



of TARS & TERNS

Newsletter of the Northern Virginia Sail & Power Squadron

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



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July, 2007



Commander Sends

In my previous article I talked about types of wire, color codes, and the proper use of terminals and crimping tools. This month I want to continue with wire gauges. It's very common for boat owners to wire accessories or make repairs with wire gauge that is too small to carry the current loads. Using wire that's too small causes voltage loss from the source to the load. This results in low voltage at the electrical device, which causes poor or intermittent performance, and can cause the wire to overheat.

Because of the difference in voltage (12 vs 110) DC and AC wiring require different gauges to carry the same current. There is a bit of complexity in the proper selection of wire gauge, so I recommend that you either take the time to familiarize yourself with the topic or get some help. An excellent source is the USPS Marine Electronics course. However most boat owners avoid AC wiring and stick to DC, which is simpler. There are some general rules that can be safely applied to your weekend projects.

For most instruments use 16 gauge marine-grade wire. If your boat is a twin-engine, run one ignition-switched (purple) hot wire for each series of engine gauges and one switched hot

source for each set of gauges. Fuel pumps require 14-gauge wire, which should run to a solenoid ahead of the actual fuel pump. It's important that no other electrical component be wired off the fuel pump hot wire. Stereo applications require 14 gauge wire. However if you're wiring high-performance audio amplifiers, consult the manufacturer to select the proper gauge wiring.



It's important for safety and to prevent serious equipment damage in the event of a short circuit or circuit overload that your wiring be isolated with fuses or circuit breakers. I prefer circuit breakers because they double as switches. Your wiring should go directly to the battery or the battery's distribution panel. There should be two distribution panels (or connection blocks), one for positive, and one for negative leads. The distribution blocks allow you to easily and safely tap into the battery for a direct

source of power for switched and non switched applications. Choose a mounting location that will protect the distribution block from moisture.

Another important aspect of electrical wiring is the proper support of wires and cables. Marine environments are subject to heat, moisture, vibration and corrosion. Wiring harnesses should be bundled and run through the boat to be out of the way and avoid moisture. The harness should be supported every 12 inches to minimize vibration and chafing. Over time, small movements in the wiring will cause connections to break, so use cable ties that secure to bulkheads with screws, or adhesive anchors that cable ties can attach to. An alternative to bundling the wiring is to use electrical "raceways", which are flexible plastic conduits that can be run throughout the boat. These plastic conduits encase all wiring in a semi-rigid track, preventing excessive vibration and water intrusion. They are also highly durable, and well-suited to offshore applications.

Keep in mind that your boat's electrical system is an essential component of the safety and reliability of your boat. It should be inspected periodically for loose or corroded connections to ensure it's in good condition.

CDR G. Jay Nelson, AP
gjaynelson@aol.com

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NVSPS BRIDGE



COMMANDER
Cdr G. Jay Nelson, AP
703-437-0064
gjaynelson@aol.com



EXECUTIVE OFFICER
Lt/C William Blanding, AP
smoim@comcast.net



ADMIN OFFICER
P/C/ John Shivik, AP
jshivik@cox.net
ASST: 1/Lt Ron Larson, P



EDUCATION OFFICER
Lt/C Rick Baker, AP
(703) 318-5899
rickbaker2006@verizon.net
ASST: 1/Lt Richard Unis



TREASURER
Lt/C Steven Hall
703-242-8566
sdhall01@verizon.net
ASST: 1/Lt Joel Bailey AP



SECRETARY
Lt/C Clara Blanding, AP
claralee@comcast.net
ASST: 1/Lt S Sams-Grohoski

AT LARGE

Lt George Degnon, P 703-448-8766
Lt Tom Martin, AP 703-820-7671
D/Lt Walter D. Lazear, AP 703-620-1821
Lt Jay Karjala, P 703-818-8676
Lt Francis Williamson, AP 703-440-9074
P/C Keith Segerson, P 703-670-2270

of Tars & Tern DISTRIBUTION

Lt Manette Lazear, AP
D/Lt Walter D. Lazear, AP

of Tars & Terns EDITOR

Lt Pete Soballe, AP 202-337-0960
psoballe@yahoo.com

"EXECUTIVE PRIVILEGE"

Executive Officer: Lt/C Bill Blanding, AP

[Congratulations to our XO and our Secretary for their new "AP"s. Ed.]

