

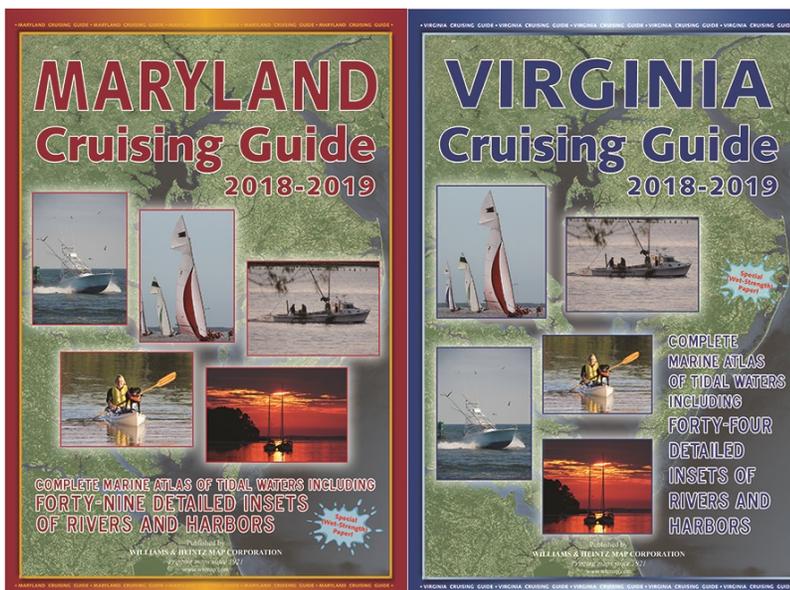


Tour Williams & Heintz Map Corporation

September 14, Page 8



Page 4



Next Membership Meeting September 12, 2018

| July | | October | |
|-----------|-----------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|
| 25 | Executive Committee Meeting. All members welcome. | 13 | Oktoberfest and General Membership Mtg at Fairfax Yacht Club |
| | August Break for Boating Take a friend boating! | 24 | Executive Committee Meeting. All members welcome. First meeting at new location TBA. |
| September | | <i>More: http://www.nvsps.org/docs/calendar.pdf Meetings location Information page 2</i> | |
| 12 | General Membership Meeting | | |
| 14 | Tour Williams & Heintz Map Corp | | |
| 26 | Executive Committee Meeting | | |

Membership Meeting Evenings: Social and Refreshments 1900-1930, Mtg and presentation 1930
Executive Committee Meetings: All are welcome to attend. Starts at 1930



Bridge Officers

COMMANDER

Cdr Charles Hurley, JN
703-455-4828
CDJWorks@verizon.net



EXECUTIVE OFFICER

Lt/C Sean Gallagher, JN
703-548-5851
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703-751-9178
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Vessel Safety Checks Chairman, P/C Rich Unis, JN,
SkipperUnis@gmail.com, 703-588-7030

MEMBERS AT LARGE

| | |
|-------------------------------|-------------------------------------|
| Lt Richard Cohen, P | 703-845-1410 |
| P/C Alan Hart, AP | 540-898-6002, 1oldtar@gmail.com |
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| Lt Claire Wyngaard, P | 703-494-2065, CWyngaard@verizon.net |

Scheduled Meetings: Unless otherwise noted, the General Membership Meetings will be held at the BoatUS™ HQ facility at 1930 on the **second Wed of each month** *except for the months of Aug. and Dec., and the May and Oct mtgs will be combined with other events. Social Time 1900-1930.* Any changes will be posted in this newsletter or on the Squadron website.

BoatUS Headquarters meeting location:
880 South Pickett Street, Alexandria VA 22304

From Capital Beltway, take the VA-613/ Van Dorn St exit # 173, towards Franconia. Turn left onto S. Van Dorn St / VA-613 North. Turn left onto S. Pickett St. Go less than .5 miles and turn in at first the BoatUS™ sign and go to the lighted parking lot in rear. Proceed to the entrance. Press buzzer on right to request entry.

