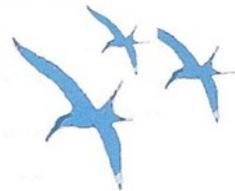




of TARS & TERNS



Volume XLVIII Number 4

October 2015



Mark Your Calendar

NVSPS Meetings and Events

November 2015

- 11 General Membership Meeting**
1930—2100 BoatUS Headquarters
880 South Pickett Street, Alexandria VA
- 18 Executive Committee Meeting—Education Working Session** (All are welcome)
1930 - 2100: 13454 Sunrise Valley Suite 400
Reston, VA 22030
- 19 Tour of the David Taylor Model Basin**
1000—1300 Naval Surface Warfare Center,
Bethesda, MD (See article)

December 2015

No General Membership Meeting

- 06 NVSPS Holiday Party** (All are welcome)
1800 - 2300: P.J. Skidoos
9908 Fairfax Blvd, Fairfax, VA 22030

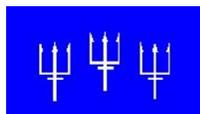
January 2016

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

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



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



Commander Sends...

CDR Rich Unis, JN

I would like to take this opportunity to thank the Squadron for volunteering to support our Wounded Warrior Cruise event. Unfortunately, we had to cancel the event this year due to a lack of commitment from Wounded Warriors. That's the risk we accept when we plan this event. We hope and pray that we will have participants but we don't know for certain until right before the event. This year there were other competing events on the same date that Wounded Warriors participated in, like the Joint Base Andrews Airshow. Not to mention, there are less and less Wounded Warriors...which is a great thing. We were ready though! I really want to recognize P/C Francis Williamson, AP for his outstanding effort in planning and organizing this event.

Continued on Page 3

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Did you Know?

The USCG's 2014 Recreational Boating Statistics:

- The Coast Guard counted 4,064 accidents that involved 610 deaths, 2,678 injuries and approximately \$39 million dollars of damage to property
- The fatality rate was 5.2 deaths per 100,000 registered recreational vessels, which is a 10.6% increase over 2013
- 78% of fatal boating accident victims drowned, and of those victims, 84% were not wearing life jackets
- Operator inattention, improper lookout, operator inexperience, excessive speed, and alcohol use rank as the top five primary contributing factors in accidents



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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 US Coast Guard...

- The Coast Guard was founded on August 4, 1790 to prevent smuggling and to help the new nation enforce its trade laws.
- The Coast Guard, on average, save 13 lives each day.
- On an average day, the Coast Guard screens 679 commercial vessels and 170,000 crew and passengers entering US ports.
- The USCG Ship Taney was stationed at Pearl Harbor on 07 December 1941 ready to return fire within four minutes. She was decommissioned on 07 December 1986 after fifty years of active service in the Coast Guard. She is now a part of the Baltimore Maritime Museum.
- While there are some subtle variants for USCG vessels under 65 feet, the larger USCG vessels have specific hull coloring that designate their mission: White with a red strip is a patrol boat; black with a red strip is a buoy tender; and, red with a white stripe is an ice breaker



Of Tars & Terns

The official publication of the
Northern Virginia Sail and Power Squadron
www.nvsp.org



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

Of Tars & Terns is published ten months of the year and mailed to all NVSPS members. July/August and January/February issues are combined. All Of Tars & Terns newsletters are published online at NVSPS.org

Volume XLVIII; Number 4: October 2015

EDITOR

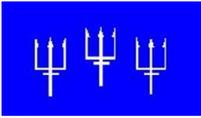
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Commander Sends...

.... Continued from Page 1

CDR Rich Unis, JN

He did a tremendous amount of advance coordination with PAX River Naval Air Station, Bethesda/Walter Reed National Military Medical Center, Fort Belvoir Community Hospital and various Veterans Homes. Francis, on behalf of the Squadron, we can't begin to thank you enough for your hard work! I would also like to thank everyone else who assisted with the planning and preparation for the event and those who volunteered to participate. The EXCOM will explore other options for a community service project for next year.

Although summer may be over, fall is special time for enjoying boating activities. First and foremost are the U.S. Sailboat and U.S. Powerboat Shows in Annapolis. I usually go to the Sailboat Show every year but I skipped it last year for some lame reason which I can't even recall now. I've regretted that decision for the entire year and won't make that mistake again! I can't wait...I'll be there. We also have our annual Oktoberfest Squadron Picnic. Stay tuned for specifics. We had to find a new venue this year since we weren't able to utilize the Fairfax Yacht Club facility.

