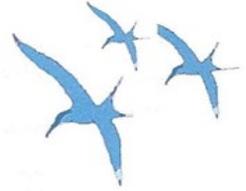




# of TARS & TERNS



Volume XLVII Number 7

September 2014



## Mark Your Calendar

NVSPS Meetings and Events

### September 2014

- 10 General Membership Meeting**  
1900 - 2100: BoatUS Headquarters; 880 South Pickett Street, Alexandria, VA  
*Speaker:* to be announced
- 13 Wounded Warrior Cruise**  
Patuxent Naval Air Station, West Basin Marina
- 23 Executive Committee Meeting**  
1930 - 2100: 4031 University Drive #200  
Fairfax, VA 22030

### October 2014

- 03 Tour of the Rachel Carson Research Vessel**
- 11 Oktoberfest Picnic (No General Membership Mtg.)**  
Fairfax Yacht Club
- 22 Executive Committee Meeting**  
1930 - 2100: 4031 University Drive #200  
Fairfax, VA 22030

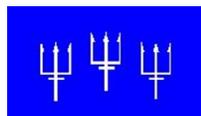
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1930 - 2100: 4031 University Drive #200  
Fairfax, VA 22030

A detailed Squadron calendar including all meetings and educational courses can be found on our web site [www.nvsp.org](http://www.nvsp.org)



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



## Commander Sends...

Cdr. Rich Unis, JN

Summer has come and gone but don't put your boat away for the winter just yet. There's plenty of time for that later. Fall is often the best time for boating with cooler temperatures, lower humidity and generally fair weather... perfect for anchoring in a quiet cove. And if you're a sailor like me you will likely be greeted with more consistent winds. This summer has not been kind to me on the wind front. It seems every time I went sailing the winds either petered out or were blowing the wrong direction to make decent headway. So, I can't wait for fall! Besides, we have many squadron activities planned for fall.

Here's a great opportunity to get out on the bay this fall...our NVSPS Bay Rendezvous at Herrington Harbour South marina. The Rendezvous is scheduled for October 4-5.

*Continued on Page 3*

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| NVSPS Competes in Navigation Contest | Page 7 |
| Wounded Warrior Cruise               | Page 9 |

### USPS Captain in a Box Series

Interested in obtaining your USGC Captain's License? USPS offers six versions of "Captain in a Box" training packages that are designed to provide you with everything you need to know to pass your US Coast Guard license for the Six-Pack license, or the 256/50/100 Ton Master's Captain License. There are also packages to upgrade a Six-Pack license to a Masters license, renewing your license, and obtaining Assistance Towing and Auxiliary Sailing endorsements. These courses are a fun and easy way to obtain your USGC license. For more information, visit <http://www.shopusps.org/page33.html>





## Bridge Officers

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Vacant

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### 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.

### Facts about the US Coast Guard

Each day, the men and women of the 35,000 plus active duty Coast Guard, 8,000 Reservists, and 32,000 Auxiliarists provide services over 3.4 million square miles of Exclusive Economic Zones.

On an average day, the Coast Guard:

- Conducts 109 Search and Rescue Cases.
- Saves 10 lives
- Assists 192 people in distress.
- Protects \$2,791,841 in property.
- Seizes 169 pounds of marijuana and 306 pounds of cocaine worth \$9,589,000.00.
- Processes 238 Seaman licenses and documents.
- Investigates 6 vessel casualties involving collisions, allisions, or groundings.



## Boat Smart Boat Safe



### Of Tars & Terns

The official publication of the  
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www.nvsp.org



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

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**Volume XLVII; Number 7: September 2014**

#### EDITOR

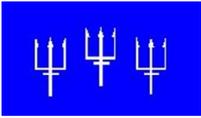
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# Commander Sends...

.... Continued from Page 1

Cdr. Rich Unis, JN

Plan to arrive on Saturday, October 4th and join the group for dinner at Mango's restaurant (at the marina). You can either depart on Sunday, October 5th or stay as long as you like. If you are planning to attend by boat, please e-mail me with your boat information (name, draft, beam, power requirements, arrival date/departure date, etc). Everyone is welcome to drive over to the marina and join the group for dinner. Please let me know if you plan to attend the dinner so I can make reservations for our group. This should be a fun event.

Don't forget about the tour of the University of Maryland research vessel M/V Rachel Carson in Solomons, MD on Friday, October 3rd. The tour will start at 1100. Lunch will follow at Stoney's on Solomons Pier at around 1230. If you plan to attend you need to notify Dick Durgin at [rjdurgin@aol.com](mailto:rjdurgin@aol.com) and provide him with your cell phone number. There will likely be several carpools going down. For those with boats in the Solomons area, plan to head up to Herrington Harbour South marina for the Rendezvous on Saturday.