How many of you actually have a Cruising Library of the few books that you have read more than once, give you great information, and tell you how to do things on your boat? Now how many have a book that discusses nothing but anchoring? Ok, now answer these questions that should keep you up at night: how should my anchor system be configured (chain, rode, shackles, swivels, anchor) and connected, what minimum strengths do I need for each component (remember the weakest link philosophy), am I really anchored for success, and what are the finer points to anchoring? On my bookshelf, dog-eared and highlighted, is *The Complete Book of Anchoring and Mooring* by Earl R. Hinz (revised 2d edition). This book is a must for anyone who has a boat with an anchor (and every boat should, even your dinghy!). You can skip some of the mathematical equations, and concentrate on the discussion and tables that will iteratively build upon and culminate into successfully anchoring.

I consider anchoring a safety aspect of boating because, improperly set up and performed, it can have disastrous results for your boat, your crews' lives, other boats and their crew. Think about it. Start your "Seamanship Library" with this book and then check to see if your boat is at least set up properly and safely for anchoring. Now I'm sure there are other great anchoring books out there too, but this one seems to put it all together into a nice package (my personal thoughts, not a USPS endorsement).

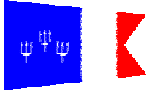
I'll continue the "Cruising Library" column for the next newsletter---hope you find it beneficial, let me know. smoim@comcast.net

Still looking for a Boat Show Chairman, call or email me if you're interested in giving something back to the squadron.

Cruise News

Greetings to all lovers of both wind and petroleum products. 'Tis sad but true, this year's summer cruises in the Solomons has been beached. Whether our hectic schedules, previous plans or water distance precluded many from participating, the bottom line is that there was not enough interest to continue with the weekend. It is our greatest hope that some interest surfaces, so alternative dates can be considered later in the summer/fall. If there's a group that would like to anchor out or perhaps travel to a favorite port-of-call, please let me or a member of the bridge know.

Many thanks.
Joe Jarocki jpigaj@vzavenue.net



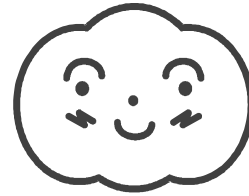
Admin Officer's Report

P/C John Shivik, AP

Out on the water having a great time and all of a sudden our boating season will be coming to a close. I guess time always passes quickly when you're having fun! But to quote Yogi Berra "it ain't over till it's all over". There are organized squadron activities and we can informally get together and cruise the Chesapeake, Potomac or wherever. Contact Joe Jarocki: jpjgaj@vzavenue.net.

Be involved in your Squadron! What's in it for you? Key words: friendship, camaraderie, cruise, rendezvous, sailboat, powerboat, navigation and predicted log contests, raft-ups, knowledge, and more. Yes, more! Boating experiences, "Skipper Saver" to prepare spouses and children for emergencies, family cookouts and raft-ups, advanced courses, and marine-related community service projects. We have a large Squadron and volunteers are needed to share their background and experience. We can't rely on Harry Potter (is he a Squadron member?) waving his magic wand to make it all happen. There's a continual need for help on several committees; you can provide it and foster that camaraderie, have a good time and increase your knowledge. Please contact me to discuss the many opportunities.