Now's your chance to influence the update to the famous Nathaniel Bowditch's "The American Practical Navigator." For the past two centuries, Bowditch has provided each new generation the theory and science behind the art of modern marine navigation. The National Geospatial-Intelligence Agency's Maritime Safety Office is collecting comments and feedback through June 30, 2016, to include in an update due to be published and released in 2017. You can go to www.nga.mil and search for a digital copy that you can download for free. Contributions can be emailed directly to Bowditch2017@nga.mil. By the way, did you know that the U.S. Government purchased the rights to the book in 1867 for \$25,000? Not a bad acquisition!

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!

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

Fair winds and following seas



Secretary

Lt/C MaryJane Hinkins

There have been many suggestions as to this articles title, so perhaps, it will be divided into parts...

Part 1: A day at the Creek, Part 2: Miracle on Moratico Creek, and Part 3: Cruise to Remember or Accidents Happen and Crabs are Cracked.

Part One - A Day at the Creek

I want to thank everyone that came to our Day. And except for the traffic, I think everyone had a great time. It was a true Power Squadron Day. Nearly everyone arrived late due to I-95. It was a bottle neck. But thankfully no one turned around. All gritted their teeth and made the 124 mile trek. Early arrivals, Gale and Evelyn, were gracious enough to assist in setting up and helping us make last minute adjustments. Thanks so much! I am still enjoying the flowers.

The weather was so perfect, we were able to turn off the air and open the windows. There was a nice breeze, so pleasant and the air so sweet not too humid, and enough sun and shade that the party stayed outside. There were so many good eats, I am sure I gained back everything I have been trying to lose the last few weeks. There were charcoal flamed hamburgers and dogs expertly grilled by Dave, salads with cactus and some with black beans, Alan Hart's Coca Cola salad, always a crowd pleaser, there were delicious pickles that showed up late but boy are they great, there were pasta salads that we are still enjoying and baked beans. And desserts: Apple pie, petit fours, they were irresistible, homemade sour cherry cobbler (I don't think one bite was left), and a watermelon we never even got to try! We also had a wide assortment of IPAs and other beers, red and white wines, wonderful Pina Coladas, by our own Sue Karjala, and various other spirits. Also homemade lemonade, and citrus ice teas. We dined and drank with hummingbirds. The tide was against us though. Low tide was between 1:30 p.m. and 2:30 p.m. And there was just slightly too much wind for the smaller lighter boat. We waited for a higher tide. I wonder if we can make this a yearly affair. Would folks come?

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

Northern Virginia Sail & Power Squadron's 2015 Holiday Dinner Dance

I am excited to announce that our Holiday Dinner Dance will be held in the Banquet Room at P.J. Skidoos, 9908 Fairfax Boulevard, Fairfax, Virginia on Sunday December 6, 2015 from 1800 to 2300. I hope that the change of venue and the delicious menu choices will entice everyone to come and bring guests.

It will be a sit down dinner with a cash bar. Music will be provided by "Back In Time DJs" for your entertainment and dancing. The details and reservation form are on the flyer in this newsletter on page 10.

There is a private entrance to the Banquet Room located on the left side of the building. Please use this entrance. The restaurant requests that you park on the side/or back of the restaurant or in the Furniture Store Lot next door located to the right of the restaurant. Please mark this date on your calendar and come and enjoy this special evening of Holiday Celebration

Sue Karjala, Event Chairperson



NVSPS Tour of David Taylor Model Basin

Have you ever wondered how large ship designs are tested before the ships are built? If so, join NVSPS members for a tour of the David Taylor Model Basin (DTMB) on Thursday, November 19, 2015 at 10:00 am. DTMB is located in the Carderock Division of the Naval Surface Warfare Center in West Bethesda, MD. The tour will last about two hours. We will have lunch in the center cafeteria.

The David Taylor Model Basin was built in 1939 and contains multiple test basins (shallow water, deep water and high speed) designed for a variety of testing capabilities. Research conducted at DTMB has influenced naval architecture for more than 70 years.

If you are interested in participating in this tour, email P/C Dick Durgin (rjdurgin@aol.com) asap because space is limited. He will send you a map with driving directions and a form which you must complete and bring with you on the day of the tour along with your government-issued ID. Drivers will need to show current proof of insurance and registration. Photography is prohibited. We must turn in a list of participants a week before the tour.

Directions: Take the Beltway I-495 north. After crossing the American Legion Bridge, take the first exit (exit 41) onto the Clara Barton Parkway. Stay to the left at the Y. Proceed approximately ½ mile to the off-ramp leading to the main entrance of Carderock Division. There is no exact address for the visitor center that you can plug into your GPS. Using the center's mailing address in your GPS will take you to a back gate which is closed to visitors.

Any questions? Call P/C Gale Alls at 703-569-1511.



