



of TARS & TERNS



Mark Your Calendar

NVSPS Meetings and Events

February 2016

- 10 General Membership Meeting**
1930 - 2100 BoatUS Headquarters
880 South Pickett Street, Alexandria VA
- 24 Executive Committee Meeting**
1930 - 2100: Location: George Mason University
4031 University Dr #100, Fairfax, VA 22030

March 2016

- 09 General Membership Meeting (Election Meeting)**
1930 - 2100 BoatUS Headquarters
880 South Pickett Street, Alexandria VA
- 11-13 Chantilly Boat Show**
1100 - 2100: Location: Dulles Expo Center
4320 Chantilly Shopping Center
Chantilly, VA 20153
- 17 Tour of USCG Yard, Baltimore, MD**
0930 - 1330: Location: USCG Yard, Baltimore
2401 Hawkins Point Road, Baltimore MD 21226
- 19 NVSPS Change of Watch**
1200 - 1500: American Legion Post 177
3939 Oak Street, Fairfax, VA 22030
- 23 Executive Committee Meeting**
1930 - 2100: Location: George Mason University
4031 University Dr #100, Fairfax, VA 22030

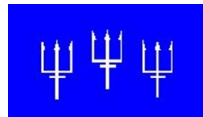
April 2016

- 13 General Membership Meeting**
1930 - 2100 BoatUS Headquarters
880 South Pickett Street, Alexandria VA
- 27 Executive Committee Meeting**

A detailed Squadron calendar including all meetings and educational courses can be found on our web site www.nvsp.org



Northern Virginia Sail and Power Squadron
A unit of the
United States Power Squadrons®



Commander Sends...

CDR Rich Unis, JN

The Squadron is off and running in calendar year 2016! Activities will be coming fast and furious this winter and spring. Mark your calendars and be sure to attend our Annual Membership Meeting on Wednesday night, 9 MAR, at HQ BoatUS, so you can vote in the elections for the next Bridge Year. Also please note that our NVSPS Change of Watch will be on Saturday, 19 MAR, at the American Legion in Fairfax (see the separate flyer to sign up to attend). We moved it a week back this year so it wouldn't coincide with the National Capital Boat Show, which is scheduled from 11-13 MAR. Also, on Thursday, 17 MAR, there will be a tour of the USCG Boatyard in Baltimore, MD (see separate article for the details). As you can see, March will be jam packed with all sorts of fun events that you can participate in.

Continued on Page 3

In this Issue:

Age limit proposed for boaters	Page 4
NVSPS tour of USCG Yard, Baltimore MD	Page 5
Nominating Committee Report	Page 6
Marine Electrical Wiring	Page 7

Did you Know?

- If you have two similar lines and the second is twice as thick as the first, the second line will be four times stronger than the first.
- You're not required to have your radio on. But when it is, the law says you must listen to Channel 16 or, for recreational boats, Channel 9.
- A single-engine boat with a right-handed prop backs to port, a left-handed propeller, the boat backs to starboard.
- To convert from Fahrenheit to Celsius, subtract 32 then multiply by .555. To convert from Celsius to Fahrenheit, multiply by 1.8 then add 32.
- At one knot, a boat will travel ~ 1.7' each second.



Bridge Officers

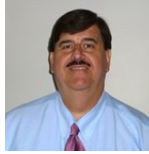
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P/C Alan Hart, AP	540 898-6002
P/C Keith Segerson, P	703 542-8561
P/Lt/C Cathleen Sheffield, AP	703 370-4331
P/C Francis Williamson, AP	703 440-9074

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.

Interesting Facts about the Sea...

- The average worldwide ocean depth is about 12,460 feet (3,798 meters), with the deepest point of 36,198 feet (11,033 meters) which is located in the Mariana Trench in the Pacific Ocean; the tallest mountain, Mount Everest, measures 29,022 feet (8,846 meters). If Mount Everest were to be placed into the Mariana Trench it would be covered with sea water more than a mile (1.5 km) deep.
- Although Mount Everest is often called the tallest mountain on Earth, Mauna Kea, an inactive volcano on the island of Hawaii, is actually taller. Only 13,796 feet of Mauna Kea stands above sea level, yet it is 33,465 feet tall if measured from the ocean floor to its summit
- A slow cascade of water beneath the Denmark Strait sinks 2.2 miles; more than 3.5 times farther than Venezuela's Angel Falls, the tallest waterfall on land.
- Canada has the longest coastline of any country, at 56,453 miles or around 15 percent of the world's 372,384 miles of coastlines.



