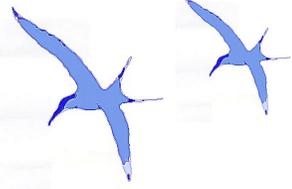




of TARS & TERNS



Volume XLV I Number 7

September 2011

Upcoming Meetings & Events

Mark your calendars and come join us.

September

- 12 USPS National Governing Board, Greensboro, NC
- 14 **All Hands Meeting**
Annual Meeting, Election of Officers, and an excellent program about on-board cuisine (See page 3 for details.)
- 30 D5 Sail Regatta and Fall Festival,
Herrington Harbour South, Friendship, MD
- 28 **ExCom Meeting**

October

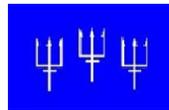
All Hands Meeting will not be held, rather a brief membership meeting will be convened during the OktoberFest event.

- 15 OktoberFest—details to follow
- 27 **ExCom Meeting**

Please note: a complete calendar listing, including education courses, can be found on our squadron website at www.nvsps.org.



Northern Virginia
Sail and Power Squadron
District 5
A unit of the
United States Power Squadrons®
Sail and Power Boating
www.nvsps.org



Commander's Report

Cdr John Karjala, P

Summer is waning. After summer's cruises we might look back and recall the various promises made to ourselves to improve some part of our boat, to add new equipment, or to improve ourselves, for example, by taking some additional boating courses. It is at the end of the dog days of summer, when time flies by, but needed preparation for boat projects or that beneficial course loom larger. So now is the time to take affirmative steps to begin that boat project or even decide which course would be most advantageous and available in view of busy schedules. Outline your plan, set your goal, and take the first step to accomplish it. So I encourage you to start now. To quote some popular phrase: "Just do it."

When action is taken and a positive goal is reached, there is satisfaction in the action. Various unexpected benefits also accrue. For example, when I am under sail, the physical movement required to keep the boat on course with full sail accomplishes more than merely closing on my destination. The physical movement around the boat keeps me more limber, and I believe healthier, than I could be by merely driving to a destination. Clearly, active sailing is a fun and fulfilling accomplishment.

(Continued on page 6)



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Scheduled Meetings:

Unless otherwise noted, the General Membership Meetings will be held at the BoatUS Headquarters* facility at 1900 (7:00 pm). Any changes will be posted in this newsletter or on the Squadron web site.

*BoatUS Headquarters and meeting location:

880 South Pickett Street, Alexandria VA

From the Capital Beltway, take the VA-613/ Van Dorn Street exit, exit number 173 (aka exit 3), towards Franconia. Turn left onto South Van Dorn Street / VA-613 North. Turn left onto South Pickett Street. Go less than .5 miles and turn in at the BoatUS sign and go to the lighted parking lot in the rear. Proceed to the entrance.



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





September Speaker Program

What's For Dinner?

We are very fortunate to have NVSPS members Peggy Arnold and Russ Waters as special guest speakers for our September 2011 meeting. They are like most of us...they love to boat and they love to eat. Fortunately, they are well equipped to do both with their beautiful Sabre 40 Sedan and the fact that they are gifted in the culinary arts. At least I believe they are as I walk past their boat at the dock and see them dining on the back of their boat. They will discuss on-board meal preparation from provisioning to cooking and wine pairing. This is a very special program and one that both captains and first mates will certainly enjoy.

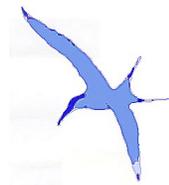


By the way, they plan to pass out some samples of their favorites to whet our appetites. So mark your calendars and come join us for the September membership meeting (September 14) at BoatUS headquarters, 880 S. Pickett Street, Alexandria.



of Tars and Terns

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Executive Officer's Report:

Lt/C Frank R. Shults, S



What does it take to have a great cruise rendezvous? Well, you need boats, friends, food, drinks, a great spot and, of course, good WEATHER! A small group of us, (most of whom are NVSPS members) planned a bay crossing for the Independence Day holiday. Our fleet included “Common Law” (Captain Dave and First Mate Laurie), “Bergen Waters” (Captain Russ and First Mate Peggy), “KaraMel” (Captain Mel and First Mate Kara) and yours truly, in “Tesoro” (with my trusty First Mate Michelle). We are all power boaters with, respectively, a Carver, a Sabre, and two Silvertons. At the captains’ meeting on Saturday morning, we planned our course, agreed on signals, assigned positions and readied our mates. We were off to a great start.

