



of TARS & TERNS

Newsletter of the Northern Virginia Sail & Power Squadron

www.usps.org/localusps/nva/ott/ott.htm



Vol XL, No. 7

Sept, 2006

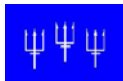
September 2006

- 2 - 4 Labor Day Cruise *St. Michaels MD*. Contact Joel & Paula Bailey, AP, 703 444-5169 joelbailey@hotmail.com
- 13 All Hands' Meeting @ 1930, *BoatUS* "Boat Insurance" Gale Alls, SN, 703 569-1511 galeandev@aol.com
- 23-24 "Finally Fall" Cruise, *Choptank River Raft-up*. Contact Gail & Joe Jarocki, P, jpgaj@vzavenuje.net
- 27 ExCom Mtg, @1830 GMU Conf Rm, Fairfax Contact Jay Nelson, AP, 703 437-0064 gjaynelson@aol.com

October 2006

- 7 - 9 D5 Sail Rendezvous @ *Castle Harbor Marina, Chester River* See Mark 5 for details
- 11 All Hands' Meeting @ 1930, *BoatUS* "Winterizing" Gale Alls, SN 703 569-1511 galeandev@aol.com...
- 21-22 Tilghman Days Cruise @ *Tilghman Island MD* . Contact Bill & Clara Blanding, ...claralee@comcast.net
- 25 ExCom Mtg, @1830 GMU Conf Rm, Fairfax Contact Jay Nelson, AP, 703 437-0064 gjaynelson@aol.com

"COMMANDER SENDS..."



CDR G. Jay Nelson, AP

With heavy rains comes a hazard that we all need to be mindful of – flotsam. Debris on the banks floats free and travels into the bay. The Potomac, Patuxent, and other local rivers are notorious for this. Some flotsam is quite substantial; I've come across 15 ft pilings lurking in the Potomac. Such debris can easily tear out a propeller shaft, break off outdrives, or puncture the hull – which brings me to bilge pumps.

Small boats tend to have small bilge pumps. This seems logical until you realize that small bilges have less vol-

ume and therefore fill with water more quickly. So my philosophy is to use the largest bilge pumps that practicality and space permit.

Relying on the pump's advertised "flow-capacity rating" (expressed in gal per hr/min) may be woefully inadequate. The pump's real, installed capability will be 15 –35% less due to back-pressure caused by static head (height the water must be pumped) and friction head (hose resistance).

A 4-inch hole below the surface will put about 12.5 gal per min into the boat sitting still – moderate speed can increase this 3-fold. A pump rated at 750 gal/hr, working at 80% of capacity because of system head, pumps about 10 gal/min.

You'll be taking on 2.6 gal/min sitting still. If your boat has through-hull fittings 12 inches above the waterline with a bilge of 98 sq ft (7 x14 ft) you'll have about 140 min before the boat takes on 3000 lbs, forcing your through-hulls below water and sinking you. But a 1000 gal/hr pump will keep you afloat as long as the batteries hold out. Anyone into math, shoot me an e-mail and I'll provide details on this.

There are several other considerations: pump and float-switch locations, wiring and fusing, multiple pumps, hose diameters, anti-siphon loops, check valves, and emergency use of the engine raw water intakes, which we don't have space to address now. More to come.

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"EXECUTIVE PRIVILEGE"



Executive Officer: Lt/C George Degnon, AP

The best boating season in our neighborhood is finally here. Not too hot, pleasant winds and, thankfully, the big storms everyone worries about haven't materialized – at least not yet.

NVSPS continues to grow and reach out. Are you moving along with us? Or could you be more involved? How about joining us on Wednesday evening 13 Sep at the All Hands' meeting for what promises to be an exceptionally good presentation on boat insurance? It's a good way to get back in contact with your squadron. You'll be glad you did



Goodies galore at the NVSPS Baltimore cruise

Captain's Corner

No one thinks much about bilge pumps until they need them. Let's take another look at this critical subject before it's too late!