Of Tars & Terns

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

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EDITOR

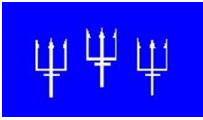
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Commander Sends...

.... Continued from Page 1

CDR Rich Unis, JN

At the general membership meeting in January, it was decided that NVSPS would once again host a hospitality suite at the D-5 Spring Conference in Ocean City. The conference will be held from 31 MAR – 3 APR. You should have received the MARK 5 Winter 2016 newsletter from District that has reservation forms if you would like to attend and stay at the hotel. I strongly encourage you to attend, particularly if you haven't been to the Spring Conference before or participated in our hospitality suite and visited those hosted by other Squadrons. It is so much fun! Please let me know if you would like to participate on a committee to plan our hospitality suite. I have already received a few great ideas for possible themes for our suite but please participate and make your suggestions known. By the way, hotel room reservations need to be made by 25 FEB to get the USPS room rate. See the D-5 newsletter for details.

Just a reminder, the nominating committee is still looking for a few candidates to fill a couple of Squadron positions next year. In addition, P/C John Shivik has resigned as Chief Shopkeeper for our Ship's Store. Thank you John for your contributions to the Ship's Store over the many years that you managed it. Bravo Zulu! We now need a replacement for P/C Shivik. Please let me know if you would like to volunteer to run the Ship's Store. P/C Shivik can tell you all about the position. Please consider volunteering to support the Squadron. It takes a team effort to have a dynamic and vibrant Squadron with engaging activities.

The USPS Annual Meeting is scheduled form 17-20 FEB in Orlando, FL. P/C Gale and Evelyn Alls and P/C Alan and Mary Hart will be attending and representing NVSPS.

A hearty welcome to our newest Sea Scout members and their parents! I will be attending an upcoming Sea Scout meeting so I can meet you and hand out your certificates of membership in the USPS. Also a big welcome to Gary and Betty Church, new Squadron members who attended our general meeting in January. It's great to have you aboard!

Send your oT&T articles to Jay Nelson. Articles are due by the 15th of the month for publication the following month. Please submit anything you think would be of interest to the Squadron.

Come get involved in the Squadron and share your boating knowledge. It will be time to launch our boats before you know it!

Cdr. Rich Unis JN
NVSPS CDR
Skipperunis@gmail.com

Fair winds and following seas



Secretary

Lt/C MaryJane Hinkins

Once again the boats are on the hard and as I write this and some weather models are predicting a Nor'easter. I can hardly wait, sigh. I am wishing nay hoping for an early spring. The boats back where they belong, in the water. Ah memories of just sitting on the boat rocking with the current are getting me through, Hmm. But here I am at work, looking out the window at the beautiful creek, the blue sky, and wondering how it can be so darn cold. NVSPS has so many activities planned that it might just take my mind off of the weather and keep it on the spring which I hope is fast approaching.

Do you have ideas for the Hospitality Suite? If so please submit them soon. Would you like to help? This is always a good time. In Ocean City, you get to visit with not only your squadron but others in the DelMarVa area! New to NVSPS? This is a great way to get involved and see what USPS is all about.

We have had some great meetings of late. One of my favorites was Janie Meneely who entertained us at our September meeting. Janie brought her guitar and sang of the history and mythology of the area. Not being a Native Virginian, we learned a lot and it wet our whistle to learn more. At our November meeting we learned about the Interpretive Buoy (CBIBS) program. Educational and fun times happen when you are an active member of the NVSPS. And Wow! What a Party we had in December at P.J. Skidoos! Good food, good music, and great company. Dave and I hope to again host a summer NVSPS picnic and hope to have a chart plotted for anyone who would like to make a cruise out of it.

We would love to get your input as to what you want to learn about, hear about and cruise to. Please email me or any of the Bridge with your ideas. Whether it be a cruise, a speaker, a place to visit, or just to chat we would love to hear from you!