Halfway across the Bay, “KaraMel” ran into engine trouble and lost one of her engines. I doubled back to her position to render whatever assistance I could, even if only moral support, but sadly for our entire party, that was it for them and they returned to home port. The rest of us ventured on to Knapps Narrows, through the bascule bridge and hung a right at the second green nav/aid “3”. With our destination, “Tilghman on Chesapeake” marina in sight, we were delighted with our choice of venue for the evening. The marina is beautiful with a good size pool, fantastic sunset and sunrise views and floating docks. The day was bright and sunny but not too hot and with the constant breeze coming off the river, we were once again delighted with our choice of venue. Our three boats were tied up on a lay-along and we were secure. It was time to party.

As we were preparing for the evening festivities, the weather changed suddenly. From blue skies and gentle breezes we went to dark clouds and strong winds in a matter of minutes. I’ve been boating on the Chesapeake for five years but have never before witnessed the weather do such an abrupt about face. Our boats were plastered up against the dock as if they were cemented in. Reported winds were measured at 25 miles per hour with gusts that may have been as high as 60 mph. I had deployed more fenders and docking lines than I usually do, and I was very glad to see them holding through this enormous blow. We were protected and secure and it was a very good feeling to be safely tucked in a marina rather than on the water for those 20 minutes that the wind blew. Then the rain came and within another 30 minutes, all was peaceful and the skies were again friendly. After the storm passed it was back to normal and the rest of our cruise was pleasantly uneventful.

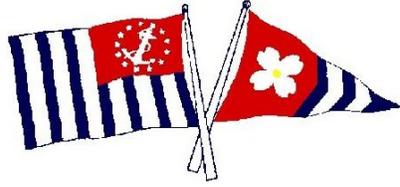
The point of this story is that we were prepared for whatever nature and the Chesapeake Bay threw at us. This is not the most harrowing story ever told of boating on the Chesapeake. But it does have a good lesson for all who boat on these waters.



Photo by Russ Waters

(cont. on page 7)





Administrative Officer's Report:

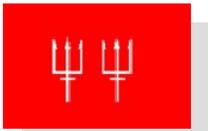
P/C Jay Nelson, AP

While for many the month of September signifies the end of the boating season, the boating season is not completely over until the NVSPS Oktoberfest. This year our Oktoberfest event will be held from noon to 4:00 p.m. on 15 October 2011 at the very comfortable facilities of the Fairfax Yacht Club. The Fairfax Yacht Club is an easy drive from anywhere in the Northern Virginia area (approximately Route 1 and Route 123) located on the Occoquan River at 10721 Old Colchester Road in Mason Neck, Virginia. Our Oktoberfest is a potluck event where our members bring a food dish to share and celebrate the end of another boating season. There will be activities, prizes and great food.

There will be a brief membership meeting during the OktoberFest event in lieu of our regular monthly membership meeting.

There is no cost for the event, simply bring a dish to share. Contact Jay Nelson at 571 641-6741 or gjaynelson@aol.com and let me know what you will be bringing and come enjoy the camaraderie of your fellow Squadron members as we bring the 2011 boating season to a close.





Secretary's Report:

Lt/C Michelle Dufay, S



What's It All About?

I was recently asked why I belong to NVSPS and why I attend the monthly membership meetings. Good questions. Like most people in Northern Virginia, I am very busy with work, commuting, house work, and, of course, helping to maintain a boat. So how is it that I can take a couple hours every month to get back into traffic and attend the monthly meeting? Actually, the answer surprised me a little.

First off, I admit that I got involved with NVSPS because my husband (Frank Shults) is very involved in the organization. But aside from “marital obligations” I have to tell you that the meetings are fun, they offer a great opportunity to learn things I would never have heard of before, and perhaps most important, they provide camaraderie with people who I would not otherwise know.