Fall not only brings great sailing and boating weather but it also brings the boat shows to Annapolis. D5 is sponsoring a USPS booth at the Annapolis Sailboat and Powerboat Shows in October. The District is looking for volunteers to man the booth. You will get credit towards a merit mark and free admission into the show on the day you work the booth. You can't beat that! This year the Sailboat Show will start on Thursday, October 9th and continue through Columbus Day Monday on October 13th. The Powerboat Show will open on Thursday, October 16th and continue through Sunday, October 19th. If interested in participating, please go to <http://tiny.cc/si5ejx>. View the online document and determine the open shifts you want to volunteer for. Enter your contact information. You can e-mail or call Cdr Kathy Nash, AP at [kmnash1@verizon.net](mailto:kmnash1@verizon.net) or 410-956-2781.

Be safe on the water and have a great time building lasting memories.

Contact Cdr Rich Unis at 703-777-8378 or at [skipperunis@gmail.com](mailto:skipperunis@gmail.com).

**Cmdr. Rich Unis JN**  
NVSPS Commander  
[Skipperunis@gmail.com](mailto:Skipperunis@gmail.com)

Fair winds and following seas



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## Past NVSPS Commander Celebrates 80th Birthday

Recently four charter members of Northern Virginia got together to celebrate Bill Eldridge's 80th birthday. They are, from left to right, P/R/C William C. Eldridge, SN, P/R/C Robert B. Malone, AP, P/C Gale Alls, SN and P/C Alan R. Hart, AP.



### Facts About our Past Commanders:

- Commanders since 1967 47
- Commanders Deceased 15
- 2-Term Commanders 3
- 3-Term Commanders 1
- Commander Grades:
  - Pilot 7
  - Seamanship 2
  - Advanced Pilot 8
  - Junior Navigator 5
  - Senior Navigator 7



## *Education Officer*

Lt/C Ed Phillips, AP

Last month, I discussed the first class of the coastal navigation classes which is Piloting. This month I would like to discuss the second course of the coastal navigation classes; Advanced Piloting or as we all refer to it as AP. AP is a continuation of P primarily adding the principles and effects of tides and currents to the calculations mastered in P. These calculations, or at least the estimation, of tides and currents are crucial to winning a predicted log contest. It will also determine if landfall will be accurate and on time.

Here is the official description of the AP course: Advanced Piloting continues to build coastal and inland navigation skill, allowing the student to take on more challenging conditions – unfamiliar waters, limited visibility, and extended cruises. GPS is embraced as a primary navigation tool while adding radar, chart plotters, and other electronic navigation tools. As with Piloting, the course includes many in-class exercises, advancing the student's skills through hands-on practice and learning. Ten classes of two hours each normally are scheduled for presentation of this course. In addition the students have seven days to complete the open book exam. Topics covered include:

- Review of skills learned in Piloting
- Advanced positioning techniques such as advancing a line of position
- Other electronics: radar, depth sounders, autopilots, chart plotters, laptop computer software, etc.
- Hazard avoidance techniques using electronics (e.g., “keep out” zones in GPS)
- Collision avoidance using radar and GPS
- Working with tides: clearances, depth, effects of current
- Piloting with wind and currents
- The “Seaman’s Eye” – simple skills for checking that one is on course

Since my last article we have had some planning and progress take place in the NVSPS Education Department. We are having a Seamanship class starting on Saturday morning, Nov 1 at 9:00 AM. There will be four sessions, each four hours, covering two chapters. The test will be administered on Saturday, Dec 6. This class is scheduled for Sea Scout Ship 1942 and will be taught by Jay Nelson, everyone is welcome to sign up.

We need qualified instructors to teach our upcoming ABC3 classes. Dick Durgin has offered to conduct a two hour Instructor Refresher class on Saturday, Dec 13 at 9:00 AM. If your instructor qualification has expired you will be hearing from Dick Durgin directly. Once the refresher class is completed your instructor qualifications are good for another four years. This refresher class is only for those have previously taken the Instructor Development (ID) class. We will offer an ID class when there are enough of students to participate.

We will be presenting the “Mastering the Rules of the Road” Seminar at the West Marine Store in Alexandria on Saturday, November 8th at 11:00 AM. This is the first seminar that we will be presenting; there will be more to come. I need an instructor for this seminar, please let me know if you are interested.