Lt/C MaryJane Hinkins
NVSPS Secretary
mjhinkins@msn.com



Education Officer

Like the boating season, the USPS seminar season has also come to a close. We will not be presenting any seminars in January and February. After our winter hibernation, we will be resuming our seminars on March 12, 2016.

In cooperation with Sea Scout Ship 1942, we will be teaching a Seamanship class and a Piloting class on Saturday mornings which started on January 9th at St George's Episcopal Church in Arlington, VA. Each class is held for 4 hours from 9 AM to 1 PM for 5 consecutive weeks and concluding with the test.

The NVSPS Excom met on Wednesday November 18, 2015 to discuss planning for the 2016 educational year. As you see above, the Seamanship and Piloting Class was confirmed. We discussed what will come next and what form that will take. We discussed moving along with the times which means conducting on-line courses. We are going to schedule a class – yet to be determined – and conduct it on-line using Go to Meeting. During the D/5 Fall Education Conference D/5 mentioned that they have a GoToMeeting license. They are willing to work with squadrons to schedule and conduct a course to see how it works before a squadron purchases their own license. Since D/5 only has one license, only one class can be offered at a time in a specific time slot. If a lot of squadrons want to try it out, the scheduling will be tricky. The Excom has decided that we will try and schedule a GoToMeeting based course following the Piloting course.

Another area we need to be moving into is on the on the water training (OTW). A curriculum is available that corresponds with each advanced course. I am not aware of any other organization that offers OTW integrated with a classroom conducted course. OTW is optional and an additional cost. This is something that no one else does at the cost we could offer it for. I often am asked at the Boat Show if we provide on the water training. It would be a tremendous help to us to be able to say yes and present the perspective student with a firm published schedule.

We must make changes to the way we present our educational opportunities. The world is changing and we must change with it or we will be left behind. For the NVSPS, being left behind in our old ways means closing our doors. I know that no one wants that prospect. So change and adapt we must.

Our seminars will be resuming shortly on Saturday, February 13th. They run from 9:30 AM to 12:00 PM on the 2nd and 4th Saturday's of the month. We need instructors for these seminars. I have not finalized the seminar schedule yet. If there is a seminar topic you would like to teach; please let me know ASAP. The seminars require the instructor be at the Alexandria West Marine Store at 9:00 AM to set up. You would be finished up and packed no later than 12:30 PM. This is a great way to share your knowledge on a specific topic you enjoy learning and talking about.

Contact me with any thoughts, observations or a desire for participation in any of our education projects.

Lt/C Ed Phillips, AP

NVSPS Squadron Education Officer

seo@nvsp.org

Age limit proposed for boaters

A bill requiring that boat operators be at least 14 years of age to pilot watercraft with engines of 10 horsepower or more in the commonwealth will be considered in the Virginia House of Delegates this session. The measure also mandates that operators successfully complete Virginia's Boater Safety Education Course, members of the Smith Mountain Lake Water Safety Council learned Wednesday at their first meeting of the new year.

The bill, HB 160, was pre-filed on Dec. 22 by Del. John J. Bell, D-87th District (Loudon and Prince William counties), offered for the 2016 session on Jan. 13 and forwarded to the House committee on Agriculture, Chesapeake and Natural Resources for consideration.

"Today, a smart six-year-old can take out a cabin cruiser," without a law governing the minimum age of an operator, said Bruce Dungan, president of the Virginia Safe Boating Alliance and a member of the SML Water Safety Council.

NVSPS Tour: USCG Yard, Baltimore MD

All aboard for a vigorous walking tour of the U.S. Coast Guard Yard in Baltimore, MD on **Thursday, March 17, 2016**. We are limited to 25 participants so sign up asap with P/C Dick Durgin (rjdurgin@aol.com). Please indicate whether you will join us for a buffet lunch (\$9.00). If you have questions, call P/C Gale Alls at 703-569-1511.