Take, for example, our speaker series. Gale Alls always comes up with very interesting people to address our group on a wide variety of topics. We've learned about a lot of things over the past several months. Our recent speakers included specialists for on-board medical treatment, the life of the Bay and important issues from the perspective of BoatUS. This month, we have a subject of great interest to me personally - on board cuisine. What better use of my time could there be?

I think, however, the most important reason for attending the meetings is the people who attend along side me. I have made new and lasting friendships with many people and find it very interesting to listen to their stories of boating and the adventures they have taken themselves. I hope that my own personal experiences somehow contribute in an interesting way to other members as well.

We are one of the largest Squadrons in District 5. There is plenty room for you to join us the second Wednesday of each month for our meeting. I hope to see you there.

Commander's Report continued

So I suggest that you start now to plan for that boat work that you promised yourself should be done, that you identify your next challenging course, or, even, that you consider volunteering for a position within the Squadron. I guarantee that you will feel a sense of achievement in undertaking those positive actions that are needed to reach your goals, whether in getting the job done, course completion, or in occupying a bridge position.

Best regards and fair winds.



Executive Officer's Report continued...

As a member of the Northern Virginia Power Squadron, I have learned the best way to enjoy the Bay is to be prepared for things seen and unseen. We were on the right track when we convened a "Captains Meeting." It is the best way to bring up and address questions that may arise as we caravan to our destination. I have also learned to be flexible. The best made plans of any group can go easily astray with unforeseen circumstances. When KaraMel lost an engine mid way through the journey, we did not attempt any heroics like boating her to help "fix" the engine. Rather, we made arrangements for tracking her return to home port via radio and requested a confirmation call upon her return. It was not a pleasant alternative for any of us but it was the safest and it was the right thing to do. I have also learned to take extra care when securing my boat in an unfamiliar setting. Although three lines and three fenders would have sufficed, it is a good idea to be extra careful when securing your boat in a transient marina. Finally, thanks to the NVSPS training courses, I've learned to watch the sky and "read" the weather constantly for changes and to be ready for anything that may develop. Because we were prepared and cautious, we had a wonderful holiday. And we got some really terrific pictures to remind us how important it is to be aware of your surroundings when you out on the water.

Have a wonderful and safe boating season.

My Opinion—P/C Jay Nelson

Children and Life Jackets

Many adults believe themselves capable of diving into the water to rescue a child who falls overboard. This is a dangerous misconception. Adults may not notice a child falling overboard right away. Children who fall in may not surface immediately. It can be difficult to locate a child in the water—especially when the vessel is in motion. The National SAFE KIDS Campaign reports that drowning remains second only to motor vehicle accidents as the leading cause of unintentional injury-related death among children ages 1 to 14. Between 1995 and 2001, 121 children under the age of 13 drowned while boating. Most of these deaths could have been prevented if the child had been wearing a properly fitting life jacket. Sadly, Virginia is the only coastal State in the Union that does not have a child life jacket regulation. However, where the State laws do not address life jacket regulations for children, the US Coast Guard regulations apply.

There seems to be some confusion as to the US Coast Guard regulations concerning children and the wearing of life jackets. It is actually quite straightforward; the US Coast Guard published an Interim Rule that became effective on 22

December 2002, requiring that all children under 13 years of age wear US Coast Guard approved life jackets, while aboard recreational vessels underway, except when the children are below decks or in an enclosed cabin. Penalties for a boat operator who fails to have all children under the age of 13



wear a life jacket are similar to those for failing to have life jackets on board. Penalties may be assessed up to a maximum of \$1,100 for each violation.

Obviously, the child life jacket rule is an enhancement of the US Coast Guard rules for all life jackets (formerly referred to as Personal Floatation Devices (PFD)). Life jackets must be US Coast Guard approved, in good and serviceable condition, and the appropriate size for the intended user. They must be readily accessible, specifically meaning that you must be able to put them on in a reasonable amount of time in an emergency, and you must have one life jacket for each person onboard. It is the boat operator's responsibility to keep all passengers safe, and ensure that children under the age of 13 wear a life jacket while underway.