We thank BoatUS for giving us mtg space for 29 years and wish them well on their move. Starting Oct 2018, our squadron will start mtg at a new location. Send suggestions to the Commander.

Open Positions:
Administrative Officer—contact the Commander
Assistant Newsletter Editor—contact the Editor
Event Photographer—contact the Editor

Like us on Facebook

**so you get reminders about our
meetings, events, newsletter posting**

Find us on 

Of Tars & Terns

The official publication of the
Northern Virginia Sail and Power Squadron
Posted online in color at www.nvsp.org



**Articles, opinions and advertisements do not necessarily reflect USPS®
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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 in color. Submission deadlines are the 15th of the month prior to the issue month (in first issue month in combined issues) until further notice.

Volume LI; Number 6: July-August 2018

EDITOR

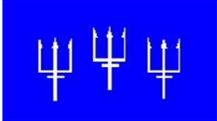
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Message from the Commander

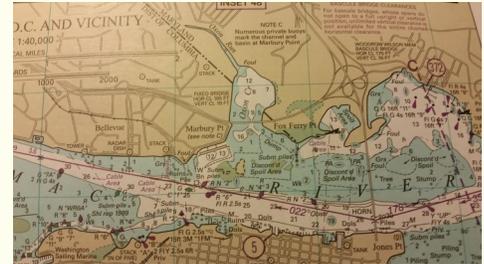
Dear Fellow Members,

I hope you are getting out on the water this summer, including during the month of August, the month we “take off” from squadron meetings for travel, family, friends or solo reflection. When we get back into our schedule of membership and executive committee meetings in September, I hope you know you are all welcome to attend both kinds of meetings. Our next membership meeting is September 12 (second Wednesday) and the executive committee meeting September 26 (fourth Wednesday). Alan Hart wrote a little about the executive committee roles and meetings on page 8. top.

Our PR team has arranged for a tour of Williams & Heintz Map Corp. on the Friday after our September meeting. Cruising Charts specialist, Robin Heintz Luxenburg is an Annapolis Sail and Power Squadron member. You may have met her at her booth at District 5 conferences. I hope you enjoy the tour and have lunch together afterwards. (also see page 8, bottom)

Have fun on the water,

Cdr Charles Hurley, JN



Attention Ship Store Shoppers

Our online Ship's Store at our website <http://nvsp.sqbstores.com> offers shirts, jackets, totebags, and hats with our 50th anniversary gold bordered burgee on them. Watch for sales.

Burgees can be ordered from P/C Gale Alls, galeandev@aol.com.

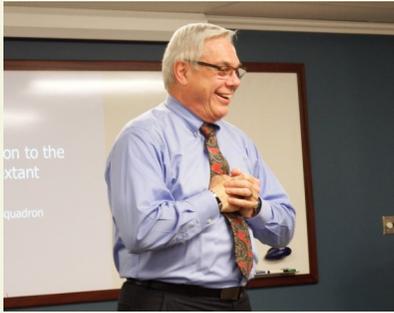
| Boat Under | Burgee Size | Price |
|------------|-------------|------------|
| 20' | 10" X 15" | \$24.00 ea |
| 30' | 12" X 18" | \$26.75 ea |
| 40' | 14" X 21" | \$27.50 ea |



NOW IN STOCK FOR IMMEDIATE SALE 1- 9" X 14" NVSPS BURGEE

\$24.00 plus \$5.00 shipping and handling for a total of \$29.00.

Nametags can be ordered from <https://cpdean.com> or by calling 804-355-6588
Pin, clutch or magnet backing available.



Credit: Alan Hart

The Squadron thanks Jay Nelson, AP, for presenting about the use of the Sextant at our June meeting.

Here is some information we can keep handy, gathered by Cdr Charles Hurley, JN from Wikipedia.