1. The best bilge pump for any boat is
 - A. The quietest and most expensive you can afford
 - B. The largest capacity that will fit
 - C. The one installed at the factory
 - D. One you can also use for fuel in a pinch

2. After flotsam pierces your hull, safest procedure is usually
 - A. Speed up and put the boat on plane
 - B. Abandon ship immediately
 - C. Put on PFDs and employ all dewatering systems
 - D. Head for deeper water and maneuvering room

3. Bilge pumps
 - A. Can usually outperform their nominal specs once installed
 - B. Can be used to evacuate oil spills as well as water
 - C. Must work against considerable system head in your boat
 - D. Are optional on boats under 30-ft in length

Answers on page 5





Admin Officer
 Lt/C William A. Blanding, P
smodim@comcast.net

As you read this, Clara and I are in the Pacific Northwest with Jim & Robin Roberts, AP, getting acquainted with our new pride and joy. Meanwhile the squadron is steaming ahead at full speed, as you'll see in this edition. Wish you were here! See you next month.



Clara & Bill Blanding's *MV Sea Waltz* at her old home in Puget Sound

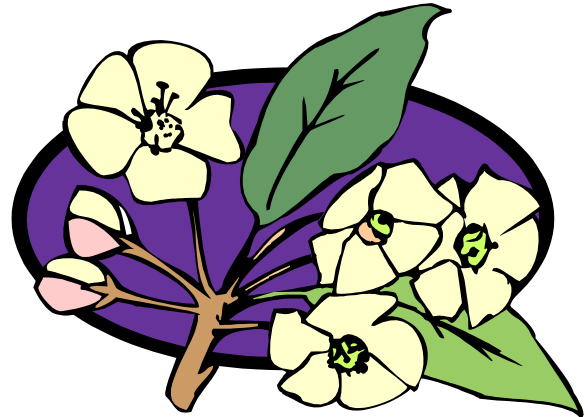
Please Save These Dates!

9 December 2006

Our Holiday Gala will feature a delicious filet mignon dinner with dessert plus dancing to music by Bristol Sounds DJ's: Fairfax Room at Arlington-Fairfax Elks Lodge 8421 Arlington Boulevard, Fairfax, VA. Expect a glittering evening of holiday fun!

24 March 2007

NVSPS will celebrate its 40th anniversary by combining Founders Day and Change of Watch ceremonies into one big event at the American Legion Post 177, 3939 Oak Street, Fairfax, VA. Festivities will combine memories of good times and accomplishments and a look toward future horizons. Plan to meet old friends and make new ones at this memorable event



What is the Flower Power Fund?

Established in 1988 by generous donation of \$5000 from NVSPS members Dr. & Mrs. Lloyd Hazelton, the fund's name comes from the Virginia state flower, the dogwood, which appears on our burgee.

The fund was set up to support NVSPS activities and to advance the mission of USPS. Under its terms, the original funds and additional donations are held in an interest-bearing account and only the interest may be spent. Since 1988 the fund has increased to over \$14000. The commander and executive committee must approve any expenditures. Items that have been purchased include educational materials for instructors, projectors, computers, etc. All donations to the Flower Power Fund are TAX DEDUCTIBLE. You may make a contribution at anytime.

Each fall squadron members are invited to make a contribution to the fund in exchange for a personalized message in the December issue of this newsletter. Send your seasons' greetings (max 3 lines) and a check payable to the "NVSPS Flower Power Fund" to Dick Durgin by 8Nov06. He'll send you written confirmation of your contribution.

P/C Dick Durgin, JN, Chair, Flower Power Fund
 308 George St. SW, Vienna VA 22180

Education Officer's Report

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

We have an aggressive program for 2006-7. We're offering 13 public boating and 6 member classes. Please let your friends and neighbors know that we have a good mix of public courses from 4-week Boat Smart to the comprehensive 8-week Squadron Boating Course. And for those who missed the beginners piloting and navigation, we're offering two Chart Smart classes. Check out the full schedule at www.usps.org/localusps/nva and click on the Education tab. Our advertising is limited, so we depend on you to get the word out.