Janie Meneely Entertains the September General Membership Meeting

Janie Meneely entertained and delighted the attendees of our September General Membership Meeting with her wonderful stories and songs about life on the Chesapeake Bay. Members who were unable to attend missed a fun and interesting evening. Ms. Meneely grew up sailing on the Bay and has spent most of her adult life chasing down stories about people, places and history of her "big backyard". She's managed over the years to encrypt many of those stories in songs and performed on stages around the country, including Mystic Seaport's prestigious Sea Music Festival and the Chicago Maritime Festival. When she's not busy editing Chesapeake Bay Magazine, she's working on new musical material and sailing her little Tartan 27.



Photo courtesy of Kim-Kwok Chu

Guest Speaker

11 November 2015

General Membership Meeting



Kim Couranz with NOAA's Chesapeake Bay Interpretive Buoy System Program

The NOAA Chesapeake Bay Interpretive Buoy System (CBIBS) supports the use and management of a healthy Chesapeake Bay by providing the data and information needed to improve safety, enhance the economy, and protect the environment. The data are also being used in classrooms throughout the watershed to complement science education. The system's observing platforms are often called "smart buoys" because they continuously relay information to users in real time using wireless technology. CBIBS buoys provide real-time data on weather and water conditions at 10 locations up and down the Bay and its tributaries. How do buoys collect and transmit data? And how can you access and use observational information from these locations? Kim Couranz, communications specialist at the NOAA Chesapeake Bay Office, will be on hand to share information about the CBIBS "smart buoys". Come join us for the very interesting presentation.



Weather Rhymes

We have all heard these weather rhymes over the years. Ancient mariner saying that observe the clouds and winds designed to forecast the weather aboard ship. Just for fun, see how many you have heard of, or perhaps used yourself.

Observing the Clouds

- Red sky at night, sailors delight. Red sky in the morning, sailors take warning.
- The evening red and morning gray, Are sure signs of a fine day, But the evening gray and the morning red, Makes the sailor shake his head.
- If clouds are gathering thick and fast, Keep sharp look out for sail and mast, But if they slowly onward crawl, Shoot your lines, nets and trawl.
- Mackerel sky, mackerel sky - never long wet, never long dry. Herringbone Sky, neither too wet nor too dry.
- Horses' manes and mares' tails-- Sailors soon shall shorten sails.
- If clouds look as if scratched by a hen. Get ready to reef your topsails then.

Observing the Wind

- When the wind shifts against the sun, Trust it not, for back it will run.
- When the wind is from the south the rain's in its mouth.
- When rain comes before the wind, halyards, sheets and braces mind, But when wind comes before rain, soon you may make sail again.
- When the wind is blowing in the North, No fisherman should set forth. When the wind is blowing in the East, 'Tis not fit for man nor beast. When the wind is blowing in the South, It brings the food over the fish's mouth. When the wind is blowing in the West, That is when the fishings best.
- No weather is ill, if the wind be still.
- The wind in the west suits everyone best.
- Every wind has its weather.

2015 NVSPS Wounded Warrior Event Follow Up

As mentioned in the Commander's article, the 2015 NVSPS Wounded Warrior event had to be cancelled this year due to lack of available wounded warriors. NPSVS members were ready with sufficient boats, food and volunteers, but we just didn't have the warriors to support. There are two 'good news' reasons for this; there are many more organizations that are supporting the wounded warriors with various events, and there are fewer wounded warriors. We are currently considering other avenues for NVSPS to provide public services. If you have any suggestions, contact Rich Unis at Skipperunis@gmail.com

The Luck Bucket

A luck bucket is something I recently learned about in the aviation world. I want to share my luck bucket with you because it applies equally well in the maritime world. No, it is not something from the Twilight Zone that brings you luck when you rub it. Actually it comes with its counterpart, the experience bucket. The idea is that you start out your boating and sailing adventures with a full luck bucket and an empty experience bucket.

The goal is to fill the experience bucket before you empty your luck bucket. An empty luck bucket would be a very bad thing. You can always add to the experience bucket without a withdrawal from the luck bucket, but there will be times when you will thankfully dip into the luck bucket and grab some bits of luck.

Fortunately, US Power Squadron members carry around a brimming experience bucket. We all know there have been times when our luck bucket was dipped into. Remember the time you jumped onto dock from a moving boat to spring it off and teetered a little when your feet made contact with the wobbly floating dock. You thought you were reaching out to that nearby piling to balance yourself, but you were really reaching into your bucket for a bit of luck to stay dry.

How about the times you went out without checking the weather. You didn't know it, but a few bits of luck blew out of your luck bucket and the weather was fine. What about the time that summer squall caught you by surprise? It was really a surprise because you didn't know that thunderstorms were forecast. Some bits of luck were lost, but some nuggets of experience were deposited.