The Sextant



Credit: Gale Alls

The sextant, used for navigation, is a doubly reflecting navigation instrument that measures the angular distance between two visible objects. The name refers to the portion of the circle, one sixth, that measurements are taken. Reflecting instruments are those that use mirrors to enhance their ability to make measurements. In particular, the use of sextant mirrors permits one to observe two objects simultaneously while measuring the angle between objects. The primary use of a sextant is to measure the angle between an astronomical object and the horizon for the purposes of celestial navigation. .

The measurement of this angle, the altitude, is known as *sighting* or *shooting* the object, or *taking a sight*. The angle, and the time when it was measured, can be used to calculate a position line on a nautical or aeronautical chart—for example, sighting the sun at noon or Polaris at night (in the Northern Hemisphere) to estimate latitude.

While a sextant can also be used to measure the lunar distance between the moon and another celestial object (such as a star or planet) in order to determine Greenwich Mean Time (GMT) and hence longitude; the practical determination of longitude had to wait for the development of the marine chronometer to accurately keep GMT time through an ocean voyage

The principle of the sextant was first implemented around 1731, but it was also found later in the unpublished writings of Isaac Newton. Additional links were found later indicating that the use of previously undocumented predecessors to sextant for nautical navigation predated 1731. In 1922, the modern sextant was modified for aeronautical navigation by the implementation of an artificial horizon.

There were several documented predecessors to the modern sextant. The reflecting cross-staff invented in 1660 by the Dutch Joost van Breen, the mirror-bow was a reflecting cross staff. This instrument appears to have been used for approximately 100 years by the Dutch.

Robert Hooke's instrument was a single-reflecting instrument. It used a single mirror to reflect the image of an atmospheric object to the observer's eye. This instrument was first described in 1666 and a working model was presented by Hooke at a meeting of the Royal Society some time later.

Isaac Newton's reflecting quadrant was similar in many respects to first reflecting quadrant that followed it. Newton had communicated the design around 1699. It was noted that the design was quite similar to the earlier Newtonian instrument. As a result of this, Newton's invention played little role in the development of reflecting instrument.

What is remarkable about the octant is the number of persons who independently invented the device in a short period of time around 1731. The name refers to the portion of the circle, one eighth, that measurements are taken. Two instruments originally were designed.

The first was an instrument very similar to Newton's reflecting quadrant. The second had essentially the same form as the modern sextant. Few of the first design were constructed, while the second became the standard instrument from which the sextant derived. The sextant displaced all prior navigation instruments used for celestial navigation.

For more, see Wikipedia.com and search for "sextant"



Message from the Educational Officer



Ph Credit: Alan Hart

Do you know how to throw a.....throw bag?

You will learn at the September 12 meeting and at Oktoberfest October 13. We'll have one, but bring yours or buy one at West Marine.

We are planning the Fall seminar schedule. If you have interest in teaching a seminar on any the following topics please let me know: Using GPS, Knots, Bends and Hitches, Marine Radar, Anchoring, Paddling safety,- Weather

NVSPS Thanks West Marine for hosting our Spring 2018 seminars!

What is the a "Best" Type of Life jacket?

Trick question? Or perhaps the query is so broad that it is best answered with "it depends". Research continues and colorful new models show up at West Marine and boat shows. In 2015, BoatUS Foundation partnered with the Personal Flotation Manufacturers Association and the National Marine Manufacturers Association for the "Innovations in Life Jacket Design Competition." The competition sought alternatives to the traditional life jacket that people would not mind wearing. They received over 250 submissions from 40 countries with 14 finalists. (See the ideas in video here <http://www.boatus.org/design/>.) The total prize money was \$15,000 which I'll bet motivated some to think about buoyancy, comfort and materials to tinker in the shop and come up with a new PFD. Meanwhile I'll stick with my four trusty Personal Flotation Devices for different type of water activity. Why different PFDs in my inventory? Each has features designed for different situations.



Photo Courtesy of U.S. Coast Guard

Cruising on big boats. Aboard a 16 foot plus boat, I find the inflatable (a Type III) comfortable and practical, with great mobility. They require maintenance checks, so always pay attention to the expiration date of the inflation mechanism. And remember it only counts as a PFD if you are wearing it.