Vacation Report: OBX Mahi Mahi

by P/C Francis Williamson, AP

This summer on vacation at the Outer Banks (OBX) in North Carolina my son chartered Sea Era, a 42' sport fishing boat, for the boys to go offshore and chase the "big catch". Reveille came early 0430 as we roused out to eat breakfast, pack drinks/sandwiches, and make it to Oregon Inlet Fishing Center by 0630. My 10 year old grandson, Ben, was up early and pushing us to be on time. We made it and were pleased to see gorgeous weather, a ready boat, and a skipper who "would not guarantee a catch, but (did) guarantee a 100% effort the whole day."

Underway at 0730, we cruised for nearly two hours arriving at the western boundary of the Gulf Stream with all poles prepped as Captain Dean Johnson maneuvered in search of Mahi Mahi and other game fish. My grandson's excitement spiked as the skipper yelled out "get your hooks in the water boys, the fish are right below you". We saw flashes of rainbow colors everywhere below us from port to starboard. For the next three hours we constantly hooked and kept reeling in Mahi Mahi so furiously that the mate had to orchestrate retrieval and tanking of the catch. It was an amazing sight to see large schools of Mahi Mahi flashing in and around and taking our bait.



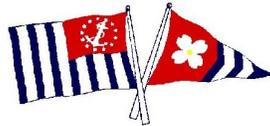
Proud grandpa with his equally proud grandson and his catch

Our Sea Era charter turned out to be not only a highlight of our vacation, but one of those three generation memories that we will recall for years to come. Headed in, the skipper deployed six baited lines on outriggers and immediately a large Mahi Mahi fought my son for 20 minutes before it was raised to handrail for gaffing. The largest fish of the day (skipper estimated > 35 pounds), the one that got away, thrashed one last time and slipped back into the sea to fight another day.

Spirits were high as the mate began counting the catch on ice in the fish tank. Once moored, the mate started throwing Mahi Mahi onto the pier attracting a crowd of over 20 people. The boys caught 31 Mahi Mahi weighing in at over 113 pounds. Luckily, the professionals at the fishing center filleted the catch for 40 cents per pound yielding just over 30 pounds of fish.

Great memories for the boys, a big fish dinner for the family, bragging rights and the pictures to to back up our bravado. Our offshore sports fishing was a memorable adventure and I highly recommend Captain Johnson at the website: www.Seaeracharters.com.





Hurricanes – What you should know!

by P/C John Shivik, AP

The Hurricane Season has been in full swing since 1 June 2011. The busiest month for storms is September. You can keep track of hurricanes by going to <http://www.nhc.noaa.gov/>. If you recall when Hurricane Isabel made its way up the Chesapeake Bay, there was an eight foot storm surge and 3+ foot waves on top of that surge. There was a lot of damage to boats and ashore. Following offered as some things you should know, but is not all inclusive.

- Make sure your vessel is in good condition.
- Enhance the watertight integrity of your boat, both above and below the waterline.
- Inspect the vessel's deck hardware. There will be a lot of stress on it.
- Avoid chafing mooring lines; double neoprene hose chafing gear works well.
- Double or triple your lines.
- Be prepared by purchasing materials in advance.
- Have the vessel hauled, if possible.
- Take down canvas, sails, bimini tops, radio antennas, etc.
- Have an inventory list of equipment. Video the equipment and how vessel is secured.
- At Marinas, check what hurricane plans/procedures they have for vessels at their facilities.
- If your plan calls for moving your vessel to a "hurricane hole" inland waterway location, know your route, navigation requirements under tide conditions, restrictions such as bridges and channels. This is very important for sail boats.
- Prepare your plan in writing. Practice your plan. Key it on quick response.
- Make certain that others (family, crew, designated agent) know your plan.
- Your insurance agent should have your home / business phone numbers.
- Make sure that your insurance policy is current. Read your policy to see what the vessel owner should or should not do if there is a storm or hurricane related loss or damage to the vessel.
- Do not stay aboard a vessel during a hurricane. You will not be able to rectify anything that occurs during the storm without risking personal injury.

Be safe – don't take chances.



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on Wednesday at 10:30 (any changes posted herein and on the web)

MONTHLY ALL-HANDS MEETING



America's Boat Club

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