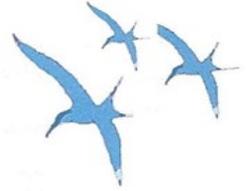




of TARS & TERNS



Volume XLVIII Number 1

April 2015



Mark Your Calendar

NVSPS Meetings and Events

April 2015

- 08 General Membership Meeting**
1900 - 2100: BoatUS Headquarters; 880 South Pickett Street, Alexandria, VA
Speaker: to be announced
- 18 Tour of the USCG TISCOM Facility**
- 22 Executive Committee Meeting**
1930 - 2100: 4031 University Drive #200 Fairfax, VA 22030

May 2015

- 16 Spring Picnic**
10721 Old Colchester Road Lorton, VA 22079
- 20 Executive Committee Meeting**
1930 - 2100: 4031 University Drive #200 Fairfax, VA 22030

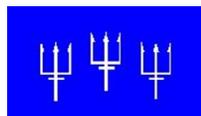
June 2015

- 10 General Membership Meeting**
1900 - 2100: BoatUS Headquarters; 880 South Pickett Street, Alexandria, VA
- 24 Executive Committee Meeting**
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



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



Commander Sends...

CDR Rich Unis, JN

Spring and a new boating season are here! Is it just me or has it been a very long and cold winter? I'm certainly ready for warm weather. No more reading my sailing magazines with all of the nice photos of beautiful boats in warm tropical destinations. Now it's my turn to sail the seven seas (ok - I'll settle for the Chesapeake). I was beginning to think I should have booked a sailing charter to the warm Caribbean to hold me over until spring.

Defrost your boats and put them in the water. It's time to put your boating knowledge to good use. I'm sure the Squadron would like to hear about your spring

Continued on Page 3

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Did you know...

There were 4,062 recreational boating accidents in 2013 (the most recent statistics) with total damages exceeding \$39 billion dollars. Tragically, these accidents resulted in 560 deaths.

US Coast Guard statistics show that 80% of all boating accidents are caused by boaters who have not taken a boating safety course.

Senate Bill SB 996, currently under consideration by the Virginia House of Delegates, exempts motorboat operators born prior to July 1, 1972, and who are residents of Virginia, from having to demonstrate compliance with boating safety education requirements. See page 8 for details



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| | |
|-------------------------------|--------------|
| Mr. Richard P. Cohen, P | 703 845-1410 |
| P/C Alan Hart, AP | 540 898-6002 |
| P/C Keith Segerson, P | 703 542-8561 |
| P/Lt/C Cathleen Sheffield, AP | 703 370-4331 |
| P/C Francis Williamson, AP | 703 440-9074 |

Scheduled Meetings:

Unless otherwise noted, the General Membership Meetings will be held at the BoatUS™ Headquarters facility at 1900. on the second Wednesday of each month except for the months of August and December. Any changes will be posted in this newsletter or on the Squadron web site.

BoatUS Headquarters and meeting location:

880 South Pickett Street, Alexandria VA.

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

Facts about the World's Oceans

- Did you know that 94 percent of life on Earth is aquatic? That makes us land-dwellers a very small minority.
- About 70 percent of the planet is ocean, with an average depth of more than 12,400 feet. Given that photons (light) can't penetrate more than 330 feet below the water's surface, most of our planet is in a perpetual state of darkness.
- Fifty percent of the United States (in terms of our complete legal jurisdiction, which includes ocean territory) lies below the ocean.
- The deep sea is the largest museum on Earth: There are more artifacts and remnants of history in the ocean than in all of the world's museums, combined.
- We have only explored less than 5 percent of the Earth's oceans. In fact, we have better maps of Mars than we do of the ocean floor (even the submerged half of the United States).



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

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Volume XLVIII; Number 1: April 2015

EDITOR

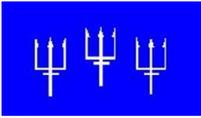
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Commander Sends...