We can all think of our own examples of making a withdrawal from our luck bucket and making a deposit into our experience bucket. Part of our purpose here in the Northern VA Sail and Power Squadron is to open up our experience buckets and share. We all have something to share, and all from different perspectives. That is exciting. There is so much to learn from each other, more than what is contained in any USPS course. Everyone can learn basic information from a book, but all of us possess our own hard earned experience with bits of luck withdrawn from our luck bucket. Experience is a priceless commodity to be shared by all of us.

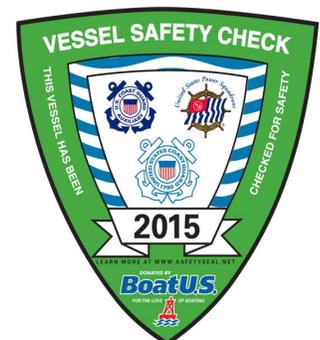
Ed Phillips, NVSPS SEO

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.

Our members have joined with the USCG in offering courtesy Vessel Safety Checks at local marinas. Boat owners whose boats pass the complementary examination will be awarded a special decal to display on their boat.

NVSPS members interested in becoming a Vessel Safety Examiner can find more information about the program and sample examiner tests on the USPS.org website, or contact Rich Unis at Skipperunis@gmail.com





Education Officer

Like the boating season, the USPS seminar season is also rapidly coming 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 12 March 2016. The remaining seminars for 2015 are listed below.

We have changed the times of the USPS seminars at the Alexandria West Marine Store. The USPS seminars are now being held from 0930 to 1200 in an effort to make the time more appealing to folks with busy schedules. We still need instructors for the last two seminars of 2015. Please let me know if you are interested in teaching one of these seminars.

In cooperation with Sea Scout Ship 1942, we will be teaching and ABC3 class and a Seamanship class on Saturday mornings starting sometime in November at St George's Episcopal Church in Arlington, VA. A Piloting class is also being planned for January. The dates are still being confirmed at press time. Please let me know as soon as possible if you have any interest in attending any of these classes.

Saturday Seminars at the Alexandria West Marine Store - 0930 to 1200

November

Emergencies on Board 14 November 2015 @ 0930 (Instructor needed)

December

Emergencies on Board 12 December 2015 @ 0930 (Instructor needed)

Fair winds and cool breezes!

Lt/C Ed Phillips, AP
NVSPS Squadron Education Officer
seo@nvsp.org



The Off-Season is a Great Time for USPS Seminars

During the off season we all look for ways to maintain our passion for boating. We plan cruises, read up on boating topics and generally long for the season to begin anew. Seminars are a great way to learn about a specific topic concentrated into a manageable, two-hour commitment during the off-season. These focused sessions help you round out your understanding and knowledge of a variety of boating topics. If you are interested in any of these topics being taught over the winter, contact Ed Phillis at 703 771-7096 or education@nvsp.org

Boat Handling

Boat Handling Under Power Advanced Powerboat Handling Boating on Rivers, Locks, and Lakes
Anchoring Sail Trim and Rig Tuning

Navigation

Using GPS How to Use a Chart Basic Coastal Navigation
Mariner's Compass Mastering the Rules of the Road Marine Radar

Facing the Environment

Hurricanes and Boats Tides and Currents Basic Weather and Forecasting

Safety

Emergencies on Board Fuel and Boating Partner in Command
Man Overboard Using VHF & VHF/DSC Marine Radio

Techniques

Paddle Smart Trailering Your Boat Knots, Bends, and Hitches

Cruising

Crossing Borders

Hands On Skills

Practical on the Water Training

How to Winterize an Outboard Motor

The best way to keep your outboard motor in top shape from year to year, prepare it carefully for winter storage. This is something that doesn't take much effort, but is often overlooked at the expense of the motor's lifespan. All you need is a couple of hours, the owner's manual, freshwater flushing unit, garden hose, screwdriver, adjustable wrench, a medium container and a tarp. You will also need some fuel conditioner, rust-preventive oil, lower-unit lubricant and work rags, which can all be bought at your local marine store.

It is important to consult the owner's manual for the specific motor you have. Not following the manufacturer's instructions and specified lubricants or replacement parts can void your warranty.

The brackish water we have in the Chesapeake Bay it must be thoroughly flushed to prevent corrosion. To flush the motor, use a freshwater flushing unit made to fit your motor. Attach the unit's fitting to the motor's cooling system as directed by the manufacturer; attach the coupling at the other end of the unit to a garden hose. Run the motor for several minutes at less than half throttle, exactly as directed, to remove all salt from the motor.