Here are the **Advanced and Elective Member courses**. Please make reservations for fall classes with the instructor as soon as possible so that we can order books. Details for winter and spring classes will be on our web site.

Piloting (12 sessions, Mondays)
Start **11 September 2006 @1900**
Location: BoatUS, Training Rm
800 South Pickett Street, Alexandria 22304
Register by: 1 Sep 2006
Contact: Rick Baker, AP - 703-318-5899 or rickbaker2006@verizon.net

Marine Electronics (12 sessions, Thursdays)
Start: **14 September 2006 @1900**
Location: Marshall High School
7731 Leesburg Pike, Falls Church 22180
Register by: 1 Sep 2006
Contact: Dwight Bues, AP 703-404-8728 or dbues@aol.com

Instructor Development (4 sessions, Mondays)
Start: **16 October 2006 @1900**
Location: Thoreau Middle School
2505 Cedar Lane, Vienna 22180
Register by: 1 Sep 2006
Contact: Dick Durgin, JN 703-560-9106 or rjdurgin@aol.com

Advanced Piloting (12 sessions, Thursdays)
Start: **11 January 2007 @1900**
Location: BoatUS Training Room
800 South Pickett Street, Alexandria 22030
Register by: 26 Nov 2006
Contact: Rick Baker, AP - 703-318-5899 or rickbaker2006@verizon.net

Seamanship (10 sessions, Tuesdays)
Start Date: **09 January 2007 @ 1900**

Location: To Be Determined
Register by: 26 Nov 2006
Contact: Rick Baker, AP - 703-318-5899 or rickbaker2006@verizon.net

Sail (12 sessions, Mondays)
Start: **26 February 2007 @1900**
Location: To Be Determined
Register by: 01 Jan 2007
Contact: Rick Baker, AP - 703-318-5899 or rickbaker2006@verizon.net

USCG Auxiliary Boating Course

WOODBRIDGE VA. The US Coast Guard Auxiliary will conduct an ABC course 12 – 20 Sep at Boater's World, 14605 Shoppers Best Way, Woodbridge, 22192.

Contact Larry Poplin, 703-791-5227
e-mail: chappyofva@verizon.net.

Cost is \$40, and class begins at 1900. There's a signup sheet at the Boater's World store.

GPS SEMINAR

Tue 5 Sep 1900- 2100

GMU Conference (Training) Room, 2nd Floor
4031 University Drive, Fairfax, VA 22030

NVSPS will present its renowned GPS Seminar again this month. We cover the basics of the satellite system and then focus on the actual use of GPS to make your navigation and piloting skills more accurate. Cdr Jay Nelson, AP, developed this first-class slide show, and we know you'll learn a lot about the use of your GPS, Chartplotter, and Computer-Aided Navigation (CAN) System. It's FREE for members, and \$25 for non-member guests. Please register by contacting Rick Baker, AP, via email before 5 Sep with the number of people attending

rickbaker2006@verizon.net

13 Sep 06 All Hands: On Deck!

"Boat Insurance"

Kim Shaw, General Manager, Underwriting at BoatUS will be our September program speaker. Kim is a 19-year veteran with BoatUS having worked in both Claims and Underwriting and she is currently on the Catastrophe Field Team. In this capacity Kim was in the field for hurricanes Isabel, Charlie, Ivan and Katrina.

She'll be discussing what to look for when shopping for boat insurance and will cover the different types of policies and coverages available. She'll also talk about the effect that insurance claims have on insurance premiums.

Bill & Clara Blanding will be providing refreshments. You don't want to miss those either. So we'll see you at BoatUS at 1930, Wed 13 Sep 06.