The really good news is the USPS boating simulator. The official name is the Boating Safety Virtual Trainer (BSVT). It was unveiled at the National Conference in September. Those who attended were able to get a first glimpse of the BSVT in person and take the helm. I took a watch at the Annapolis Sailboat Show with the Annapolis Sail and Power Squadron where the BSVT was on display. I did get some helm time and had a great time helping our visitors use it. It is a tremendous training tool, although it does have some limitations. Some visitors asked if there was more than one boat or a sailboat. Unfortunately, the only boat in the simulator is a 20’ center console outboard, but it is loads of fun. Additional information on the simulator can be found at the BSVT website (<http://www.usps.org/d12/PDF/BSVT.pdf>).

We (NVSPS) will be displaying the BSVT at the Alexandria West Marine Store on Saturday, November 22nd and again on Saturday, November 29th from 11:00 AM to 4:00 PM. On November 22nd, we will be presenting the Powerboat handling seminar and on Saturday November 29th we will be presenting the advanced powerboat handling seminar. We need instructors for the seminars and people to help with the BSVT.

The annual D/5 Fall Education Conference will be held on Oct 24 through Oct 26 at Smith Mountain Lake. The conference is being hosted by the Smith Mountain Lake Squadron at the W. E. Skelton 4-H Educational Conference center in Wirtz, VA.

**Lt/C Ed Phillips, AP**  
*NVSPS Squadron Education Officer*  
[seo@nvsp.org](mailto:seo@nvsp.org)

## *Old Friends of NVSPS Checking in...*

*My friends in Northern Virginia*

*During my recent VSE, graciously done by P/C George Nartsissov (accompanied by his very able First Mate and Past First Lady Ann), George suggested I write up my experience as a live aboard for "of Tars and Terns." I am glad to do so and hope you find the following interesting.*

*We moved from Northern Virginia in October of 2012 and relocated in Davidson, NC, some 400 miles south. We love the south. But my son still lives in Gaithersburg and I pined for the closeness of having him nearby. So when we re-located we agreed to keep "Tesoro", our 2005 Silverton 35 Motoryacht, at Bay Bridge Marina in Stevensville, MD. The location is perfect. We are directly across the Bay from Annapolis which is our favorite cruising water and we are on Kent Island, our favorite part of Maryland. And it has the advantage of being one hour from my son's home. Because of the distance from home, however, when we go to the boat we stay aboard her for 3 weeks at a time, returning home for a week or so to check on the house, open the mail, etc. and then returning to the boat for other three or so weeks.*

*I don't think this qualifies as truly "living aboard" but it certainly is a modified version. And we really do have it down to a science, more or less. Here are a couple thoughts that come to mind if you contemplate living in such close proximity to your chosen mate for a protracted length of time:*

*#1. Don't even think about it unless you are really good friends with each other. Our boat design provides us with plenty of moving around room. We have a very comfortable state room and another "guest room" that we use as a library. Our salon is large enough for two to be comfortable. The aft salon is great for entertaining. But the galley is, after all, a galley and that is not the same as a kitchen. And we live with an elderly, diabetic dog that must be carried on and off the boat. There is no avoiding the occasional bump into each other. We laugh about it but such proximity could become a problem for some people.*

*#2. Go out to eat a lot. We dine out several times a week. This helps us avoid feeling cramped and avoids inevitable issues of two people trying to prepare meals in a boat's galley.*

*#3. Divide up the chores. Keep the clutter in the closets, the clothes off the floor, the kitchen and heads clean, the fresh water supplied, the carpets vacuumed and everything else dusted. You will see the effect of unkempt housekeeping right away when you are living aboard. It drives me crazy but I am the "neat nick" in our duo.*

*#4. Cruise. Just because you are living aboard, don't forget to take her out for a spin frequently. Resist the temptation to just hang out at the marina, safely tied in the slip as you will miss out on the fun part of boat ownership.*

*#5. Fix things right away. Don't let little jobs or fixes build up as they will be magnified by a factor of 10 if you are living aboard. And, of course, little jobs have a way of cascading into big jobs if unattended. When that happens, it takes away from the fun and excitement of living aboard.*

*#6. Entertain. Invite friends, slip mates, marina buddies, Squadron friends, etc. over. This is your home while you are living aboard and it should be treated as such. It will make your experience seem more like a natural continuation of your land bound life.*

*#7. Wifi and Cable. These are essentials. Many marinas provide both these days so there is no reason to go without them. Having communication and entertainment capability is very important to us and I doubt that we could live aboard for weeks at a time without them.*

*#8. Alone time. Despite being madly in love with each other, it is sometimes a good thing to get some alone time. We have a nice pool at the marina and a great exercise room. Some marinas have "Captain's Quarters" - rooms set aside with comfortable chairs, wide screen TV and collections of books and videos. Take advantage of them.*

*#9 Exercise. This is extremely important to us. We take a daily, vigorous 20 minute walk at a minimum. This is terrific exercise and it is easy to do.*