The last time you use the motor before storing it, add to the fuel tank 1 ounce of fuel conditioner for each gallon of fuel in the tank. Operate the motor for about 5 minutes to make sure the fuel conditioner has reached the carburetor. Then disconnect the fuel line or turn off the fuel, and squirt a liberal amount of rust-preventive oil into the air intake of the carburetor; use the type of oil recommended by your motor's manufacturer. The engine should sputter, smoke, and die. If it doesn't, squirt in more oil; then shut the motor off and shift it into neutral gear. Dismount the motor and let it cool.

With the motor disconnected, drain the fuel from the carburetor. Remove the cowling and disconnect the spark plug wires; be careful to note their location exactly so you'll be able to replace them correctly. Using an adjustable wrench, remove the spark plugs. Inject about 1 ounce of rust-preventive oil into each cylinder, and slowly crank the flywheel on the top of the motor to spread the oil over the entire cylinder surface. Then replace and hand-tighten the spark plugs; leave the ignition wires disconnected.

If your owner's manual recommends periodic lubricant changes for your motor's lower unit, remove the unit's top and bottom fill plugs and let the lubricant drain into a coffee can or other container. Replace the lubricant with the type recommended for your motor. Insert the lubricant applicator's nozzle into the bottom fill hole and squirt the lubricant into the gear case. When the lubricant starts to come out the top fill hole, replace the top plug; then remove the applicator nozzle and replace the bottom plug. Remove excess lubricant with a soft cloth.

Inspect the lower unit for loose or missing nuts or bolts; consult the drawings and follow the precise instructions provided in your owner's manual. Tighten loose screws, nuts, and bolts; replace missing hardware with the exact type recommended for use in your motor.

After lubricating and inspecting the motor, soak a soft cloth in rust-preventive oil and squeeze it out. Rub the cloth over all exposed parts of the motor to coat them with oil and prevent corrosion. Then replace the cowling.

Inspect the cowling for chipped or peeling paint; touch up bad spots with matching paint. Use a touch-up kit made for your motor, or any good enamel; follow the manufacturer's instructions for application and drying. When the motor is completely dry, apply a coat of car wax to the cowling, as directed by the manufacturer. For further protection, rub the cowling with an oil-soaked cloth to coat it lightly with oil.

Store the motor in a dry, dust-free place; cover it with a tarp to protect it from dirt. If the motor has a battery, remove the battery and store it separately. Make sure the case is clean and the water in the cell is at the correct level.

During the winter, work the throttle control every few weeks to keep the moving parts from corroding; twist the hand throttle or move the control lever the throttle control cable is attached to. Gently pull the starter cord to engage the gears. If the motor has a battery, check the water level in the cell and add water as necessary to maintain the charge.

Storing your boat in an enclosed area is the best way to protect it from the elements. If you store your boat outside, a well-made cover can keep your boat from aging prematurely.

United States Power Squadrons®: A Weather-Ready Nation Ambassador

NOAA/NWS Mission

The Mission of the National Oceanic and Atmospheric Administration (NOAA) and its National Weather Service (NWS) includes the following:

- Predicting changes in weather and climate and sharing that information with others; and
- Protecting life and property and enhancing the economy;
- With the vision of building resilient communities and economies that can adjust to change.

The vision recognizes that it is not enough to just disseminate short and long term weather forecasts. In addition, the recipients of such forecasts must be prepared to take appropriate action — in other words to build what NOAA/NWS calls a “Weather-Ready Nation.”

Weather Ready Nation

NOAA however knows that building a Weather-Ready Nation requires more than the government alone. It needs all sorts of nongovernmental entities that can facilitate better community, business, and personal decision making. Everyone — government, for-profit companies, nonprofit organizations, and individual citizens — must be involved in an effort to move people and society as a whole toward heeding warnings, knowing what action to take and taking it.

Weather Ready Nation Ambassador™ Initiative

The Weather-Ready Nation Ambassador™ initiative is NOAA’s effort to formally recognize NOAA partners that are improving the nation’s readiness and responsiveness to extreme weather and water events. In addition to various U.S., state, county, city and town agencies, WRN Ambassadors include a diverse assortment of companies and organizations. Some examples are AccuWeather, The Weather Chanel, the American Meteorological Society, the American Red Cross, a large number of radio/TV stations, and universities and the U.S. Sailing Association. USPS has joined their ranks.

USPS Commitment

To be officially recognized as a WRN Ambassador, USPS has committed to:

- Promoting Weather-Ready Nation messages and themes to its stakeholders;
- Engaging with NOAA personnel on potential collaboration opportunities;
- Sharing success stories of preparedness and resiliency;
- Serving as an example by educating employees on workplace preparedness.

As NOAA/NWS has recognized, the USPS primary contribution will be its continuing efforts to make recreational boaters “weather wise” – knowledgeable about weather and weather forecasting with the purpose of improving situational awareness and the quality of preparedness and decision making.