Weather-wise means that you can interpret observations of the sky and measurements of temperature, dew point, wind, and barometric pressure to predict local conditions. To be safe on the water (or land), one needs to be aware of surroundings and the ever-changing weather. Just because there are clear, blue skies does not mean all is well. Recent passage of a Front can make things tricky when out on the briny or docking / anchoring. Wind direction and current can place you and those for whom you are responsible in peril. We are now in Hurricane Season. Although most storms occur between 1 June and 31 Oct, that doesn't mean Nature won't throw in a Tropical event - even in January! You need to be prepared if such a storm comes your way. Do you know what to do? Do you have a plan? Do you follow the Tropical Prediction Center (National Hurricane Center) advisories? I was very fortunate because my boat at Herrington Harbour North survived (not by much) Isabel. My wife and I were out of state when Isabel made the Chesapeake area a nightmare. Significant help from squadron members Jim and Robin Roberts and Dick and Jean Durgin were critical to keeping Grey Eagle III afloat. Robin has photos of her floating way above the dock! Know more about the weather. It really is vital to you and your loved ones' safety. Now is the time to watch for towering cumulus and thunderstorm development. Weather impacts your everyday routine. Think about it - just think about it. Then, Prepare!



NWS Needs YOU !

The National Weather Service, Baltimore / Washington needs your help. NWS would like you to phone in your Marine observations if you observe conditions contrary to the Marine Forecast Broadcast. For example, you observe seas 3 feet and winds SW at 15 vice forecast of seas .5 feet, winds light. Or maybe not contrary, such as a thunderstorm occurring as forecast, call NWS at 1-800-253-7091 or email weather.gov/washington. Please provide the time, your location, Lat / Long, if possible. This information is valuable for confirmation of local conditions and issuing advisories as necessary."



"Chalk Talk"

Education Officer Lt/C Rick Baker, AP
703 318-5899 rickbaker2006@verizon.net

Our fall lineup is shaping up. I know it's summer, but we need registrations for fall so we can order books. All new members, who haven't, should register for Seamanship and Piloting. These are your first USPS member courses. You can take Piloting before Seamanship. But Seamanship gets you on the water to practice boat handling, anchoring, planning, and reactions to adverse conditions. Piloting and Advanced Piloting in the fall and winter, respectively, take you to the next levels so you can cross the Chesapeake or take an offshore voyage confidently using your chart, compass, and electronic navigation. Please register by 6 Aug.

And please contact me if you'd like to teach or proctor any of these offerings!

PILOTING (P) (Mon: Starting 10 Sep @ 1900)

Kick up your navigation and piloting skills to make boating in the Potomac and Chesapeake more safe and fun. Increase your confidence about getting from A to B in deteriorating weather and endless horizons. Incorporates GPS, chartplotters, and computer-aided nav systems, found on newer boats; yet provides the fundamentals to get you out of trouble if your electronics quit. \$95. Families and significant others may share books for a discount. Location: TBD, Fairfax. Instructor: TBD. *Register by: 6 August.* At least 10 are required to make this course a go. Contact: SEO Rick Baker.

VHF AND DSC RADIO SEM (Tue: 11Sep @ 1900)

New for 2007. Learn to use the VHF and the new Digital Selective Calling service. \$35. Families and significant others may share materials for a discount. Location: TBD, Fairfax. Instructor: TBD. *Register by: 6 August.* At least 10 are required to make this course a go. Contact: SEO Rick Baker. 703 318-5899 rickbaker2006@verizon.net

ENGINE MAINT (EM) (Thurs: 13 Sep @1900)

Updated Engine Maintenance Course for 2007. Learn to troubleshoot gas, diesel, inboard, and outboard engines. \$95; families and significant others may share books for a discount. Location: TBD. Instructor: Dwight Bues *Register by: 6 August.* At least 10 are required to make this course a go. Contact: SEO Rick Baker.

ON-BOARD WEATHER SEM (Tue: 25Sep @ 1900)

New for 2007. Learn to forecast the weather from your boat! \$45. Families and significant others may share the materials for a discount. Location: TBD, Fairfax. Instructor: TBD. *Register by: 6 Aug.* At least 10 are required to make this course a go. Contact: SEO Rick Baker. 703 318-5899 rickbaker2006@verizon.net

SEAMANSHIP (S) (**Postponed**, watch this space)

Updated for 2007. Learn seamanship, marlinspike, and boat handling. Review the rules of the road. \$80. Families and significant others may share books for a discount.

