



UMaine Composites Center Receives Three Guinness World Records Related to Largest 3D Printer



More than 250 federal and state officials, business executives, University of Maine System leaders and community members were on hand to witness the UMaine Advanced Structures and Composites Center receive three Guinness World Records on Oct. 10, 2019 for the world's largest prototype polymer 3D printer, largest solid 3D-printed object, and largest 3D-printed boat.

The event culminated with the world's largest 25-foot, 5,000-pound 3D-printed boat, named 3Dirigo, being tested in the

Alfond W² Ocean Engineering Laboratory, an offshore model testing facility equipped with a high-performance wind machine over a multidirectional wave basin. The ceremony was a milestone in UMaine's leadership in cutting-edge composite material research and development, and commitment to use Maine's vast natural resources to drive innovation that generates major economic development opportunities in the state and beyond.

For more: <https://umaine.edu/news/blog/2019/10/10/umaine-composites-center-receives-three-guinness-world-records-related-to-largest-3d-printer/>

Events

Sept 8—Membership Mtg via Zoom

Nov 5-8 —Mid Atlantic Fall Ed. Conference to be Virtual. Page 4. Info will be at <https://abc-midatlantic.org/>

October 24—NVSPS Fall Meeting and Picnic at Leesylvania State Park, Woodbridge, VA More info to come. Learn what the park has to offer at <https://www.dcr.virginia.gov/state-parks/leesylvania>

<https://americasboatingclub.org/>

<https://abc-midatlantic.org/>

<http://nvsp.org/>

<https://americasboatingchannel.com/>

Find us on 



Claire and Dave Sail South. Page 9



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Meeting Info. If you do not receive an email notice about meetings, please contact a bridge officer to confirm meeting will be held before heading out.

General Membership Mtgs are at Alexandria Police HQ Community Rm, 3600 Wheeler Ave, Alexandria, VA 22304, 7:30 pm, until further notice, are:

- on the **2nd Tues of each month** except no mtgs in Aug. and Dec.
- The May and Oct. mtgs are combined with other events on different days., normally Spring Picnic and Fall Picnic on Saturdays.

Executive Committee Mtgs, 7 pm: by Conference call or new location. Contact Executive Officer for conference call number and codes or location. Normally 4th Wed. of each month. There are speaking procedures for these meetings to be sure business has time to be discussed. Just ask about them.

Zoom Meetings: Login info for mtgs via Zoom or other mtg software will be distributed by email and available from Bridge Officers.

Please see previous issues online. If you do not have internet access, ask the editor to mail you a copy. For more information about anything in this newsletter, contact editor@nvsp.org

Find us on 

MEMBERS AT LARGE– contact us about any issue or for us to bring project plans to the Executive Committee

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Vessel Safety Checks Chair:	P/C Rich Unis, JN, 703-777-8378, SkipperUnis@gmail.com, Ask how to become certified as a VSC Examiner
Facebook Team:	Lt Claire Wyngaard, P and P/C Alan Hart, AP

Of Tars & Terns

The official publication of the
Northern Virginia Sail and Power Squadron
America's Boating Club Northern Virginia
Posted online in color at 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 or emailed 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 (or 15th of first issue month in combined issues) until further notice.

Volume LIII; Number 7: September 2020

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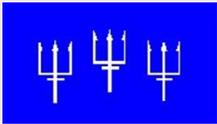
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Message from the Commander



Mid August 2020

Hello!

I hope everyone has had a chance to enjoy a socially distant summer out on your own boats! I, myself have had the opportunity to enjoy some time on the water with a friend's boat. As I have not owned a boat since 2007, we have been looking into places like Freedom Boat Club, and exploring and weighing those options, along with owning our own again.

I had the opportunity to help with the Vessel Safety Checks recently, and am hoping to be certified soon as an inspector. This is a wonderful program to make sure everyone has safety precautions in place before they spend time on the water. If you haven't had a chance to have your boat checked, go ahead and do it and get your Coast Guard sticker!