*#10 Have Fun. After all, that is why we are boaters!*

*Frank Shults, Former NVSPS Xo and PRO*

*PS: Michelle and I miss all our friends at NVSPS and wish you fair winds and following seas.*



## Secretary

Lt/C MaryJane Hinkins, P

Experience is the key to everything it seems whether it be your job, raising children, mountain climbing, or boating. This Labor Day weekend was full of new experiences for us. For starters we did our first night navigation and also we visited Leesylvania State Park. This is a lovely park on the shore of the Potomac River. They have a deli, a small store, picnic tables, fuel, pump outs restrooms and boat ramps. There is very little no wake zone and the entrance is very well marked. We thought, "What a lovely place to have a picnic." And it was. The tables had umbrellas, and are facing the Potomac. We docked the boat on the floating day use dock. It's a floating dock with a ramp up to the small store. We slide in quite easily. We wondered the grounds, walked through the store, and then sat and prepared ourselves a sandwich. Very pleasant time and I would suggest anyone on the Potomac might want to stop and enjoy the facilities. They charge to park your car but just boating by and stopping to enjoy the area appears to be free. All this went off without a hitch. We gathered our things and headed back to the boat.

We have floating docks at our Marina, and I did not even stop to think about the construction. Our docks are stabilized by finger piers. This makes the docks very stable. The boats bounce and dance but the navigation of walking is quite stable. The docks at Leesylvania are made to temporarily accommodate 5 or 6 day boats docked parallel to the dock. As you bounce along on them I did not think of any hazards. Dave boarded our boat first and I grabbed the canvas upright as I usually do and stepped onto the boat. Here is where things went array. The dock buckled under me just as I placed one foot on our boat, shooting me into the water between the dock and the boat. I was lucky that it was not a faster surge for I could have smashed my head between the boat and the dock or hit my head under the boat. I was able to hit the bottom and come back up slowly grabbing the swim platform. Dave ran back when he heard the splash and asked if I want the swim ladder down. Later after the incident he asked himself why he did not just say "I am putting the swim ladder down." I could not speak, I am uncertain why. I could nod my head yes. I finally said, 'My leg hurts.' Though I could wiggle my toes and use my legs to navigate the ladder so hurt they might but no broken I though. I was very happy that the engines were off for the water action kept pushing me under the boat, but once I surfaced I was able to keep my hands on the swim platform and make it to the ladder where Dave assisted me in getting back into the boat where I just sat there for several minutes. Nothing seemed broken. My right shin was bruised and swelling and later my big toe started to throb. I was also soaked from head to toe.

Contemplating what I did wrong was at first hard, but I suppose I should have been more aware of the action on the dock, Waited until Dave was totally inside the boat and he perhaps should have offered a hand as I boarded but heck we board our boat many times in the course of a boating weekend.

- If you have children, make sure they have a well-fitting life vest on when on the dock
- Engines should be off or in the neutral position until all have boarded.
- Make slow steady movements
- Watch for boat entering or surging on the water that might make the dock unsafe.
- Make sure pets board alone and not next to a person.
- Once on the boat move to the centerline of the boat and sit.
- Be steady
- If possible keep one hand on a dock rail and one on the boat (not possible at this time.)
- Watch everyone board in case a problem occurs.

I am the not so proud owner of a goose egg and a black toe, more experienced, hopefully smarter and wiser, but still alive and kicking.

**Lt/C Mary Jane Hinkins**

NVSPS Secretary

[mjhinkins@msn.com](mailto:mjhinkins@msn.com)

# NVSPS 2014 Wound Warrior Cruise

Once again the NVSPS Wounded Warrior Cruise was a success. This event affords the NVSPS Squadron the chance to say thank you to our veterans who have served our country at great personal cost.

The day began with the Wounded Warriors arriving at the marina, a quick orientation and handout of the boxed lunches, and it was off to the boats. Each skipper provided a safety briefing and then went out on the water - some up the Patuxent River and other into the Chesapeake Bay.

At approximately 1600 the boats returned to the marina and the veterans were treated to a barbeque of hot dogs, hamburgers and chicken, with a variety of side dishes.

The weather was overcast, but comfortable, and everyone had a great time. Our thanks once again this year to Francis Williamson for orchestrating the event, and to the skippers, shore party staff and the Sea Scouts of Ship 1942 who donated their time and personal expense to this effort. We would also like to thank the Messiah Methodist Church of Springfield, VA who again this year provided the transportation for Wounded Warriors from the medical facilities to the Patuxent Naval Air Station Marina.



Photos courtesy of Lt/C Kim-Kwoc Chu

# NVSPS 2014 Wounded Warrior Cruise (Continued)



Photos courtesy of Lt/C Kim-Kwoc Chu