** Tuesdays @7:00 pm 27 June 2006- 29 August 2006 George Mason
Instructor : Rick Baker AP
rickbaker2006@verizon.net 703.318.5899
- **Piloting** Tuesdays @ 7:00 PM 12 Sept 2006- 12 Dec 2006 Boat US
Instructor: TBD
rickbaker2006@verizon.net 703.318.5899
- **Chart Smart** Mondays @ 7:00 PM 13 Nov 2006-4 Dec 2006, Robinson Secondary School
Instructor: John Shivik
jshivik@cox.net 703-273-3351

SHIP'S STORE



Need a new burgee, shirt or name tag?

Contact Cory-Jeanne "CJ" Houck-Cox, S,
703-642-0818 or cjhouck_nm@yahoo.com



Captain's Corner

MD has jumped on the ethanol bandwagon for boat fuel, while petroleum prices have never been worse. Let's see how much you remember from the commander's column.

1. Ethanol increases the condensation of water in your fuel tanks.
A. True
B. False
2. Only older boats have pump diaphragms and fuel lines susceptible to ethanol degradation
A. True
B. False
3. Gasoline leaks into the bilge may put an end to your concerns about high gas prices.
A. True
B. False

answers on page 5

14Jun06 All Hands . . . On Deck!

"Boat Finances"

Don Parkhurst, Senior Vice President, SunTrust Marine Lending Division, will be the speaker at our 14 June All Hands' Meeting. Don has over 26 years of marine lending experience and he's the President of the National Marine Bankers Association.

The chances of running aground when navigating the shoals of finance are high, and mistakes can be very costly. Don't miss this opportunity to improve your boating financial health.

The Ship's Store will have the entire inventory there at **DRASTICALLY REDUCED** prices for a special Memorial Day blowout sale

Joe & Gail Jarocki will be providing refreshments. You don't want to miss those either. So we'll see you at BoatUS at 1930, Wed 14Jun06.

Be there. Aloha.

The Network Works!

Rick Baker, AP

Check out these e-mails I received recently. This is really the way things are supposed to work and you members should know about these successes:

“Just a note of thanks for your Port Captain's support. My daughter decided to buy a boat last year, and she turned it into a family affair. We were all required to go to the Power Squadron boating classes! Not only did we learn a lot, but recently saw just how the network works.

“We picked her boat up in Ft. Pierce, FL on 26Apr, planning to arrive in Annapolis 5 days later. Unfortunately we had some mechanical difficulties and weather wasn't very cooperative. We only made it as far as Charleston and had to leave the boat since all of us needed to be at work on Monday! We spent the next few days calling haulers and using the internet to fill out questionnaires with a promise of being contacted in 24 hours (some still haven't called back). Finally I called Rick Baker, our instructor in VA. He gave me the names of Nelson Hicks and Robert Gulbrandson. Nelson was away but did return my call. Robert took my call immediately and ten minutes later called back with a couple numbers. Before the day was over we had the transport company lined up for that week! The boat is now in Annapolis and we're looking forward to a fun summer! Since she's a new boater, I'm pleased she will have help if she needs it from other Power Squadron members.

“Thanks so much! I'm very appreciative of the quick response and genuine interest.”

Carol Newgaard

"How nice of you to write and tell your story. I'm only glad that we could help. We wish your daughter and the whole family Happy and Safe Boating!

Cdr Janice Kromer, Charleston, SC

Thanks to Vessel Examiners

17 Apr 2006

Thank you all so very much for your participation in VSC days at Prince William Marina over the last three weekends. It's a real pleasure to work with such dedicated and well qualified professionals as all of you. The boaters certainly appreciate it and, I assure you, so does the Board of the PWYC.

I'm particularly gratified by the warm cooperation between the Coast Guard Auxiliary and the NVSPS. Let's all keep up this excellent work.

I will keep you updated re: VSC days at Gangplank Marina on April 30, Alexandria City Dock on May 20 and (a new one) at Cobb Island on June 10, 2006.

Best regards,

Jay Wenzel

**SO-VE Division 14, 5th District South, USCG Auxiliary
Safety Chair, Prince William Yacht Club**

Captain's Corner Answers

1. False But it mobilizes water already there.
2. False. Most newer components are impervious, but not all. Check for leaks and ask your manufacturer.
3. True. An explosion could ruin your whole season.

Join Us on the Summer Cruise !

Joel Bailey, AP
joelpbailey@hotmail.com 703-444-5169

The annual summer cruise is scheduled for Mon, 19 June through Sat, 24 June. Destinations and dates are:

Inner Harbor East Marina, Baltimore MD
Mon & Tue, 19 & 20 June

Lankford Bay Marina, Lankford Creek
Wed & Thu, 21 & 22 June

Bay Bridge Marina, Kent Island MD
Fri & Sat , 23 & 24 June

Everyone heads home on Sunday, 25 June.

Note that all of these cruise locations are accessible by land. Please feel free to join us by car.

Please complete the attached form and forward to me with a check for the activity fee of \$30. The activity fee covers the cruise booze and party favors.

