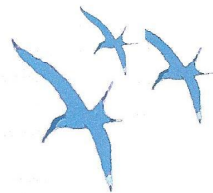




# of TARS & TERNS



Volume XLVIII Number 1

January - February 2013

## *“Mark” Your Calendar*

### ***NVSPS Meetings and Events***

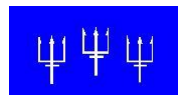
#### ***February***

- 13 – General Membership Meeting
- 14 - Valentines Day
- 15 - Deadline for oT&T Inputs
- 16 - Incoming Bridge Planning Meeting

#### ***March***

- 13 - **NVSPS Annual Meeting**
- 15 - Deadline for oT&T Inputs
- 23 – NVSPS Change of Watch

***Course Schedules:*** Can be found on the Education Officers Report page 7.



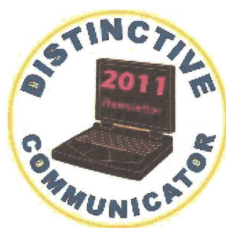
## ***Commander Sends . . .***

**Cdr. Jay G. Nelson, AP**

Recently I read about the first year anniversary of the Costa Concordia disaster on 13 January 2012. While on a scale far greater than any of us will ever likely encounter, it strikes me that there are lessons to be learned from this tragic event for all boaters.

In what Italian prosecutors now say was an attempt to show off the Costa Concordia in a publicity stunt on the evening of 13 January 2012, Captain Francesco Schettino took manual control of the 290 meter (951 feet), 144,500 ton cruise ship and steered it off course to bring the ship closer to the tiny island of Giglio. The result was that the vessel struck the submerged reef at Isole le Scole tearing a 70-meter (230-foot) gash in its hull.

For nearly an hour as water cascaded through the compromised hull, passengers were told to return to their cabins as the problem was merely a temporary electrical problem.



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*Continued on page 6*

## BRIDGE OFFICERS



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### **Scheduled Meetings:**

Unless otherwise noted, the General Membership Meetings will be held at the BoatUS\* Headquarters facility at 1900. Any changes will be posted in this newsletter or on the Squadron web site.

### **BoatUS Headquarters and meeting location:**

*880 South Pickett Street, Alexandria VA.*

From the Capital Beltway, take the VA-613/ Van Dorn Street exit, exit number 173 (aka exit 3), 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.



*Do you or one of your friends  
need a vessel checked?  
Or want to become an examiner  
yourself?  
P/C George Nartisssov,  
ganh@verizon.net*



**of TARS & TERNS**  
The Official Publication of the  
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<http://www.nvsp.org>



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

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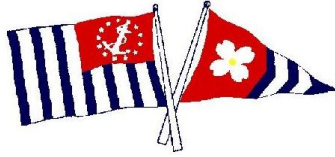
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## Nomination Committee Report (NOMCOM)

Dear Lt/C Hinkins;

The Nominating Committee of the Northern Virginia Sail and Power Squadron nominates the following members for the positions listed on the 2013-14 Bridge:

Commander: P/Stf/Cdr Richard P. Davis, AP

Executive Officer: P/Lt/Cdr Richard E. Unis, JN

Educational Officer: Lt/Cdr Sean P. Gallagher, AP

Administrative Officer: Vacant

Secretary: Lt/C Mary Jane Hinkins

Treasurer: 1st/Lt Dave Hinkins

Assistant Treasurer: Lt/C Ann Nartsissov, P

Members-at-Large of the Executive Committee:

Cdr G. Jay Nelson, AP

P/Cdr John G. Karjala, P

P/Cdr Francis T. Williamson, AP

Lt/Cdr Cathy Sheffield, AP

Frederick D. Zugay, JN

Rules Committee

P/Cdr George K. Degnon, P 3 years

Margaret E. Degnon 3 years

Henrietta Sue Karjala, P 2 years

Lt/C Cathy Sheffield, AP 2 years

D/Lt Dwight Bues, AP 1 years

P/C John A. Shivik, AP 1 years

Auditing Committee

Robert A. Donahue Jr., AP 3 years

Steven K. Wambaugh 2 years

P/Cdr William M. Russell III, SN 1 year -- Chair



Continued on Page 4

## Nomination Committee Report Continued:

### Nominating Committee

Cdr. G. Jay Nelson, AP	3 years
Ronald H. Larson, P	3 years
P/Cdr John G. Karjala, P	2 years
P/C Alan R. Hart, AP	2 years
P/Cdr George Nartsissov, AP	1 year
P/Cdr Francis Williamson, AP	1 year

### Respectfully submitted:

P/C Alan R. Hart, AP - Chair  
P/C John G. Karjala, P  
P/C George Nartsissov, AP  
P/C Francis Williamson, AP  
Ronald H. Larson, P  
Dwight Bues, P