Weather-Ready Nation Ambassador Logo

To recognize USPS as a WRN Ambassador, USPS, its national organization, districts and squadrons have been authorized by NOAA to use the WRN Ambassador Logo. All USPS districts and squadrons are encouraged to do so.

Please note:

- “Weather-Ready Nation Ambassador™” and the “Weather-Ready Nation Ambassador™ logo” are trademarks of the U.S. Department of Commerce, National Oceanic and Atmospheric Administration, used with NOAA’s permission.
- NOAA authorizes the use of the WRN Ambassador logo or service mark in printing, recording, or electronic storage media (e.g., pamphlets, logos, badges, decals, signs, video, audio, web page, and other paraphernalia or medium) by Weather-Ready Nation Ambassadors to identify them as affiliated with the NOAA Weather-Ready Nation Ambassador initiative.

Reprinted from the US Power Squadron’s website - USPS.org

Please Join Us For

Northern Virginia Sail & Power Squadron's 2015 Holiday Dinner Dance

Sunday, 06 December 2015

at

P.J. Skidoos

9908 Fairfax Blvd, Fairfax, VA 22030

1800 to 2300

- 1800: Social Hour with cash bar and appetizers. House liquor drinks \$6, domestic beer \$4, imported beer \$4.50, house wine \$6 and sodas \$2.50. (Pay by cash or run a tab and pay with credit card).
- 1900: Dinner and Dessert will be served. Select your entree option below.
- 1930 - 2300: Music and Dancing to "Back In Time DJs", Socializing, and Surprises. Bring your family and friends for this special evening of Holiday Celebration.

Cost for the event is \$40 per person.



Select a menu choice for each guest below. Please indicate quantity by each choice

- | | |
|--|------------|
| 1. Prime Rib (cooked medium rare) | Qty: _____ |
| 2. Chicken breast stuffed with dill sauce, mushrooms and spinach | Qty: _____ |
| 3. Fresh broiled salmon, with honey Dijon glaze | Qty: _____ |
| 4. Garden pasta (vegetarian) | Qty: _____ |

Total number of persons _____ @ \$40.00 each = \$ _____ total

Name: _____ Phone: _____

Spouse/Guests: _____

Make check payable to NVSPS and mail with this form to Sue Karjala, 13811 Lowry Drive, Chantilly, VA 20151-2815 before 25 November 2015

Questions? Call Sue at 703 818-8676, or email at skarjala@verizon.net

Your Holiday Greetings Keep Flower Power Fund Growing

Each year squadron members are invited to post a personalized holiday message in the December of Tars & Terns in exchange for a contribution of any amount to the NVSPS Flower Power Fund. Please mail your 2015 season's greetings (maximum 3 lines) and check payable to the "NVSPS Flower Power Fund" to P/C Dick Durgin by 13 November 2015. Dick will forward your message to the editor and send you a written confirmation of your tax deductible contribution. Sample message: e.g., Happy Holidays & Safe Voyages in 2015 from the crew of Blue Skies!

Your support for the Flower Power Fund advances the mission of NVSPS. Questions? Call me at 703-560-9106. Thanks!

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



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:

1: B - Although a VHF radio is certainly a good idea
2: C - The overtaking boat must give way to the boat it's passing
3: D - When a sailboat turns on its motor, and is using it to make way, it then essentially becomes a powerboat under the Navigation Rules
4: A - The purpose of a float plan is to let others know the specifics of your trip so they will know when to alert the authorities if you haven't returned
5: B - un, noise, vibration and the motion of the water all contribute to a type of fatigue called "boater's hypnosis"
6: C - when the Coast Guard uses the term "serviceable condition," they really want to make sure the life jacket works

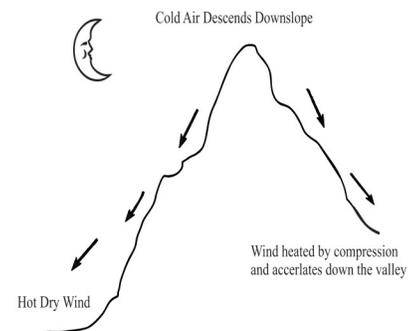
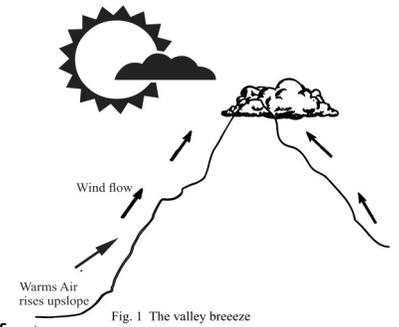
Local Wind

Valley and Mountain Breezes

Mountainous areas develop local wind flows similar to land and sea breezes. In the daytime, as heating begins, lower-altitude valley air heats and rises. This creates the valley wind, a flow upslope despite the general air circulation. Moisture in this rising air might condense along the ridges, forming the later morning cap cloud familiar to observers in mountainous regions. This cap cloud might well build into a thunderstorm and detach from the peaks with the high-altitude wind flow generally east in late afternoon (Fig. 1).