Dinghy sailing. When I expect to get wet, the vest Type III is a friend to climb back in a boat with low freeboard, without replacing (or paying for) a replacement cartridge. They are simple and always float, protect from bumps and bruises, but can be less comfortable in warm weather.



Photo Courtesy of U.S. Coast Guard

Waterskiing. A full vest Type III, with enough straps to keep it secure during a spill at moderate speeds is a valuable safety feature. The snug fit will not just keep you floating but protect your torso during falls.

Doggie PFD. If you have ever tried to retrieve a wet dog back into the boat without a "handle" on them, then you will know how essential a dog (or cat) PFD can be. Every dog I've ever had thought it was a good idea to jump overboard.

Pet life jackets have handles on top, so you can lift them out of the water without hurting them. A special shout-out to the person who adapted a flotation device for the family pet!



Credit: American Kennel Club

See all the life jacket choices in the USCG Guide to Federal Requirements online here: <https://www.uscgboating.org/images/420.PDF>

See you on the water!

Lt/C Dean Markussen, AP, MMarkusen2@comcast.net



From the Vessel Safety Check Chair

P/C Rich Unis, JN

P/C Gale Alls, SN and I conducted Vessel Safety Checks (VSCs) at Old Dominion Boat Club (ODBC) in Alexandria, VA on Saturday, July 14th. We had the privilege of inspecting 12 vessels and finding the usual suspects of unsafe equipment – navigation lights that did not work due to either burnt out bulbs or faulty wiring, some lifejackets that were unserviceable (torn and in poor condition), improperly mounted Coast Guard documentation numbers, etc. All of the boaters at ODBC were very appreciative of us taking the time and effort to provide this valuable service.

The VSC program is a very important ongoing public service effort sponsored by the United States Coast Guard Auxiliary, the United States Power Squadrons and BoatUS. Qualified Vessel Examiners (VEs) from both organizations provide courtesy safety checks to mariners to ensure required safety equipment is aboard and in operational condition. In addition, the VEs discuss safe boating practices while conducting their reviews to ensure boaters are well informed of their responsibilities. Most importantly, VEs award the VSC decal (like the one pictured above) to boat owners whose vessels meet the minimum safety requirements. The decals are affixed to the port side of a boat in plain view of marine law enforcement personnel (US Coast Guard and Auxiliary personnel, Virginia Department of Game and Inland Fisheries Officers and Maryland Department of Natural Resource Police, etc). Merely having the decal won't guarantee a vessel won't be stopped and boarded but it does send a message to the boating law enforcement personnel and the public that the boat owner is conscientious and took the time to ensure they had the proper safety equipment on board. It's still up to the boat owner/operator to comply with boating laws and regulations.

As of this second week in July 2018, NVSPS VEs have conducted 35 VSCs (mostly thanks to P/C Gale Alls, SN) as a public service to the boating community. We have conducted them at the Fairfax Yacht Club (during our NVSPS Spring Picnic), Old Dominion Boat Club, down on the Northern Neck of Virginia and at various other locations. VEs can perform VSCs anywhere in the United States, although they must be familiar with state and local boating regulations. We plan to have more VSC events upcoming, including Alexandria City Docks and Columbia Island marina.

We could conduct far more VSC's but we need more VEs. If you would like to become a VE, please let me know. You will need to study the VSC manual and take a quick certification exam, then conduct five VSC's in the presence of a qualified VE before becoming certified and able to conduct them on your own. It's not overly difficult and it's a lot of fun. I particularly enjoy meeting other boaters and assisting them to ensure their vessel contains all of the required safety equipment in order to meet the requirements to be awarded the VSC decal. You never know when your efforts just might save a life. Besides that, it's a great learning experience. I have already learned a lot about various vessels. Come join the program!