A Bright Future in USPS

A little over a month ago, after graduating the Squadron Boating Course, I took delivery of my 22-Foot Pontoon boat for use on Kerr Lake (AKA Buggs Island Lake), the largest lake in VA. It's located just 60 Miles north of Raleigh NC. I keep the boat at the Clarksville Marina, just 4/10 of a mile from my place on the lake. My certificate of successful course completion is proudly visible to all visiting our lake place. I do my little spiel when folks



Kerr Lake VA

come aboard the boat concerning the location of the life preservers, the first aid kit, the fire extinguisher, the throwable PFD, and quick instructions about what to do when someone falls overboard. Most people ask if I am going to give them a written test. I tell them that if they appear to be paying attention I will skip the written quiz. Then we proceed to leave the dock – and from there on you can be sure to observe other boaters violating every rule in the book, even before leaving the marina. From generating a large wake, to not sniffing after fueling, to improper boat passing. I look forward to the day I receive my USPS membership card with certificate number so that I can spend money on stuff, and start receiving the Ensign Magazine.

With family, like my kids and grandchildren, and friends aboard, being aware of correct practice is the only way to go. Thank you again, Robert and Evan, for the time and attention you invested in teaching the class. Bottom line: I'm so happy that I took the course and am applying what was taught. Happy and Safe Boating.

I hope you enjoyed reading this half as much as I enjoyed writing it!

Nick

Graduate, Boating Course, Class of April, 2007



WALTZING THROUGH THE SAN JUAN ISLANDS: VIII

"How did we end up in the Adirondacks?"

A reluctant good-bye to Victoria and on to Deadman's Bay, San Juan Island, then north along the coast where whales travel. Our chance of seeing whales was slim, since no whale watching boats were anywhere in sight. Oh well. We continued 26 nm to Roche Harbor on San Juan Island, the second largest and most diverse of the three main islands, combining 77 miles of rocky shores and sandy beaches, prairie, pastureland, lakes and forest.

In 1787, Captain de Haro and his crew became the first Europeans to sail among the San Juans. In 1845 the Hudson Bay Company posted a notice of possession and built a log trading post at Roche Harbor. By 1857 both Canada and the US were claiming the islands, disputing the western boundary. The dispute heated up in 1859 when a British pig was shot by an American soldier for rooting in his potato patch. Tensions continued to build until 1872 when the US and Great Britain selected Kaiser Wilhelm to arbitrate and he awarded the islands to the US. This became known locally as "The Pig War".

We entered Roche Harbor and began to search with binoculars and guidebooks. We made a trawler-speed dash for a large open space at Customs but were overtaken by another boat. We'd have to squeeze in and side-tie. As we got closer, my mind cluttered with options on how to perform this magic. Clara casually looked back: "just walk her in sideways like we learned." Simple in theory, but we'd only practiced this twice with our training captain and never by ourselves. Now I can tell you: a Krogen will walk sideways with finesse. SEA WALTZ gracefully kissed the dock to end the dance. High-fives! Welcome to the USA! I foolishly thought the hard part was over, but our slip was all the way around near the shore and fuel dock and, worse, was one where they cram in at least four boats. I could have pulled her in bow first, but we wanted to sit on the foredeck at night and watch the harbor. My heart was pounding as we eyeballed the slip with a boat already parked at the back, a large boat docked on the other side. Back the boat in? Yeah, right. This will be only the fourth time we have backed in, and the first time with other boats close. But we slid in gracefully, and my heart returned to normal. Time for a double Scotch!