Summer Cruise Reservation Form

Name _____

E-mail _____

Boat
Name _____

Check which days you plan to attend:

___ 19 June, Mon Inner Harbor East Marina
Baltimore MD

___ 20 June, Tue Inner Harbor East Marina
Baltimore MD

___ 21 June, Wed, Lankford Bay Marina

___ 22 June, Thu Lankford Bay Marina

___ 23 June, Fri Bay Bridge Marina
Kent Island MD

___ 24 June, Sat Bay Bridge Marina
Kent Island MD

Forward this form ASAP with \$30 activity fee to

**Joel Bailey, 20817 Waterbeach Place,
Sterling VA 20165**

Cruisers must make their own slip reservations.
Questions?

703-444-5169 joelpbailey@hotmail.com.

We love NVSPS Pack Rats !

The 40th Anniversary Celebration Committee is hunting for squadron photos, scrapbooks, retired trophies and memorabilia of all kinds to display at the **24 March 2007** celebration. If you have an interesting item we can display, please contact the committee at rjdurgin@aol.com or call Gale Alls at 703-569-1511. Thanks!



A Sailor's Experience

"THE NANTUCKET RACE"

By 1995 I've owned Betelgeuse for two years, joined NVPS, and begun taking courses. One incentive was to reduce my insurance. It's now time, after sailing up and down the Chesapeake for several years, to return to blue-water. An announcement came from Hinckley about a Pilot 35 rendezvous beginning at Hyannis Port Marina, Cape Cod with a race to Nantucket and sail back. I immediately thought of my crew who sailed down from South West Harbor. All but one, Joe, could make it. We set out on a calm Saturday morning and could only do about 2 knots; we were getting nowhere and it was hot. On went the engine, but what a relief when it cut out within two hours. Down into the bilge went Dave W. our topnotch diesel mechanic. He worked for hours siphoning 1.5 gallon of water out of the fuel tank. The tank had never been properly cleaned; there was no way to do it, and so a build up of bacteria was constantly producing water. It took well over another day to near the ocean; there was no wind until we got near the Chesapeake Bay Bridge-Tunnel. From then on it was beautiful bluewater sailing. It was sad to see the long lines off the Jersey coast; hooked fish could be seen dangling below on the lines.

As we were approaching Block Island, we encountered a stiff breeze out of the east. Our navigator, Chip the airline pilot, was trying to determine our course so we could go east of Block Island into Rhode Island Sound and then Vineyard Sound. He asked me our course; I told him. "This is impossible" he said; we were doing 30° off the wind on a starboard tack and moving close to 5 knots. In a short while the wind picked up and we put a full reef in the main and set the jib. This and the now-working engine got us to dock at night fall. Within minutes my crew had abandoned me as they were late for the return home.

I had arranged to meet two lady friends in their 60's to sail with me to Nantucket as a gesture of friendship; they both loved sailing but had little opportunity to do so. Next morning, bright and early, all twenty-some Pilot 35's set out by power to the starting line just outside the contorted harbor entrance. Group A, the racers, were jockeying for position when I realized my main was still reefed. I had time; I was not racing and was therefore in Group B. Not wanting to hit anyone while my attention was so focused, I made a big circle outside the other boats and went about untying reef knots. The ladies were of no help in steering as they'd had no experience behind the wheel. About half finished I heard a bang and then a lot of horns blasting away to starboard. A quick glance showed me that while paying attention to the knots and steering the boat with an occasional tap of my foot on the wheel, I was crossing the

starting line directly in front of the racers! I got out of the way quickly; I had just committed one of sailing's biggest blunders. By the time I was under sail with a full main and genoa and the engine turned off, Group B had crossed the starting line. Ten boat lengths behind everyone, I headed Betelgeuse into the wind very close hauled, just as I had done approaching Block Island. Soon I was about to pass the last boat of the group ahead, North Star, on her windward side; another sailing discourtesy. I turned to let North Star have full advantage of the wind; after all, her skipper had organized the sail. We went by quickly and saw a lot of sail adjustments being made on the other boat, to no avail. Soon we were in the lead of group B and far to windward. We were up-winding all those Pilot 35 sloops in a yawl!

Now comes trouble. I had been watching a fishing trawler off the port bow, at some distance, coming my way without changing bearing. This meant a collision course. Whatever direction I turned, the trawler remained on course as if we were a magnet. I waited to see what he would do. Thanks to USPS courses I knew the rules of the road and went over them quickly. I could see the two black inverted cones on the fisherman's mast and lines trailing behind; she was the stand-on and we the burdened vessel. I eased the boom and genoa sheets while 100 yards off and made a 90° turn downwind. We continued this course until we were well beyond the possible 200 meters of nets. After resuming our original course, we were still ahead of group B, even after the diversion. We crossed the finish line just behind group A! Once inside the causeway I took down all sails and turned on the engine to find my mooring. But in all the excitement, I'd forgotten to turn on the fuel line and in minutes the engine stopped and would not restart, another embarrassment. We were dead in the water and had to be towed to our mooring by an observer boat.



I don't understand what special configuration Betelgeuse may have to allow her to point so well, but it was an exciting sail. Next: the sail home in a northeaster.

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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.

MONTHLY ALL-HANDS MEETING



OF TARS & TERNS

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