We as a group are proud of our Sea Scouts, and value this program as a vital program in including and educating our younger generation in boating safety, and being part of the community. As you may have read in the July/August 2020 issue of Tars and Terns, they have had some unforeseen setbacks as their annual fundraiser could not take place as planned, as well as some increased costs. Please consider helping them any way possible so this important program can go on uninterrupted. We all appreciate their mission, and want to show support.

The Fairfax Yacht Club regrets they cannot host any groups at their clubhouse this Fall and hopes we can visit next year. Let's get together at Leesylvania State Park on Saturday, October 24 to share iced tea, food and boating stories.

Hope to see everyone at our virtual Zoom Membership meeting I will host on Tuesday September 8 at 7:30 pm. We'll send an email with the information closer to the date.

Commander Sowers

Commander@TeamSowers.com

Visit the NVSPS Ship's Store



For our burgee on duffel bags, hats, polos shirts, dress shirts, jackets and fleece. They put our logo on whatever they sell! Great prices and shipping deals!



Also Burgee ordering info at <http://nvsp.org/stor.shtml>

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News

- **District 5 Fall Education Conference will be Virtual** Nov 5-8. Originally scheduled to be in Gettysburg, PA, instead will be conducted online. Presentations will occur in series eliminating the need to choose between presentations in the same time-slot. For more info, see <http://www.uspsd5.org>
- **Coast Guard requesting comments to improve Nation's shallow draft waterways ATON system.** The U.S. Coast Guard is conducting an assessment of the Shallow Draft Waterway Systems, the fourth in a series of studies to determine the navigation requirements for mariners in the U.S. Marine Transportation System (MTS). The Waterways Analysis and Management System (WAMS) study will help the Coast Guard to determine the Aids to Navigation (ATON) requirements in the Shallow Draft Waterway Systems which includes all navigable waterways of the United States less than 12 feet. Waterway users, interested parties, and stakeholders are invited to provide comments or feedback via the tool posted at <https://www.surveymonkey.com/r/ShallowWaterWAMS>. This link will remain available until November 1, 2020.
- **Tall Ship Providence's Captain John Paul Jones** has been busy welcoming guests aboard *Providence* for tours in Alexandria, VA. Tours are 45 minutes and begin in the Interim Visitor Center, located at 1 Cameron Street, Lower Level, across from the Water Taxi. Public and private tours available. <https://tallshipprovidence.org/>
- **Average Boat Buyer Age Drops** - According to Info-Link Technologies, a firm that tracks new and used boat registrations, through mid-2020, the average age of new powerboat buyers decrease by almost two years compared to the same period last year. Average ages differ per kind of boat, but overall average was from 52 to 50. See charts here: https://www.tradeonlytoday.com/industry-news/average-boat-buyer-age-drops?utm_medium=email&hsmi=93184022&hsenc=p2ANqtz-khfi4nwM1cQ40I4F1rL8KjcSXGwjn_7j5WOigbQi28t-XOdMhXlyiLfnkD_0wx8iQzdC_hGTvik15az4VffjYDOW8A&utm_content=93184022&utm_source=hs_email
- **Nautical Jewelry and accessories crafters Chart Metalworks supports Diabetes health awareness**— Chart Metalworks is giving back by supporting non-profit organizations to help spread awareness and initiate change. One of the causes is Diabetes awareness. They will donate 100% of the proceeds to support Diabetes awareness when purchasing International Diabetes Federation Logo designs. [Shop here https://www.chartmetalworks.com/](https://www.chartmetalworks.com/) and here <https://www.chartgives.com/> for other causes.
- **Coastal Virginia Magazine** has travel, dining, home & garden guides and more for people who love the water. Subscribe or sign up for free newsletter at <https://www.coastalvirginiamag.com/>
- **The District Wharf has an App!** A guide to The Wharf to explore restaurants, shops and music events. Check the weather and parking. Visit <https://www.wharfdc.com/>
- **Top 10 Potomac River Hotspots** from Rudow's FishTalk Magazine <https://fishtalkmag.com/blog/top-10-potomac-river-hotspots>
- **Fall 2020 Annapolis In-Person Boat Shows have been cancelled.** Watch website to see if they become virtual shows. Check their website for updates: <http://www.annapolisboatshows.com>
- In the meantime, **visit the Digital Boat Show any time** at <http://www.soundingsonline.com/virtual-boat-show> Created by Soundings and Soundings Trade Only marine partners, manufacturers and industry experts
- **The deadline to have a REAL ID for domestic flights and entrance to certain Federal buildings, has been moved to October 1, 2021.** see <https://www.dhs.gov/real-id>
- More local news at www.PropTalk.com and www.SpinSheet.com