Clara likened Roche Harbor to a 1950's Adirondack mountain camp. There was no town until 1886 when John S. McMillin discovered the biggest lime deposit in the Northwest and formed the Tacoma & Roche Harbor Lime Co. McMillin also built the 22-room Hotel de Haro. By 1890, it was a "company town" with a modern lime factory, a barrel works, warehouse, docks, ships, piers, offices, company store, church, school, and its own power, water, and telephone systems. The workers were paid in scrip, good only at the company store, still used until the town was sold in 1956. Great care is taken to keep Roche

Harbor steeped in tradition. At sunset each summer evening, everything stops while the harbor staff retire the colors. Crowds line the docks and boaters watch and listen to the music; everyone jumps when the cannon booms



The Hotel de Haro at Roche Harbor

a salute. What a lovely, old-fashioned way to end the day. Back to reality. A 54 nm run down the San Juan Channel, across the Strait of Juan De Fuca, into Puget Sound, and into Port Ludlow, about 24 miles from Seattle. Of course, we entered the Strait at "the wrong time" with wind and current against us, 3 - 4 foot swells, and choppy waves. The ladies prepared mounds of baked Nachos for lunch. What were they thinking? Oh yes, we're on a Krogen; we can enjoy normal life even in sloppy conditions. So we took the opportunity to maneuver and learn how she



SEA WALTZ "racing" down the San Juan Channel

handled in various sea aspects. What a great experience. At Port Ludlow you're greeted by a beautiful totem pole, a friendly marina and lovely condominiums as development overtakes the former lumber port. We backed in next to a Nordhavn 46. It was starting to feel almost easy! A quick hike to a nearby waterfall and a quiet but sad night as the reality that our wonderful cruise was coming to an end sank in.

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Next Month: **HOMEWARD BOUND, ALMOST**

Lt/Cdr Bill Blanding, AP
Lt/Cdr Clara Blanding, AP

Squadron Calendar

July 2007		
10 Tuesdays	Seamanship Course POSTPONED Min 15 needed. \$80. Instructor: TBD. USPS members only.	Rick Baker: rickbaker2006@verizon.net 703-318-5899
11 Wednesday 1900:Social 1930: Meeting	All Hands' Meeting at Boat US Refreshments: Joe and Gail Jarocki. Meeting Topic: TBD	Clara Blanding claralee@comcast.net
14-19 Sat-Thurs	D5 Southbound Summer Cruise to D5 Rendezvous To Somers Cove Marina in Crisfield, MD. Sponsored by Potomac River Squadron. Details in <i>Mark 5</i> newsletter or D5 Website	Potomac River Squadron P/C John Wilmot, JN 410-798-5102
19-22 Thurs- Sun	D5 Summer Council and Rendezvous. Crisfield, MD	www.uspsd5.org
25 Wednesday 1900-2100	Excom Meeting GMU Conference Room, Fairfax	Jay Nelson gjaynelson@aol.com
28 Saturday	NVSPS Potomac River Rendezvous and Lunch Join us by boat or car for a day and/or lunch on the Potomac River	Coordinator: TBD
August 2007		
No monthly All Hands' Meeting or Excom Meeting in August - summer break		
September 2007		
5-7 Wed-Fri	D5 Sail and Rendezvous Regatta. Check the D5 Website for details Hosted by the Cambridge Power Squadron	www.uspsd5.org
5-9 Wed-Sun	USPS Fall Governing Board Meeting Norfolk, VA	See The Ensign or USPS Website
7-9 Fri-Sun	40th Annual Maryland Seafood Festival The Maryland Seafood Festival features outstanding Chesapeake Bay seafood delicacies and land-based fare, live entertainment, and beach activities. Sandy Point State Park, Annapolis, MD	www.mdseafoodfestival.com 410-266-3113
10 Mondays 1900-2130	Piloting Course Location: TBD Registration: NLT 6 Aug 07 Min 10 Required. Instructor: TBD Cost: \$95, 9 Sessions,	Rick Baker rickbaker2006@verizon.net 703-318-5899
11 Tuesday 1900	VHF and DSC Radio Seminar Location: TBD Registration: NLT 6 Aug 07 Min 10 Required. Instructor: TBD Cost: \$35, 1 Session	Rick Baker rickbaker2006@verizon.net 703-318-5899
12 Wednesday 1900: Social 1930:Meeting	All Hands' Meeting at Boat US Meeting Topic: TBD. Refreshments: Keith Segerson	Clara Blanding claralee@comcast.net
13 Thursdays 1900-2130	Engine Maintenance Course Location: TBD. Registration: NLT 6 Aug 07 Min 10 Required. Instructor: Dwight Bues. Cost: \$95, 11 Sessions	Rick Baker rickbaker2006@verizon.net 703-318-5899
15-16 Sat-Sun	NVSPS Finally Fall Cruise Chesapeake Bay. Destination : TBD	Coordinators: TBD
25 Tuesday 1900	On-Board Weather Seminar Location: TBD. Instructor: TBD. Cost: \$45 1 Session, Registration: NLT 6 Aug 07. Min 10 Required	Rick Baker rickbaker2006@verizon.net 703-318-5899
26 Wednesday 1900-2100	Excom Meeting GMU Conference Room, Fairfax	Jay Nelson gjaynelson@aol.com
October 2007		
4-8 Thurs-Sun	38th Annapolis Sailboat Show	www.usboat.com