CDR Rich Unis, JN

.... Continued from Page 1

commissioning tasks and whether you had any surprises along the way in prepping your boat to splash back in the water. Write an article for this oT&T newsletter and share your experience. This will be my first year of spring commissioning for Windspiration since she was in Florida last year. She needs new bottom paint this year.

Well, another Bridge year has come and gone. It was a privilege to serve as your Commander this past year and I look forward to serving again this year. As I mentioned at the Change of Watch ceremony on March 14, 2015, I owe you all a big thank you for your support to the Squadron. We had about 30 members who earned merit marks for their active participation and support this past year. While that's outstanding, I'd like to see that number grow this year. We can have an even more vibrant and active Squadron but it takes some effort by more than a few people to operate and support the Squadron. Call me if you would like to assist but don't know where to pitch in.

This year our continued focus will be on membership and attracting new members, boating education, fun and educational Squadron activities. I'm encouraged by a host of new members and our ability to retain a high percentage of our current members. Our education program is on track and we'll be holding courses in various communities throughout the area. Lastly, we had some fantastic Squadron activities this past year and there are more to come.

As I write this article, we are gearing up for the District 5 Spring Conference from 27-29 MAR at Ocean City, MD. The Squadron will be hosting a hospitality suite again this year. Our theme centers on ditching at sea..."Come Ditch with NVSPS." We'll have a "good" ditch bag filled with necessary gear, a "bad" ditch bag filled with useless beer and the "ugly"...no ditch bag. Take your pick! It promises to be a ton of fun! We may even test our lifejackets in the swimming pool.

I would like to pass along three VERY Important numbers the USCG requests that we all enter into our cell phones. Also, during your courses and conducting VSCs, please recommend this to all boaters.

If you see something, say something!

Let's get these contact numbers in our phone and be ready to report...

- America's Waterway Watch — To report suspicious activity, call 877-24WATCH; <http://americaswaterwaywatch.uscg.mil/>
- The National Response Center Hotline— To report an oil spill, chemical release, or maritime security incident, call 800-424-8802
- The Coast Guard's Counterintelligence Service — To report threats, call 202-615-3327

Let's each do our part to make a concerted effort to get these important phone numbers out to the public as well.

Come get involved in the Squadron and share your boating knowledge!

Cmdr. Rich Unis JN
NVSPS Commander
Skipperunis@gmail.com

Fair winds and following seas



Boating Tip

- Need to clean a RIB or shore-power cord? Citrus pumice-style hand cleaners work well
- There's lots of talk about pantyhose and duct tape serving as a spare emergency belt: Why not just carry the spare belt?
- Tow tip: Wipe your boat down with liquid soap before a long haul to make bugs and grit easy to remove once you arrive.
- Leftover caulk? Sticking the -cartridge tip into -petroleum jelly provides a better seal than a nail.
- A squirt of spray lube can return an electric horn to blaring service. The diaphragms get coated with salt and don't vibrate. Soak them good.



Education Officer

Lt/C Ed Phillips, AP

Spring has arrived with the clash of the seasons. Who will win the battle? A wintry mix of snow and rain or warm sunny days? As sure as our earth rotates around the sun, warm sunny days will be here to stay for the next few months. Thanks to those who took the time to write kind and encouraging words to the outgoing bridge. Your thoughts and encouragements are greatly appreciated as we become the incoming bridge.

Last month I talked about your boating goals for this season. What about your goals for the Northern Virginia Sail and Power Squadron? Have you considered any? What do you want to get out of the squadron as a member? What goes through your head when you write out the annual check for your membership renewal? It is an important question. If the Northern Virginia Sail and Power Squadron does not know your expectations, we cannot meet them. I assure you, the bridge does want to meet those expectations, but we must know what they are, so talk to us. Let us know what you would like to see happen in the squadron. I would like to thank Dick Durgin and Gale Alls for setting up our recent trips to tour the R/V Rachel Carson, UK sails loft in Annapolis and our upcoming trip to the USCG Navigation Center. Now if they could only get us on a pilot boat... These are the things the squadron needs besides purely education.