NVSPS Conducts Vessel Safety Checks at Old Dominion Boat Club, Fairfax Yacht Club and Shipwright Harbor

The NVSPS Vessel Safety Check (VSC) program would like to extend a big thank you to the Old Dominion Boat Club (ODBC) and Fairfax Yacht Club (FYC) for hosting Vessel Safety Check days at their respective marinas. VSCs were held at ODBC on July 25th and August 8th and at FYC on August 1st and 15th. ODBC Commodore Adam Berman and President Bruce Catts were very appreciative for NVSPS member Sean Gallagher coordinating the event. FYC Commodore Bob Robertory, was proactive in communicating to their membership the importance of doing a VSC to ensure members boats have all of the US Coast Guard (USCG) and state required safety gear and are safe to operate. He wanted their crop of new boaters to get VSC's. Between the two clubs, our Vessel Examiners (VE's) conducted 32 VSC's.

Our newest VE, Doug Craig, was recently certified to conduct VSC's and he has been actively doing inspections at both ODBC and FYC. In addition, he coordinated with his home port marina in the Chesapeake, Shipwright Harbor in Deale, MD, and established four VSC events there on Wednesdays and Saturdays. Thank you to Shipwright Harbor Marina Manager Jed Dickman for partnering with Doug to ensure the boats in their marina are safe to operate.

P/C Gale Alls, SN, has been busy conducting VSCs on the Northern Neck of Virginia and at FYC during the week.

Altogether, our VEs have conducted over 45 VSCs in the last month when the USCG authorized in-person VSCs, as long as the VEs wear a face mask and can safely conduct the vessel exams.

P/C Rich Unis, JN, NVSPS VSC Chair



Caption: P/C Rich Unis, JN center, with former VSEs P/C John Shivik, AP left and Lt/C Dave Hinkins, S right.

Become a Certified Vessel Examiner and learn how to conduct Vessel Safety Checks — Study Manual is Available Online

The VSC program is a very important ongoing public service effort sponsored by the USCG Auxiliary, America's Boating Club and BoatUS.

volunteers are needed for more outreach to public.

Visit <http://www.uscgaux.info/content.php?unit=V-DEPT&category=welcome>

Come join the program! Contact P/C Rich Unis, JN

at 703-777-8378 or at skipperunis@gmail.com



Time to Become a "Stinkpotter"? - Part II of II

By P/C Rich Unis, JN—continued from July/August 2020 issue

Since we ventured all the way up to the Pacific Northwest for the Power Cruising course, it only seemed logical for Jeff and I to charter a "stinkpot" from Anacortes Yacht Charters (AYC) while we were there. So, we chartered *Northern Dream*, a Ranger Tug 29, which was made in Washington. We wanted to try out a Ranger Tug anyway and AYC had one in their charter fleet. After demonstrating that I could easily handle the boat by undocking, exiting the marina, returning and docking, we did the boat checkout Sunday evening and spent the night onboard. The boat was a breeze to handle. It had a 260 hp Volvo diesel engine and both a bow and stern thruster. We got some provisions early Monday morning and then headed out, destined for Roche Harbor on the northern end of San Juan Island, a distance of 34 nautical miles (NM). To get there we headed west from Anacortes on the Guemes Channel, through Thatcher Pass (while dodging big ferries), up Lopez Sound, around the north end of Lopez Island and down Upright Channel (while dodging more ferries), up San Juan Channel between San Juan Island and Shaw Island, then headed west in Spieden Channel between San Juan Island and Spieden Island and into Roche Harbor. Yes, one must be a good navigator to find your way and stay off the rocks. I'm happy to report that we breezed right



to our destination, thanks in part to the USPS Piloting and Advanced Piloting courses and the US Sailing Coastal Passagemaking course we've both taken.