Contact P/C Rich Unis, JN at 703-777-8378 or at skipperunis@gmail.com

**Thanks to P/C John Shivik, AP
for speaking to our membership about
Weather dangers and boating safety.**

He brought a variety of resources, including:
Weatherwise Magazine: <http://weatherwise.org/>
NOAA weather:

<http://www.noaa.gov>

<http://www.weather.gov>

<http://www.nhc.noaa.gov>

Hurricane preparation info online at:

<http://www.boatus.com/hurricanes>

Make a plan now for you and your boat.

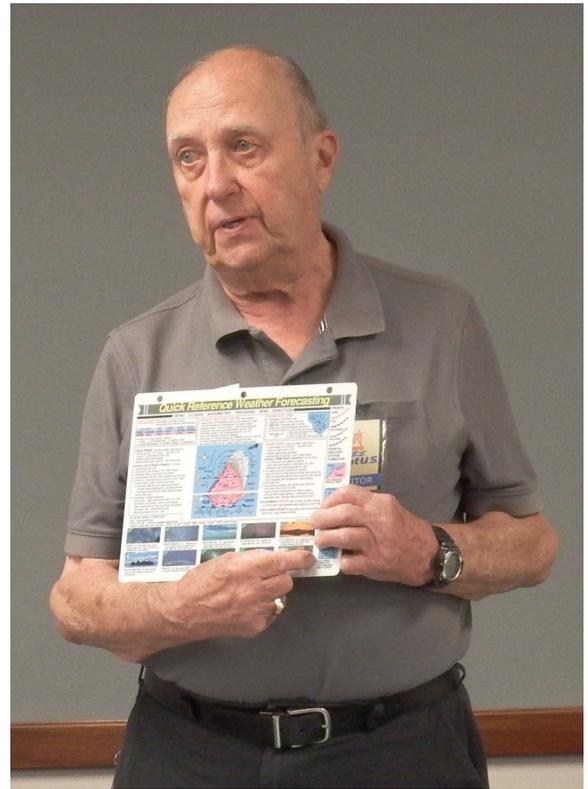
USCG Boating Safety Mobile App:

Found at:

<http://uscgboating.org/mobile/>

Includes:

- Find the latest safety regulations
- Request a vessel safety check
- Check your safety equipment
- File a float plan
- Navigation Rules
- Find the nearest NOAA buoy
- Report a hazard
- Report pollution
- Report suspicious activity
- Request emergency assistance



Thanks to massage therapist

Maria Mercedes Olivieri, CMT, CD (DONA)

for conducting a free intro to massage class

**on May 29. Attendees left refreshed with “tools” to
prevent and relieve stress and injuries.**



Follow the GoldenGlobeRace.com American Istvan Kopar had to make one emergency stop to repair self steering system, bringing him into the Chichester Category.

August
Fred Zugay 4
Betty Church 11
Janice Rathjen 12
Susanna Tisa 16
Mary Jane Dodson 23

September
Jay Nelson 5
Christopher Dubia 8
Richard Roberts 9
John Gibney 13
Norbert Hymel 15
Judith Grass 16
John Harmon 19
Thomas Ahern 21



Who's Who in the Squadron, Part 1 of 2 By P/C Alan Hart, AP

The **Executive Committee** handles the regular, month-to-month business of the squadron. It is made up of the elected officers (the Bridge) and five elected Members-at-Large. The Squadron Commander, or his designated representative, is the presiding officer for the meeting. Other positions are Executive Officer, Administrative Officer (currently vacant), Education Officer, Secretary and Treasurer.

The elected **Members-at-Large** of the Executive Committee are there to represent the members of the squadron. Any member who has business to come before the Executive Committee may ask a Member-at-Large to present it to the committee or may appear before the committee in person. Any member of the squadron may attend an Executive Committee meeting and ask to address the group.