I have always had an interest in predicted log contests. They are also known as navigation contests. Some of our greybeards (compliments and honor intended!) have told me there was a day when the Northern Virginia Power Squadron (NVPS) would have contests with sixty squadron member boats competing for the honor of representing the NVPS at the District competition. Naturally, that was when there many more members. We can still do that today, the number of boats doesn't matter; it is the proficiency and skills that we develop with each other that matters.

Last year I heard of a practice Navigation contest being held by the Dundalk Squadron in Pasadena, MD. It was an open invite to anyone interested, so I went and had a great time. I learned a lot and made some new friends in the Annapolis and Dundalk Squadrons. That is what it is all about. I am going again this year; the date is June 19-21. There no further details posted yet, but I am saving the date. How about you? Let me know if you interested to attending with me. If enough NVSPS member are interested, we can run a practice contest in our local waters and invite Dundalk and Annapolis to join us.

So what is the practice navigation contest for? During the Summer Council, District 5 conducts the District Navigation Contest. This year the Summer Council is being held on July 24-26 at Solomons Island, MD. It seems to me the NVSPS has a lot of boats floating at Solomons Island waiting to compete in a Navigation Contest. Give this some thought, it is a worthy competition.

I discussed the Boat Operators Certificate in last month of Tars & Terns. Has that sparked any interest in you? It is another worthy challenge to hone your boat handling skills and knowledge. I have not heard from anyone on this. I would like to have a thumbs up/thumbs down on this activity. Your input is essential for the bridge to know where to go with this activity. Naturally we would be starting off slow with the Inland Navigator (IN) certification.

As a reminder, the following ABC3 courses and seminars are being offered. Remind all of you boating friends that as of July 1, 2016 everyone who boats in VA will need a National Association of State Boating Law Administrators (NASBLA) approved safe boating course. The USPS America's Boating Course (ABC3) is the most complete and the best value out there. Here is the list of what classes are currently scheduled:

Three ABC3 courses

| | | |
|--|---|--|
| April 6, 2015, 4-Monday's 6:30-9:30 PM | April 9, 2015, 6-Thursdays 7:00-9:00 PM | April 25, 2015, 3-Saturday's 10:00-2:00 PM |
| City of Fairfax Police Training Room | Freedom Aquatic Center | Rust Library |
| 3730 Old Lee Highway | 9100 Freedom Center Blvd | 390 Old Waterford Road NW (Ida Lee Park) |
| Fairfax, VA 22030 | Manassas, VA 20110 | Leesburg, VA 20176 |

Two Seminars at the Alexandria West Marine Store

| | |
|--------------------------------------|--------------------------------------|
| Emergencies on Board | Paddle Smart |
| Saturday, April 11, 2015 at 11:00 AM | Saturday, April 25, 2015 at 11:00 AM |

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



Secretary

Lt/C MaryJane Hinkins, P

April, Spring, Yes! It's another new boating season. The boats are thawing out. Soon bottoms will be sanded and painted, wax will be buffed, canvas spruced up, propellers reinstalled, oil changed, antifreeze drained from the water lines, and the boat show will begin. Excited? I am! I can hardly wait to get the boat back where it belongs, in the water. I know a lot of you either don't have a boat right now or are lucky enough to have a boat that can stand the frozen water we had this year. Ours though is on the 'hard'. We visit her often. But what will NVSPS be doing this year?

Well glad you asked! We are planning many a festivity. The D-5 Spring Conference in Ocean City, a tour of TISCOM at the Coast Guard station in Alexandria followed by lunch, a Spring International potluck at the Fairfax Yacht club, perhaps a picnic and cruise to the Northern Neck, and then in September we will again have a Wounded Warrior Cruise. What great times we will have. If you cannot make it to a meeting then give any member of the Bridge a call to join us on our adventures. We always miss those members who aren't there with us during our outings. We hope to plan even more outings.

Lt/C MaryJane Hinkins

NVSPS Secretary

mjhinkins@msn.com



In Memory of our Fallen Comrade

ROBERT WACKERMAN HUTTON

Squadron member Robert (Bob) Hutton passed away on 19 October 2014 at the age of 82. Bob was a long-time member and friend of the Northern Virginia Sail and Power Squadron, and a 43 year member of the United States Power Squadrons achieving the grade of Senior Navigator.