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# ***NOTICE***

**An election for the 2013 Bridge will be held at the squadron's Annual Meeting on 13 March 2013 in accordance with Section 5.2 and Article 11 of the bylaws. Any member willing to serve as Administrative Officer may be nominated from the floor at that time.**

**Please Attend 😊 It's your squadron!**

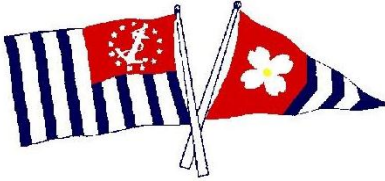
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### ***NOMCOM Notice:***

The position of Squadron Administration Officer for the coming Bridge year is vacant at this time. We would appreciate a volunteer for this position, or if you are willing to share the responsibilities of the position please let P/C Alan Hart AP, [1oldtar@gmail.com](mailto:1oldtar@gmail.com) know.

Floor nominations can be made at the Annual Meeting in accordance with Article 11 of the Squadron By-Laws.





**Northern Virginia Sail and Power Squadron**  
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*ALL Members and their Guests are cordially invited to:*

**NVSPS Change of Watch**

**1130 to 1530, 23 March 2013**

**at American Legion Post 177**

**3939 Oak Street, Fairfax, VA 22030 (Located in Fairfax City)**

**Uniform of the Day**

**USPS Blazers or Suit with Tie**

***Lunch Choice of Baked Honey Glazed Ham or Chicken Cordon Bleu with vegetables and sides; Two New Appetizers; and the Commander's Liquor Locker will be open. Beer, wine, set-ups and soft drinks will be available from the American Legion for a nominal charge. (No need to designate an Entrée below.)***



**RESERVATION**

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

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

**Spouse / Guest(s)** \_\_\_\_\_

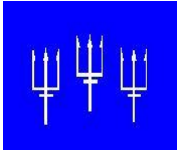
**YES!** I will attend the Change of Watch on 23 March 2013.

Number of \_\_\_\_\_ persons at \$25.00 each, \$ \_\_\_\_\_ Total.

**NOTE:** Please make your check payable to **NVSPS** and mail it with this half of the form ***prior to 16 March 2013*** to: Cathy Sheffield at 200 N. Pickett, #512, Alexandria, VA 22304 Questions? Call Cathy at 703-370-4331 or E-mail to [carney1227@aol.com](mailto:carney1227@aol.com).







## *Commander Sends Continued. . .*

It wasn't until the Coast Guard on Giglio started receiving cell phone calls from the passengers onboard the Costa Concordia claiming the ship had hit something and was without power did the captain acknowledge to the Coast Guard that there was a "technical problem". While the captain did very little else that evening that might be considered proper seamanship, he and the crew were able to get the ship to drift toward the island using the currents and bow thruster where it went aground just outside of the Port of Giglio. However, by that time, the ship was listing heavily to its starboard side, rendering the port-side lifeboats useless. Senior Coast Guard officials have said that the delayed call to evacuate the doomed vessel was to blame for most of the 32 fatalities.

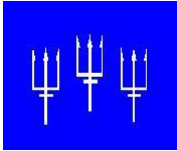
Inexplicably, the captain abandoned the ship leaving thousands of panicked passengers onboard, in the dark, in a flooding ship, listing at 80 degrees starboard. Captain Schettino remains under house arrest, accused of multiple manslaughter charges, causing a shipwreck and leaving the ship before all passengers were evacuated. Captain Schettino claims that the reef, which appears on electronic navigation charts of the area (and on many tourist maps), wasn't on his navigational charts. Captain Schettino also maintains that his skill as a captain in bringing the ship closer to shore saved many lives.

If this tragic event teaches us anything it is how successive bad decisions can quickly escalate what would have been a manageable situation to an uncontrollable disaster. The Costa Concordia captain's actions are a classic example: 1) the decision that lifeboat drills scheduled the previous day were unnecessary; 2) the bit of seemingly harmless hot dogging of sailing too close to the island; 3) taking the ship off its electronic autopilot navigation and steering it manually with darkness limiting visibility; 4) not consulting the electronic charting systems or paper charts in tight inter-coastal waters; 5) not immediately contacting the coast guard after collision with the reef; 6) not properly informing the passengers and crew of the situation and preparing them for an emergency; 7) delay in abandoning the ship until the ship's list was too great to lower the port lifeboats; and 8) abandoning the vessel leaving thousands of passengers onboard. With the exception of lifeboat drill, all of these poor decisions were made within a two hour timeframe.

While few of us will ever captain a 950 foot vessel, the lessons learned from the Costa Concordia are just as applicable to a 20 foot vessel. As the captain of your vessel you are fully responsible for the safety of your passengers, crew and vessel. As such, you must consider the potential consequences of your decisions and actions on the water. Provide passengers with a safety orientation before you



Continued on Page 7



## *Commander Sends Continued. . .*

depart. Don life vests when adverse conditions exist or anything out of the ordinary occurs. Accurately and objectively assess the situation, and take the appropriate action immediately. And most importantly, in an emergency make decisions based on the safety of your passengers, crew and the vessel, without regard to expense or personal consequences.