Elected officers and elected Members-at-Large are normally expected to attend all meetings of the Executive Committee whenever possible. All are counted for quorum purposes and each member present has one vote on all questions, which are normally decided by majority vote. **Any Active Member of the squadron may serve as a Member-at-Large** and it is a great way to learn about the squadron. Participation is normally counted towards merit marks. Members-at-Large serve with the rank of Squadron Lieutenant and may also serve as a committee chair with the rank of Lieutenant, but not also as an elected officer with the rank of Squadron Lieutenant Commander or Squadron Commander. **Please direct questions to P/C Alan Hart, AP, Member at Large**, contact info listed on page 2. There are lots of committees to participate in also. Alan will write about committees in a future newsletter.

Tour of Williams & Heintz Map Corporation,

a Certified NOAA POD Chart Printer

Publisher of Maryland Cruising Guides and Virginia Cruising Guides

Friday, September 14, 2018 11 am – Noon Free

Opportunity to buy cruising guides and NOAA charts

RSVP by August 25 to editor@nvsp.org

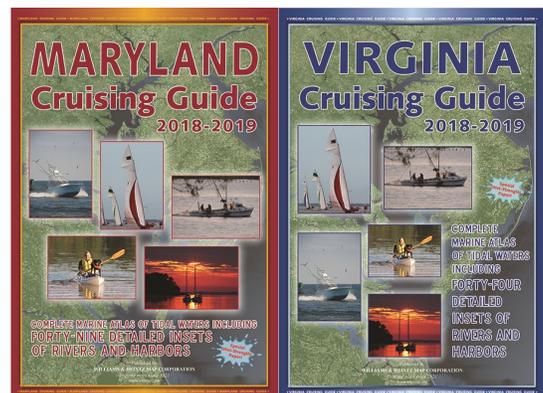
or 703-304-9152 . Last call will be by

end of Sept 12 Mtg,

<http://whmap.com/> Let's plan to have

lunch together after the tour

W&H Location: 8119 Central Ave, Capital Heights, MD 20743



SATURDAY, SEPT. 22, 2018

11:00 am to whenever

Join the Hinkins and other NNSPS, NVSPS and Coast Guard folk for a

Day at the Creek



Bring a lawn chair, your favorite water toy (paddle boards, jet skis, canoes, rafts, small trailerable boats, and life jackets) or sit and visit!

We will provide hamburgers and hot dogs and pulled pork. Bring a side dish or dessert if you wish.

Fishing, crabbing, and if high tide, boat rides should be available.

Don't want to drive back? Bring a bed roll. We have spare bedrooms. (Not many extra beds but we have the rooms!)

443 Indian Banks Rd, Farnham, VA 22460

RSVP Please by 9/17

Hinkins phone numbers: 571-969-8600, 303-349-0106, or 303-349-3000

mjhinkins@msn.com, davehinkins@msn.com

Take I-95 to exit 130A (second exit) south towards Fredericksburg. Hwy 3 South turns right outside of Fredericksburg. Continue south on Hwy 3 past Warsaw continue to 608 (Farnham Creek, Rd.) then turn right *Continue on 608 to the fork in the road to 606 (Simonson Rd) on the left * Continue to Indian Banks Rd on the right. We are the first house at the curve on the left. Park on the shoulder or in the driveway. (*Warsaw has a strict 45 mph speed limit beginning before the divided hwy.) Children (bring Life Jackets) with parent's welcome.

Save the Date—January 5, 2019

The Squadron 2018 Holiday Party will be held at the Springfield Golf and Country Club, Virginia **on January 5, 2019** at 1800. More info to come later.

Seeking Field Trip Ideas

P/C Gale Alls and P/C Dick Durgin are on the lookout for new interesting and educational places to visit. Call Gale at 703-569-1511 or Dick at 703-560-9106 with ideas.



NVSPS—Jul-Aug 2018 Newsletter
 D/Lt W. Lazear, AP
 2014 Lakebreeze Way
 Reston, VA 20191-4020

ADDRESS SERVICE REQUESTED



of Tars & Terns



Dated Material

Wednesday Night Meetings -- 2nd Wed. 7:30pm,
 Social Time and refreshments 7:00—7:30pm
 Next Membership Meeting September 12

Northern Virginia Sail & Power Squadron
www.NVSPS.org