Bob was a fixture at nearly all NVSPS events. His world travels, a 30 year career as a Subject Cataloger for the Library of Congress, and extensive knowledge of wine, geology, cartography, boats and trains made Bob a very interesting person. Bob was born in Greenwich, Connecticut, and lived in Overbrook Hills, Pennsylvania until he joined the Army in 1954. After Basic Training, he went to Army language school in Connecticut and then Monterey, California. After traveling overseas to Korea and Japan, he returned stateside and received his Master's Degree in Japanese Geography from Columbia University. Bob and his family moved to Roslyn, Virginia in 1962. He is survived by four children: Edward, Charles, Grace, and Susan DeAngelus; his sister Elizabeth MacDonald; six grandchildren, and several generations of nieces and nephews.

At the last ring of the ship's bell, we wish our friend and comrade, Robert W. Hutton, a final *Fair Winds and Following Seas*.



Boating Tip

For a mirror like shine, remove last season's wax with a dewaxing solvent before applying wax this spring.

Wally's Laws of Boating

By Wally Moran, 06 February 2015

Reprinted from Sail Magazine — www.sailmagazine.com

- Law of Below Decks Repair:** As soon as your hands become coated with grease, your nose will begin to itch and you'll have to pee. The possibility of this occurring is greatest when you are trapped in the engine room.
- Law of Biomechanics:** The severity of the itch is inversely proportional to the reach.
- Bilge's Law:** Any tool, nut, bolt or screw, when dropped, will roll to the deepest and least accessible part of the bilge.
- Law of Docking:** The probability of being watched as you completely screw up a landing is directly proportional to how bad your docking is. A corollary to this law states that the worse the docking disaster, the more people will be watching. The inverse of this law dictates that no perfect docking shall ever have anyone in attendance to prove you actually did it.
- Wake's Law:** The percentage probability of being waked is increased by the size of the power boat coming up on you, and further increased by the narrowness of the channel.
- Law of Crossed Legs:** The likelihood of having another boat nearby increases directly with the urgency of your need to pee over the side.
- Law of Close Encounters:** The probability of meeting someone from your yacht club or marina increases dramatically when you are out on a PWC and going crazy with it.
- Service Department Law:** When you try to prove to a mechanic that a machine won't work, it will. Every time. The inverse of this law states that the likelihood of the machine's failing again approaches 100 percent as you board the boat.
- Law of the Anchorage:** At any anchorage, the possibility of you getting a spot close in is inversely proportional to your boat's draft. The possibility is further decreased by the imminence of bad weather and high winds.
- The First Beer After Anchoring Law:** As soon as you sit down to a cold drink after anchoring, your boat will begin to drag. This is especially true if you have shut down the engine.
- The Law of 0300:** The likelihood of your boat dragging anchor is greatest at 0300.
- The Law of Thunder and Lightning:** The odds of a major thunder and lightning storm occurring are greatest at 0300 if your boat is dragging anchor.
- Murphy's Law of Proximity:** If you and your loved one are the only boat in a beautiful, remote anchorage with a gorgeous sunset coming on, the possibility of a powerboat filled with noisy obnoxious teenagers and PWCs approaches 100 percent.
- Law of Physical Surfaces:** The chance of your smartphone landing on the deck and sliding overboard is directly correlated to the newness and cost of said phone.
- Oliver's Law of Public Speaking:** A VHF will always be keyed open when you least expect it. A corollary to this law dictates that the dumber your remark, the greater the number of people you know will be listening.



Boating Tip

Morning dew is distilled water: Wipe off your boat with it and it will be -spot-free

Life Jackets for Dogs

By Chris Edmonston

Published: June/July 2012

The last thing we want is for Fido to fall overboard, creating panic onboard, and a potential safety nightmare. Fitting him for a life jacket is easy — really! — if you follow a few simple tips.