- Location:** U.S. Coast Guard Yard, 2401 Hawkins Point Road, Baltimore MD 21226
- Schedule:** 9:30-10:00 am – Arrival, welcome and sign in. Everyone must present photo ID.
10:00-11:30 am – Walking tour of ship yard
11:30 am -12:30 pm – Walk to Dry Dock Club for buffet lunch (cost is approximately \$9.00).
12:30-1:30 pm – Walk to and tour Curtis Bay small boat yard.
1:30 pm – End of tour.
- Tour Description:** The USCG Yard is a busy industrial environment. We must wear hard hats furnished by the yard. Prepare to do a lot of walking over rough terrain. Wear protective slacks and durable flat heeled hiking shoes. If you have any doubts about your fitness for this tour, go to the USCG yard web site and watch the videos of the ships, machines, tools, and work occurring in the yard.
- Directions:** From I95 or Route 295 North, turn right onto 695 (Baltimore Beltway) east for 5.4 miles to Exit 1. At the end of the off ramp, bear right. You will immediately come to an intersection with a traffic light (Hawkins Point road). Bear right and continue for 0.6 miles to the first traffic light. Turn left into the Coast Guard Yard. The guard will provide you directions to parking.
- Parking:** Parking is limited so members are encouraged to car pool as much as possible.
- Cancellation:** If you sign up for the tour but later find that you are unable to attend, please email rjdurgin@aol.com asap so that members on the standby list may participate. We must provide a head count for the buffet by March 14.
-

Test Your Boating Knowledge

- Which of the following is required on federally controlled waters for boats less than 39.4 feet (12 meters)?
 - A VHF radio
 - Whistle
 - Paddle or oar
 - First-aid kit
- According to the Navigation Rules, which of the following is true?
 - A boat under power is always a stand-on boat.
 - A personal watercraft is always a give-way boat.
 - An overtaking boat always gives way to the boat being overtaken.
 - A boat under sail is always a stand-on boat.
- Which of the following must follow Navigation Rules for a powerboat?
 - Any sailboat equipped with an engine
 - All sailboats under sail alone
 - A sailboat with sails up but no engine
 - A sailboat with its engine engaged
- A float plan should contain what information?
 - A date and time to contact the authorities
 - A national weather service storm advisory signal listing
 - Coast Guard emergency radio frequencies
 - A pre-departure checklist
- Which of the following will increase the effects of alcohol and drugs when boating?
 - Food
 - Vibration
 - Spray
 - Temperature
- What is the USCG-approved meaning of "serviceable condition" for life jackets?
 - The ability to turn a person face up
 - Proper size and fit
 - Straps and zippers work
 - Must be within easy reach

Answers on Page 6

Nominating Committee Report

Commander and all;

As today is the deadline for submissions for the "of Tars and Terns" I am submitting the following, even though the list is incomplete.

Bridge Officers:

Commander	Lt/C Fred Zugay, JN
Executive Officer	Vacant
Education Officer	Lt/C Ed S. Phillips, AP
Administrative officer	Lt/C Kim-Kwok Chu
Secretary	Lt/C Mary Jane Hinkins, S
Treasurer	Lt/C Dave Hinkins, S

Members-at-Large of the Executive Committee:

Lt Richard E Cohen, P
P/C Alan R. Hart, AP
P/Lt/C Cathleen Sheffield, AP
CDR Richard E. Unis, JN
P/C Francis Williamson, AP

Rules Committee:

P/C Gale Alls, SN
Evelyn Alls, P
P/C Richard Durgin, JN
P/Lt/C Cathleen Sheffield, AP
P/C John Shivik, AP

Auditing Committee:

Lt Robert Donahue, AP
Cdr Richard E. Unis, JN
P/C Francis Williamson, AP

Nominating Committee:

P/C Jere Dando, AP
Lt Robert Donahue, Jr., AP
P/C Alan R. Hart, AP
P/C G. Jay Nelson, AP
Cdr Richard Unis, JN

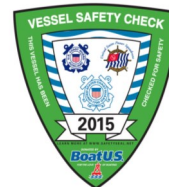
Respectfully submitted,
P/C Alan R. Hart, AP

Answers to Boating Knowledge Quiz

1. B It's always smart to carry a VHF, but the regulations require that you carry a sound-making device, which will help you get attention from nearby boats if you need help.
2. C A sailboat under power is a powerboat. When overtaking by sail alone, it still must give way to a powerboat.
3. D A sailboat under power is a powerboat, whether the sails are up or not.
4. A A float plan is to let others know the specifics of your trip so they can alert the authorities if you haven't returned and provide additional information that might be helpful .
5. B Stressors of boating including sun, noise, vibration and the motion of the water all contribute to a fatigue called "boater's hypnosis," which, when combined with alcohol, can dramatically increase the effects of intoxication.
6. C Life jackets must be the right size for the intended wearer and be easy to reach (if not already wearing it). The Coast Guard term "serviceable condition," means the life jacket floats and can be secured to the wearer.