As the sun goes down, slopes cool rapidly, and cold air flows downhill to become the mountain breeze. Also, the air heats as it descends. This explains the rapid clearing of ridge lines just before sunset, often seen in Colorado and southern California. As this air descends, the valleys themselves might act as venturours, accelerating the wind to speeds above 80 miles an hour.

If conditions are right, a hot dry wind gusts into valleys and the plains beyond; such wind is called the Santa Ana wind in Southern California and Chinook along the Front Range of the Rockies (Fig. 2).



Chinook Wind

These are strong downslope winds from mountains. The air is warming by compression as it descends which is opposite to an air mass expands and cools when it rises (Fig. 3).

“Chinook” is an American Indian name. It means “snow eater”. As they move over a heavy snow cover, they can melt and evaporate a foot of snow in less than a day. These chinook winds are well known as winds coming down the eastern slopes of the Rocky Mountains. On the windward side, strong westerly winds push air masses upslope the western side of the mountain and forming clouds and precipitation. The sign of a wall forming cloud (chinook wall cloud) is a telltale sign of an impending chinook. On the leeward side of the mountain, the winds become relatively warm as they descend into communities along the base of and just downstream from the mountain.

Referring to Fig. 3, lets see how the air temperature changes. Suppose air reaches the 4000' level on the windward side the temperature is 50 degrees F and it is at the dew point. Condensation will begin and will continue as the air climbs upward. On the windward side, clouds will form and precipitation could occur. And when the air reaches the 10,000 ft., it is squeeze out of moisture. During the passage from dew point level to the top, the air was cooling at the moist adiabatic rate of 3 degree F for every 1000 ft. By the summit is crossed, the temperature is 32 degree F from 50 degree F. Now, the air is dry and starts its downward descend subject to the dry adiabatic lapse rate of 5.5 degree F for every 1000 ft. It will warm up at that rate and will arrive back at the 4000' level at a temperature of 65 degree F.

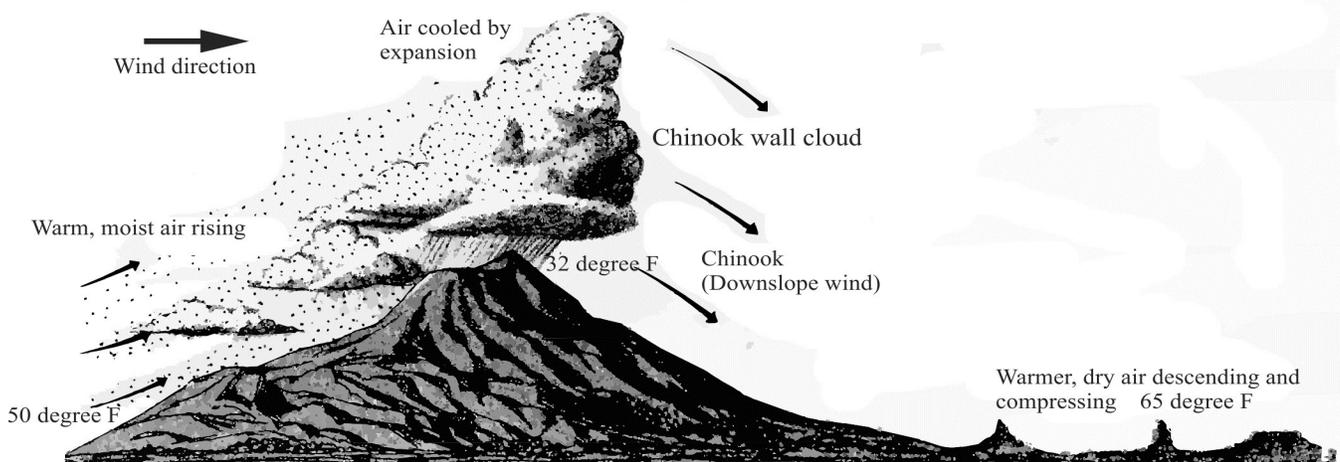


Fig. 3 Chinook Wind

The chinook winds differ from mountain breezes in that they can occur either during the day or a night, as well as during clear or cloudy skies. The hot and dry chinook winds are caused by a significant difference in atmospheric pressure on the opposite sides of a mountain range. For example, in the Rocky Mountain, the pressure is high on the windward side and significantly lower on the leeward side of part of the mountain range. The leeward winds descending the mountain slope are drawn by strong west winds associated with cyclones and anticyclones. These gusty winds may reach 100 miles per hour or higher (Fig. 4).