"Some of the most important safety items on any boat are the life jackets — for you, your passengers, and of course your "best friend." Since our last report on this topic 12 years ago, the canine life jacket market has taken off by leaps and bounds. Back in 2000, we came up with four viable canine life jacket models. This time, we were easily able to double the number of jackets tested. West Marine has many in regular stock, and so do some of the big-box stores.

While it might seem as if all dogs have an innate ability to swim, many dogs simply don't take well to water. Dogs with low body fat, such as Greyhounds, or dogs with age or health issues may have trouble. Jackets are a good idea even for dogs that love the water. A long day in the water can get tiring, even for the best swimmers — a fact that was proven on our day of testing.

Most of our test jackets came in a variety of sizes, so we were able to try them out on a variety of dogs — from a 12-pound rat terrier, to a 130-pound Newfoundland, and six other dogs in between. There are also different types of foam and construction materials in use today, as well as an inflatable model. With prices ranging from about \$20 to more than \$100, there's a vibrant dog-PFD market, and a jacket for every budget.

Some Things To Consider Before Purchasing

Is the dog likely to jump in the water? Is the dog heavy? Will the dog want to lie down, or will it be active? If you can, take your dog to the store to try on the jacket, or at least make sure you can take it back. See how the jacket fits, and how hard it is to adjust for a good fit. Check where the straps hit — you don't want the straps or buckles rubbing sensitive parts. Also, you'll want to check the way the foam padding rides on the dog — too much foam in the wrong place will make it uncomfortable, if not impossible, for the dog to sit or lie comfortably.

One feature that testers found universally important: a lifting strap/handle. If you've ever tried to pick up a swimming dog, you'll agree that having a lifting handle makes getting the dog back into the boat much easier. If your pet needs to be on a leash, having a ring on the collar is another important feature. Safety features to consider include having reflective tape and a jacket made of bright colors to make it easier to spot the dog in the water in adverse conditions. And keep in mind, if the jacket has Velcro-style closures, your dog's shedding might clog it up, and necessitate frequent cleaning.

Small Dogs

Our small dogs, a 12-pound rat terrier (Spring), and a 20-pound Jack Russell (Skipper), neither of which are "water" dogs, had decidedly negative outlooks on taking a plunge. Because they were small, active dogs, there was less wiggle room for a poorly fitting jacket. Everything from strap and buckle location to amount and placement of the foam had to be just right for the dog to be comfortable. The jacket that best suited both dogs was the West Marine neoprene jacket, which just edged out the Outward Hound. The West Marine jacket is a good value as well, coming in at a price of \$34.99.

Medium Dogs

Our medium dogs, a 36-pound border collie (Zip), and a 40-pound golden retriever pup (Stella), seemed to be much more willing to take a swim than our small dogs — not much of a surprise, especially for Stella. There's a substantial size difference between a small and medium jacket, and the fitting was easier for Stella and Zip than it was for Skipper and Spring. The jacket that best suited both dogs was the Outward Hound priced at \$29.99, which just edged out a foam jacket from West Marine called the Pet Flotation Device, or cleverly called the "PFD."

Large Dogs

Our large dogs, a 62-pound golden (Jackie) and a 70-pound golden (Guinness), were more at home in the water than they were on the shore. The large jackets tested had a greater amount of surface area, which is one thing to keep in mind on a hot summer day, especially for our friends that sport a little more fur. The jacket that best suited our large dogs was the Outward Hound, because of overall performance for active dogs in the water. That was followed by the economical \$24.99 West Marine Pet Flotation Device — the same results as for the medium-sized dogs.

Murphy, the extra-large Newfoundland, wearing a Krugo Surf N' Turf.

Extra-Large Dogs

Our biggest dogs, a 90-pound Chesapeake Bay retriever and a 130-pound Newfoundland, were very comfortable in the water. Jackets for these dogs seemed to be the most forgiving for getting a good fit. Adjustments, when needed, were made easily, and the price for the jackets averaged around \$50. The jacket that best suited both dogs was the Outward Hound, just beating out the MTI Adventure Wear Underdog and the Krugo Surf n' Turf, which were tied for second place. All three of these jackets did an exceptional job at keeping these heavy dogs' hind section afloat, leading to a more horizontal and natural swimming posture while in the water, which greatly reduced fatigue.