Be there. Aloha.



NVSPS Sea Scouts Win Big !

COCONUT GROVE, FL - More than 60 Sea Scouts from across the nation and eight different countries set sail and competed in the third annual William I. Koch International Sea Scout Cup 22 – 28 July. Two Sea Scouts of Ship 1942, NVSPS Youth Apprentice members Andrew Scheuermann, AP & Danielle Meeker, P, won the "Kiwi" International Sailing Cup, a Maori carved statue that was donated by the New Zealand Team in 2000. Winds were less than 9 mph the first four days of racing, and Andrew and Danielle ran a solid second place through the matched racing series. But they took over a commanding overall FIRST PLACE on the last day when the winds increased to 22 knots for the last two races.

No rest for these intrepid sailors; their next stop is New England where both were selected from Sea Scouts across the nation to sail aboard USS Eagle, the Coast Guard academy's 295-foot barque (and former German training ship *Horst Wessel*), for a summer adventure. These two racers are also very strong academic performers. They're currently Able Sea Scouts, the last rung before their Quartermaster service projects. They were top graduates of "Sea Scouting's Advanced Leadership" afloat ("SEAL") course, offered at various locations around the country last summer, and hold adult grades of "Advanced Pilot" and "Pilot" in the NVSPS. These teens know their way on the-water, as well as in the classroom. BRAVO ZULU Andrew and Danielle!

For more information on the event, including photos and race results, visit www.seascoutcup.org. You'll see great photos of both Andrew and Danielle pulling ahead of the rest of the fleet, as Sea Scouts from Ship 1942 have grown accustomed to be over the past 5 years!

Don't Give Up the Ship,

Tom Ballew, AP, Skipper

CO-Op Charting

Ed Phillips, AP, CoCh Committee Chair
potter339@earthlink.net

Several NVSPS members attended the CoCh Workshop back in May in Norfolk, and they're ready and anxious to expand our local efforts. Depth charting will be next. Then channel surveys. Of course we'll still hunt for Geodetic markers. Everyone's welcome, boat or not. Contact me to get in on the fun and contribute to these very useful squadron activities.

"Head in the Clouds"

P/C John Shivik, AP. jshivik@cox.net

Weather never rests. How often do you look out the window at the sky? Clear? Clouds? What kind? Do you depend on the commercial weather forecasters for accurate forecasts? Are you at risk? So many questions. The answer is to learn about weather signs. They are posted for all to see! Look to the sky. Did a cold front pass through and are those fair weather cumulus? If so, expect the wind to be out of the Northwest and gusty. Note wind direction. If the winds are out of the southeast, there is a chance of showers. Check the barometer. Is it falling (better catch it!)? A falling barometer is associated with foul weather.

Dewpoint makes a difference, too. The closer the dewpoint temperature to actual dry bulb temperature, the higher the humidity. Convection and condensation mean a lot in thunderstorms and hurricanes. Do you know why?

Look to the western sky. Are the clouds building (hammer, nails, 2x4s) into towers? Are they dark or boiling? Maybe there's a squall line. Seek safe harbor. Don't take chances; be safe. As Ben Franklin said, "Some people are weather-wise; some are otherwise". Be weather-wise! In future articles we'll explore more weather phenomena.



Captain's Corner Answers

1. B. The largest reasonable capacity may save your boat and your life.
2. C. Manual pumps, buckets, and your engine intake are all available. Good idea to try and plug the hole also.
3. C. Static head (column of water to lift) and friction head (hose resistance) reduce the pump output 15 –35%

The Baltimore Cruise



Happy Cruisers in Baltimore MD, June 2006



Inner harbor and construction



NVSPS camaraderie and shared experiences



Past NVSPS Commanders, ready for action



Old salt dispenses advice



Under the bigtop

A Sailor's Experience

“Homeward Bound II”