In one winter evening near Colorado plain, a chinook moved downslope at high speed through foothill valleys, picking up sand and pebbles which dents cars and cracked windshields. But, there is a good side, the chinook spread over the plain like a warm blanket for several days, rising the air temperature to a mild 59 degrees F from 20 degrees F. Besides the benefit of bringing relief from the winter cold, the chinook uncovers prairie grass and kept railroad tracks clear of snow.. On the other hand, the drying effect of a chinook can create an extreme fire hazard. Even some people feel irritable and depressed and others become ill.

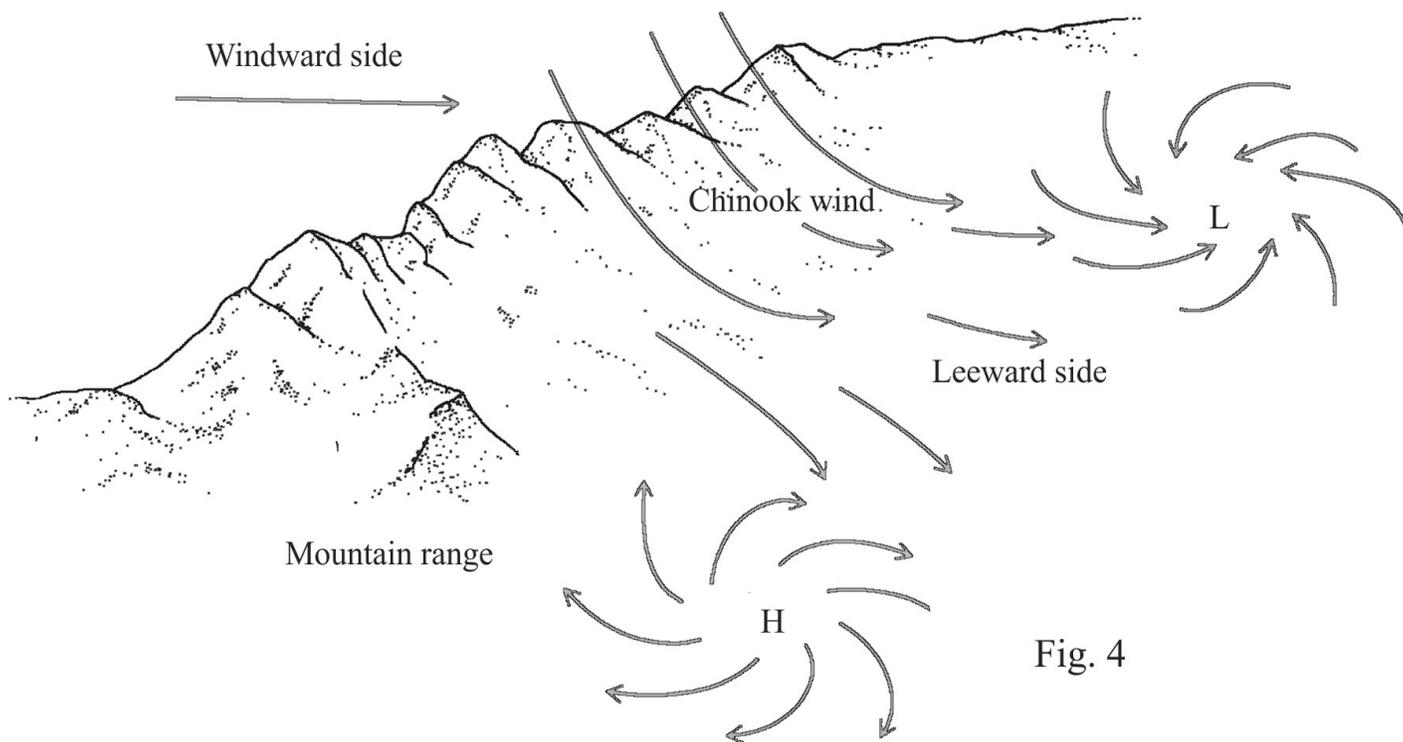


Fig. 4

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Contribute to the Of Tars and Terns newsletter

Have knowledge on a particular boating subject? Have boating tips and techniques you would like to share? Have an interesting boating story you would like to share with our membership? We are always looking for interesting content for the Of Tars and Terns newsletter. Send your article to P/C G. Jay Nelson at jnelson26@csc.com and become a newsletter contributor.



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Official Publication of the
Northern Virginia Sail and Power Squadron
In District 5
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