**Education Officer –  
Lt/C Sean P. Gallagher, AP**

## Chalk Talk

Following is the current course schedule:

Jan 13 – Apr 13 NVSPS Seminar Schedule

Jan 13 – Apr 13 NVSPS Course Schedule

17 Jan 13 Piloting

5 Feb 13 ABC-12

28 Feb 13 Adv Piloting

2 Mar 13 Marine Electrical Systems

2 Feb 13 Basic Weather and Forecasting

2 Feb 13 Emergencies onboard

2 Mar 13 Marine Radar

2 Mar 13 How to use a chart



**Executive Officer –  
Lt/C Steve Hall, AP**

There is a Squadron Planning Meeting scheduled on 16 February 2013 at GMU on University Avenue in CR5 (237) on the second floor. The purpose of the meeting is to set-up the schedule of events and education courses for the next year.

All members are invited. If you cannot attend or would like a copy of the proposed schedule, please submit your input, request to: [rpdavis1702@comcast.net](mailto:rpdavis1702@comcast.net)





## **Administrative Officer – Lt/C Cathleen Sheffield, AP**

Everyone had a great time at the Holiday Party. Mr. and Mrs. Claus handed out gifts to the members. There were a lot of toys and food for the Fisher House at Ft. Belvoir. The tables were decorated with tea lights and ornaments.

Hope everyone had a great holiday and Happy New Year.

The Annual Meeting will be 13 March at Boat US and the Change of Watch will be 23 March 2013 at the American Legion in Fairfax City. The invitation is on page 5 for the COW. The price will be \$25 per person. Hope to see everyone there, have children, *please bring them.*

Our current Squadron Membership is 159 members.

It will soon be time to get your boats ready and head for the river, bay or beyond. I remember taking everything to the boat and de-winterizing it. It was fun getting ready for the boating season.



## **Treasurer's Report – Lt/C Ann Nartsissov, P**

Our income stream is headed in the right direction in January. We have gained a new member, and several education courses are scheduled (ABC Course, Engine Maintenance, and Piloting). Hopefully, the addition of new members and the conducting of additional courses is a trend that will continue.



## **Vessel Safety Check Chair P/C George Nartsissov, AP**

The Vessel Safety Check (VSC) program is a direct way to enhance boating safety. Those of you that have voluntarily invited an examiner on board know that it is a "hands on" involvement by the skipper. You go through a check list and display the required items, unexpired flare and personal flotation devices (life jackets) just to name a few, to the examiner. If you prepare in advance, it takes a little effort to check the required items to make sure you have on board all that is needed.



Continued on page 9



If you get pulled over by a “blue flashing light” then it is a scramble to dig out what the boarding party will ask you to produce. Hopefully you will have all the items. It is a Federal AND State violation if you do not have the mandatory items. However, the VSC program goes a little beyond the mandatory and includes other items such as a VHF radio.

The NVSPS team of experienced Vessel Examiners has completed 156 VSCs in 2012. We did this at various marinas on the Potomac and the Chesapeake Bay. A huge THANK YOU to our team! We hope that this was a positive way to contribute to boating safety. Of the 156 vessels checked 130 passed and received the VSC decal. Several of those that did not pass on the first check were re-inspected and received the decal.

Below is the list of our Examiners and the number of exams.

P/C Gale Alls, SN -----	18	P/C George Nartsissov, AP -----	34
P/C George K. Degnon, P ----	10	P/Lt/C Robin A. Roberts, AP -----	30
Lt. Dave Hinkins -----	3	P/C John A. Shivik, AP -----	9
Norbert P. Hymel, AP -----	5	John C. von Senden, AP -----	20
		P/C Francis T. Williamson, AP ----	27

**We would like to have you join our team!** Your contribution will be a great service to the boating community. It is also a lot of fun. We would like to have you join so we can expand our service. We perform the majority of the checks during organized VSC outings. Please contact me, or any of the examiners above, to find out more about the program and the requirements to become an examiner, wear the red shirt and the tan cap!

---

### *Editor's Note:*

We would appreciate your comments, suggestions and thoughts about our Newsletter and how can we make it better and provide the information about our squadron and boating that you want. What are we not providing that you would like to see, and what are we including that you would not like to see.

Please forward your thoughts and recommendations to the editor at:  
[rpdavis1702@comcast.net](mailto:rpdavis1702@comcast.net)

p.s. We are looking for a new editor for the oT&T. It is a great opportunity for someone who would like this on their resume.

Thank you



Lt W. Lazear, AP  
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Reston, VA 20191



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**MONTHLY ALL-HANDS MEETING**  
2<sup>nd</sup> 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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