Senate Bill SB 996

On 10 February 2015 the Virginia legislature passed Senate Bill SB 996, which was introduced and sponsored by Senator Richard H. Stuart and is entitled "Boating safety education; exemption for motorboat operators born prior to July 1, 1972". This bill exempts motorboat operators born prior to July 1, 1972, and who are residents of Virginia, from having to demonstrate compliance with boating safety education requirements before operating a motorboat. The bill removes the current exemption from such requirements for persons renting a boat to operate a motorboat on Virginia waters. This bill is now before the Virginia House of Delegates .

This bill obviously undermines the fundamental tenets of US Power Squadron doctrine — that boating safety education reduces accidents, injuries and fatalities. This assertion has been repeatedly proven in the statistics collected by the US Coast Guard that show 80% of the accidents are caused by boaters who have not had boating safety education.

Mr. Everette L. Tucker, Jr. of Yorktown, VA wrote the letter below to Governor McAuliffe. We are sharing Mr. Tucker's letter as a model for our members who may wish to consider writing their State Delegate or Governor McAuliffe on this matter. You can located your Virginia State Delegate by going to: <http://whosmy.virginiageneralassembly.gov/>

Dear Governor McAuliffe,

I have learned that the Legislature has passed Senate Bill 996 that was introduced by Senator Stuart This is his second misguided attempt to water down the excellent law that was passed several years ago to enhance boater education thereby reducing accidents, injuries, and deaths. The purpose of my letter is to respectfully request that you again support the need for education by vetoing SB 996.

As a Member of the Boating Hall of Fame and a boater and fisherman for almost all of my life, I am very concerned about SB 996 which would exempt boaters born prior to July 1, 1972 from Virginia's boating education law. Just being 43 & older does not in itself impart knowledge of Virginia laws and regulations nor does it testify that the person has operated safety and demonstrated courtesy to other boaters on the water.

Since this law went into effect in 2009, I understand that there has been an almost 50% reduction in fatalities, injuries, and accidents on the waters of the Commonwealth. Unfortunately the boaters SB996 would exempt have not shown a comparable decrease as they experience almost three times as many accidents as the boaters under 43 years old, The Coast Guard reports I have read state that 80% of the accidents are caused by boaters who have had NO boating education.

The law is in its final year and a third as on 1 July 2015 all recreational boaters must meet the requirement. I understand that some 50,000 boaters over the age of 43 have already met the requirement during 2009-2014. Their comments on what they learned are very positive!

Meeting the requirement is painless as boaters can meet the requirement by taking the free 6-hour state classroom course at many locations and on numerous dates, at home via the internet or for those who are experienced by taking the free, 1-1/2 hour challenge exam. This challenge exam is the avenue that 43 & older boaters can take to prove their knowledge and gain certification without having to take the required course. Complying with the education requirement is a ONE TIME requirement. Additionally, meeting the requirement will normally result in a 10% reduction in their boat insurance.

I am also concerned that the boaters 43 & over will miss the Homeland Security information that is covered in the educational material presented. During the classroom and Internet courses, America's Waterway Watch Program and the Naval Vessel Security Zone regulations are addressed. This is the ONLY direct opportunity to educate boaters on their role and responsibilities in these programs. In talking to senior law enforcement officials, they emphasize the boater's importance in possibly helping to forestall a waterborne terrorist attack; such as, the attack on the USS Cole. Recent events have indeed shown that future waterborne terrorist attacks can indeed be expected.

Governor McAuliffe, I respectfully urge you to veto SB 996. In doing so you will enhance the safety of recreational boat owners, their passengers, and other boaters who use and enjoy Virginia waters.

Respectfully,

Everette L. Tucker, Jr.



***Boat Smart
Boat Safe***

The U.S. Navy Hydrographic Office Celebrates the 100th Anniversary of the Titanic Sinking

NGA - MARITIME SAFETY OFFICE

On April 14, 1912, at 1 :45 p.m., this was the fourth of six ice messages that Titanic received that fateful day.