10 Wednesday 1900: Social 1930: Meeting	All Hands" Meeting and Octoberfest Pot Luck Dinner Meeting Room at GMU, Fairfax Combination meeting and Pot Luck Dinner. Watch <i>oT&T</i> for details.	John Shvick jshivik@cox.net
11-14 Thurs-Sun	36th Annapolis Powerboat Show	www.usboat.com
19-21 Fri-Sun	NVSPS Tilghman Day Cruise Tilghman on Chesapeake Marina Join the fun at Tilghman Island Day!	Coordinators: TBD www.tilghmanmd.com
24 Wed 1900	Excom Meeting GMU Conference Room, Fairfax	Jay Nelson gjaynelson@aol.com
November 2007		
2-4 Fri-Sun	D/5 Fall Education Conference. See Mark 5 Newsletter	
14 Wednesday 1900: Social 1930: Meeting	All Hands' Meeting at Boat US Refreshments: Evelyn and Gale Alls Meeting Topic: Guest Speaker: TBD	Clara Blanding claralee@comcast.net
28 Wed 1900	Excom Meeting GMU Conference Room, Fairfax	Jay Nelson gjaynelson@aol.com
December 2007		
1 Saturday	Alexandria Holiday Lighted Boat Parade Join us aboard P/C Keith Segerson's boat and in the lighted parade on the Potomac. Come early to decorate his boat! Warm boating attire	Keith Segerson segerson@gmu.edu
8 Saturday	Squadron Holiday Get Together Location: TBD Join your fellow squadron members in welcoming in the holidays.	John Shvick jshivik@cox.net
No monthly meeting scheduled for December - winter break		
No December Executive Committee meeting, winter break		
January 2008		
9 Wednesday 1900: Social 1930: Meeting	All Hands' Meeting at Boat US Bridge nominations for 2007-08 announced Member/New Member Mixer Presentations by Committee and Event Chairman on areas for member involvement and participation. Heavier than usual refreshments at this special meeting. Refreshments: Bill and Clara Blanding	Clara Blanding claralee@comcast.net
23 Wed 1900	Excom Meeting and Planning Meeting GMU Conference Room, Fairfax	Jay Nelson gjaynelson@aol.com
February 2008		
13 Wednesday 1900: Social 1930: Meeting	All Hands' Meeting at Boat US Refreshments: TBD Meeting Topic: Skipper Saver Course for Sweethearts	Clara Blanding claralee@comcast.net
19-23 Wed-Sun	USPS Annual Meeting Dallas, TX. Details in the <i>Ensign</i>	
WEAR YOUR NVSPS NAME TAG TO ALL EVENTS AND CLASSROOM SESSIONS		



Lt W. Lazear, AP
2014 Lakebreeze Way
Reston VA 20191

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RESTON, VA

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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 theBoatUS sign.
Enter from the lighted parking lot behind the building.



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America's Boating Club