We're now on our second day after two hectic nights riding 27-ft waves; the wind and the waves have not let up. Reading waypoints on the Loran, we determined we were making south 11 knots over ground; hull speed will not allow more than 7 knots through the water. The waves were really pushing us and we felt helpless in determining our course; it was all we could do to keep Betelgeuse from broaching. By afternoon we were east of the entrance to Delaware Bay but we had no intention of entering; the bay is too demanding in wind like this with its narrow channels. On to the Chesapeake. As we were passing the entrance, perhaps 50 miles out, we spotted a freighter to our southeast headed our way. For the longest time its bearing did not change, the freighter just kept getting larger. I wondered in these high waves and chaotic seas with all this spray and blowing foam, “Did she see us”? As anticipation mounted the freighter turned to the north, maintained that course until she got abreast and then turned toward the west to pass behind us. What a relief! What courtesy! I've always had feelings of apprehension when sailing in shipping lanes, especially the New York harbor entrance at night when crossing into Buzzard's Bay. I also keep a watchful eye for drifting cargo containers washed off decks during storms.

Late that night, with no let up on either wind or waves, red and then green lights appeared off our starboard bow, the lights of another sailboat, but a large one. The lights kept changing position, green then red then both; we seemed to be passing her as we were being driven south but then she turned toward us. The lights got brighter and then they went behind us and disappeared; it is still a frightening mystery what she was up to even now. Later that night we were east of Wreck Island just south of Cobb Island in 50 feet of water. With very little control over our direction, we had concern over the fast approaching shallow waters to the north of the entrance; particularly the Nautilus Shoals. We must stand off and not be tempted to turn too soon; we kept our heading as well as

possible toward Cape Henry. While sailing on the Maine coast, I'd learned the importance of listening for the sound of crashing waves on rocks indicating the approach of land. We also looked for waves cresting as they passed over shallow ground. The white foam of breaking waves can be seen even on a dark night. We experienced neither; we were at a good safe distance at sea. Perhaps the unknown is the biggest fear when sailing the ocean. The more you know about what can happen, the more you worry (ignorance is bliss). In my early sailing days, when I crossed the Gulf stream, my only concern was what time I'd arrive in Bimini; the rest I handled as events occurred.

By morning light we could make out the Chesapeake Bay Bridge Tunnel. The entrance is well marked with green and red cans, lights, bells, gongs, and flashing lights. As we let out more of the jib, increasing our sail area, we gained the ability to maneuver and sailed toward the tunnel section. The nervous feeling that had been building in me all the way from Gay Head began to relax as the waves diminished. Shallow water to our north broke the fury of the waves. What a relief I felt as we passed the bridge and entered the bay. We raised the furlled main to its fullest; we did the same with the genoa. Now we were really moving as a sailboat should. We were on the easiest to maintain tack and fastest point of sail, wind off the starboard quarter. Betelgeuse is a tender boat, healing with the slightest breeze. This feature was incorporated intentionally by Hinckley, as healing increases waterline which increases speed through the water. Ben commented on our exceptional speed. We'd arrived at the bridge at 0700; we were docked at Zanheiser's by 2330!

As we entered the estuary I began misinterpreting buoy lights and lost my sense of direction. And this was an entrance I knew! Ben and Don guided us in; I was too exhausted and disoriented. Many thanks to Ben Fulton and Don Kilpatrick for their untiring and expert sailing ability. It made our sail as safe as it was.

D/Lt Charles H. Olin, AP

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MONTHLY ALL-HANDS MEETING

2nd Wednesdays at 1930 (any changes posted herein and on the web)
at BoatUS 880 S. Pickett St., Alexandria

From I-495 take Van Dorn Exit #173 (old #3) north.
Turn Left on S. Pickett

Or.. From I-395 take Duke St. Exit #3 east, turn right on Van Dorn.
Turn right on S. Pickett.

Then... Go less than 1/2 mile and turn in at the BoatUS sign.
Enter from the lighted parking lot behind the building.



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