Vessel Safety Checks

The mission of the Vessel Safety Check program is to minimize the loss of life, personal injury, property damage and environmental impact while maximizing the safe use and enjoyment of U.S. waterways by recreational boaters. The Vessel Safety Check process is one of "prevention through education, outreach and volunteer compliance" helping recreational boaters to gain a respect for the boating environment. Consider volunteering to become a Vessel Safety Examiner. Contact Rich Unis at Skipperunis@gmail.com



Marine Electrical Wiring

I often get asked the question “can I use ‘regular wire’ for my boat?” My first response is “what do you mean by ‘regular wire’”. Marine environment generally use AWG (American Wire Guide) tinned copper wire. This standard should be the default wire selection for boats. However, as long as the wire is SAE (Society of Automotive Engineering) J378, J1127 or J1128, the answer is a qualified “yes”. The electrical wire you can purchase at any auto supply store is designed for “surface vehicles”, not for the special requirements of the marine industry. However, SAE wire does meet the minimum standards for boats in limited circumstances. Unlike automotive applications, the marine environment must deal with excessive and prolonged moisture, vibration and caustics (engine fluids) that surface vehicles do not encounter. Therefore, automotive wiring should not be used in bilge spaces or other areas subject to moisture. They should not be run in engines spaces unless marked “oil resistant” and “75°C”, nor in applications subject to vibration or frequent flexing. and must never be used for 110 volt applications. For safety, use only wire which is marked with size and type.

Another important consideration is that SAE wire is up to 12% smaller than the equivalent gauge of AWG wire, which means that in many applications you will need to use a larger gauge wire to stay within the voltage drop limits you will encounter. Proper wire gauge for various electrical applications is another topic, but a good starting point is the charts found in “Chapman’s Piloting” and other publications which all recommend AWG wire. Another consideration is application of the wiring you are installing or replacing. Depending on what you are powering, a failure of the wiring could be a minor inconvenience or a significant safety issue. While AWG wire is often more expensive (usually by about 20%), using under-sized SAE wire, or in application it is not designed to meet, will eventually cost you more in the long run.

A final comment about electrical wiring; color is important. The Marine Color Code was developed to standardize a means of tracing and trouble shooting wiring issues. While it is generally known by most boaters that red wires are positive and black wires are ground, that is not the whole picture. You will quickly discover this when you try to find the positive wire on a blower motor. You should use the proper color wire for the application.

G. Jay Nelson

Marine Color Code (Source: Marincos website)

Color	Item	Use
Red	DC Positive Conductor	Positive Mains
Black or Yellow	DC Negative Conductor	Return, Negative Mains
Green, or Green w/ Yellow Stripe	DC Grounding Conductor	Bonding System Bonding Wires (if insulated)
Brown	Generator Armature	Generator Armature to Regulator
	Alternator Charge Light	Generator Terminal/Alternator Auxiliary Terminal to Light to Regulator
	Pumps	Fuse or Switch to Lights
Grey	Navigation Lights	Bonding Wires (if insulated)
	Tachometer	Tachometer Sender to Gauge
Orange	Accessory Feed	Ammeter to Alternator or Generator Output and Accessory Fuses or Switches
	Common Feed	Distribution Panel to Accessory Switch
Pink	Fuel Gauge	Fuel Gauge Sender to Gauge
Purple	Ignition	Ignition Switch to Coil & Electrical Instruments
	Instrument Feed	Distribution Panel Electrical Instruments
Brown w/ Yellow Stripe	Bilge Blowers	Positive Mains (particularly unfused)
Yellow w/ Red Stripe	Starting Circuit	Starting Switch to Solenoid
Tan	Water Temperature	Water Temperature Sender to Gauge
Green/Stripe (G/x) (except G/Y)	Tilt Down and/or Trim In	Tilt and/or Trim Circuits
Blue/Stripe (Bl/x)	Tilt Up and/or Trim Out	Tilt and/or Trim Circuits



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