German steamship Amerika spotted two large icebergs in what was then the most-traveled ocean route between Europe and America. Amerika wanted to warn NGA's legacy organization, the U.S. Navy Hydrographic Office in Washington D.C., about this danger to safe navigation, but its transmitters were not powerful enough.

The Amerika contacted the "unsinkable" Titanic (equipped with the latest radio communication technology) on her maiden voyage from Southampton to New York. Amerika requested Titanic to relay the iceberg message. Titanic's wireless officer, whose primary job was -tending to passengers' telegrams, relayed the message to the hydrographic office via Cape Race, Newfoundland. It is unknown whether or not this message made it onto the bridge of the Titanic.

At 11 :40 that evening Titanic struck an iceberg.

The message reached the Navy Hydrographic Office early on April 15, 1912, too late to aid the sunken vessel, which resulted in over 1,500 deaths. As an immediate response to the disaster, an international committee, the Safety of life at Sea (SOIAS) Convention was formed and several reforms were initiated. These included the formation of the International Ice Patrol to monitor ice conditions, passenger ships maintaining twice the lifeboat capacity to rescue all individuals on board, and most importantly, mandated that all vessels at sea maintain a 24-hour radio watch.

Today, the World-Wide Navigational Warning Service Broadcast Desk provides around-the-clock service for the us. Navy and merchant fleets around the world, to help prevent future disasters such as the Titanic from occurring.

To commemorate the hundredth anniversary, the World-Wide Navigational Warning Service and NGA's Maritime Safety Office recognize this event with the following message:

1. ON THIS DAY THE WORLD-WIDE NAVIGATIONAL WARNING SERVICE (WWNWS)' COMMEMORATES THE SINKING, 100 YEARS AGO, OF R.M.S. TITANIC AND REMEMBERS THE TRAGIC LOSS OF LIFE, IN WHAT STILL REMAINS THE MOST HISTORIC MARITIME DISASTER OF ALL TIME. THIS EVENT LED TO THE ADOPTION OF THE FIRST INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA (SOLAS) AND INTRODUCED NEW INTERNATIONAL REQUIREMENTS DEALING WITH SAFETY OF NAVIGATION FOR ALL MERCHANT SHIPS, INCLUDING THE EVENTUAL ESTABLISHMENT OF THE WWNWS.
2. THE WWNWS PROVIDES AN INTERNATIONALLY AND NATIONALLY CO-ORDINATED SERVICE FOR THE PROMULGATION OF MARITIME SAFETY INFORMATION VITAL TO THE SAFE CONDUCT OF VESSELS AND HEREBY REAFFIRMS ITS COMMITMENT TO PROVIDE RELEVANT, TIMELY AND ACCURATE NAVIGATIONAL WARNINGS TO THE MARINER ON A GLOBAL BASIS.
3. ADDITIONALLY, THE WWNWS WOULD LIKE TO TAKE THIS OPPORTUNITY TO REMEMBER AND HONOR ALL THOSE WHO HAVE LOST THEIR LIVES AT SEA.

POSTAL TELEGRAPH - COMMERCIAL CABLES
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280 N.Y. Rn. 22
S S Amerika via S S Titanic and Cape Race N.F. April, 14, 1912
Hydrographic Office, Washington DC
Amerika passed two large icebergs in 41 27 N 50 8 W on the 14th of April
Knutp, 10; 51p
62496 filed with 2995
HYDRO. OFFICE Rec'd APR 15 1912
Enclosures
Tel. from Id. of New York April 15, 1912.
PC.
JWH

Boating Tip

- Want a green alternative to bleach? White vinegar kills mold. Apply with a spray bottle.
- Oven-cleaner spray will remove paint and adhesive residue from gelcoat without damaging it

Nomination Committee Report for 2015-2016

At the 11 March 2015 General Membership meeting, the Nominating Committee of the Northern Virginia Sail & Power Squadron nominated the following members for the following positions :

2015 - 2016 Bridge:

Commander: CDR Richard E. Unis, JN
Executive Officer: Lt/C Frederick D. Zugay, JN
Education Officer: Lt/C Ed S. Phillips, AP
Administrative Officer: Lt/C Kin-Kwok Chu
Secretary: Lt/C MaryJane Hinkins, S
Treasurer: Lt/C Dave Hinkins, S
Assistant Treasurer: Lt/C Ann Nartsissov, P

Member at Large of the Executive Committee:

P/C Alan Hart, AP
P/C Keith Segerson, P
P/C Francis Williamson
P/Lt/C Cathleen Sheffield, AP
Mr. Richard P. Cohen, P

Rules Committee:

P/C Richard Durgin, JN 3 Years
P/C John Shivik, AP 2 Years
P/C George Degnon, P 1 Year
Ms. Margaret Degnon 1 Year
Lt/C Cathleen Sheffield, AP 1 Year

Nominating Committee:

P/C Jere D. Dando 3 Years
Lt Robert A Donahue, AP 3 Years
P/C George Nartsissov 2 Years
P/C G. Jay Nelson, AP 1 Year
P/C Alan Hart, AP 1 Year

Auditing Committee:

Vacant
P/C Francis Williamson, AP 2 Years
Lt Robert A Donahue, AP 1 Year

Submitted by:

P/C John Karjala, P (Chair) P/C Alan Hart, AP
P/C G. Jay Nelson, AP P/C George Nartsissov, AP

Getting Ready For a Vessel Safety Check (VSC)

Think about something for just a minute. If you were stopped by the US Coast Guard or the Marine Police, would your boat pass a vessel safety check? I will highlight a few of the items that should assist you in “passing” the VSC and receiving the VSC sticker.

- Although it may seem obvious, however, occasionally the boat captain will not have the boat registration document on board or it will have expired. Remember if you cast off the dock – you must have the boat registration paper on board.
- Visual Distress Signals: One of the most common items for rejection by the Vessel Examiner is outdated flares. If the flares are within three(3) month of expiration, you should get a new set of flares.
- Navigation lights: Check your lights often. The most common problem is corrosion in the bulb socket or on the base of the bulb. As a result the electrical connection is lost and the bulb will not light. Periodically check your lights and clean the contact points. Light(s) at the top of sail boat masts are a particular problem. It is very difficult to check the mast top light on a sunny day; even with binoculars.
- Vessels over 40' (Technically 39.4' or 12 meters) : You must have the following two items on board 1) Navigation Rules Book. An electronic copy is acceptable as long as you can show it to the Examiner; 2) A Trash Disposal Plan – written (typed) and signed by the captain. There is no specified format, however, it should state how you manage and dispose the trash on your boat. (No – throwing overboard should not be part of the plan).
- Documented Vessels: Original and current certificate must be on board. Vessel name/hailing port must be marked on exterior part of hull in letters not less than 4” inches in height. Official number must be permanently affixed on interior structure in numbers not less than 3” in height. The proper way to display the number: NO. 123456 (note the “period” after the NO).

If you follow these suggestions you should be well on the way to receiving a VSC sticker. Most importantly you will have a vessel that meets state and federal rules and be a safer vessel on the water.

P/C George Nartsissov, AP, IN (Inland Navigator)

Vessel Safety Check Chair

Tour of the Rachel Carson

On 03 October 2014 NVSPS Members were afforded a tour of the University of Maryland Research Vessel the Rachel Carson by Capt. Michael H. Hulme, Director of Marine Operations. Christened in November 2008, the R/V Rachel Carson is the flagship of the UMCES fleet. The 81-foot Rachel Carson can be rigged to support a wide variety of estuarine and near-coastal oceanographic research projects, including dredging, trawling, coring, water quality observations, plankton sampling, and buoy deployment. The Carson's shallow draft, speed, maneuverability, general configuration and versatility make her well-suited for the varied conditions and problems encountered in estuarine and near-coastal research. The weather was wonderful and the vessel was amazing.



Photos courtesy of Lt/C Kim-Kwok Chu



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