Docked at Roche Harbor

Roche Harbor got its start in 1787, when Captain Lopez de Haro and his crew became the first Europeans to actually sail among the forested San Juan Islands. Haro Strait, dividing the US from Vancouver Island, derives its name from this Spanish Explorer. The Harbor was developed in 1886 after the richest and largest deposit of lime in the Northwest was discovered there, leading to the Tacoma and Roche Harbor Lime Company. The Hotel de Haro was also built in 1886 around the original Hudson Bay Post. The coolest thing about Roche Harbor was the retreat flag ceremony in the evening. They ceremoniously lowered the Roche Harbor flag,



Canadian flag and US flag and played music and taps.

The next morning (Tuesday), we decided to head due north to Reid Harbor on Stuart Island. To get there, we had to cut across the Spieden Channel. The tide was ebbing and the current was really strong (about 4 knots). There were tide rips and whirlpools all over the place. Even with a 260 hp engine, the boat was waffling as it made the crossing. I gained a new found respect for the current, that's for sure! It didn't seem to bother the seals though. Reid Harbor was a beautiful bay between two ridges with lots of room to moor and anchor. We were so close to Canada that I got an actual message from Verizon that said "Welcome to Canada". Trust me...I was not quite in Canada. We just motored in and around to check it out and then headed to Friday Harbor on the east side of San Juan Island. This leg was only 18 NM so it was a leisurely trip, although we fought the current until we got out of the Spieden Channel. I have no idea how sailboats with small diesel engines handle that current. Its times like that where I can certainly see the value of a powerboat. We docked at Friday Harbor marina, got cleaned up, walked around town, had dinner at a local waterfront restaurant (the local oysters were delicious!) and then chatted with some of the local characters on the docks.

Continued next page

Time....Continued



We made a 0630 departure on Wednesday morning to head back to Anacortes, a 20 NM trip from Friday Harbor. It was a beautiful morning and relaxing trip, cruising at around 8 knots, until we ran over a deadhead (a floating log that floats just under the surface of the water) heading back down Lopez Sound. Fortunately there was no harm done to the boat. We refueled and returned the boat to AYC late morning, got checked in and then offloaded our gear.

We had a fantastic class and charter experience. We cruised about 72 NM on our charter through the beautiful San Juan Islands, had superb weather, and got to test out the Ranger Tug. It was a great, really fuel efficient boat that met our needs but it had some downsides. I was not amused with the way it steered through the current. I was not able to turn to starboard at all coming

down the Spieden Channel, which was a little unnerving. The boat would also not back to starboard. Neither Jeff nor I could back it to starboard. I actually had to use the bow thruster to kick the bow around to port and to rotate the stern to starboard. The boat had a really small rudder and I think that may have been part of the problem. Besides that, the aft berth was really hard to get in and out of easily. It's better for storage. The boat would be perfect for a cruising couple...not so much for two guys just testing it out. There is much to be valued by chartering a boat and really getting to test it out.

So, what kind of conclusions did I draw from this experience? Is it time to become a "Stinkpotter"? Clearly I like the best of both worlds...sail and powerboats. I came to the conclusion that it doesn't have to be an either- or scenario. I can always buy one type of boat and charter the other. By the way, if anyone is interested in chartering in the beautiful Pacific Northwest (I'm partial to it because I grew up there), I highly recommend that you check out Anacortes Yacht Charters. It's a very professionally run charter company with exceptional customer service and a large fleet of boats. They usually have a booth at the Annapolis Sailboat Show in October, although they will not be there this year. Besides that, they have ice cream in the freezer in their customer lounge!



What's next? How

about multihulls? Sounds like a plan! I recently booked a charter with British Virgin Islands Yacht Charters for June 2021. I am chartering a Fontaine Pajot Astrea 42 sailing catamaran (my daughters actually twisted my arm). But first, I have to get my US Sailing Catamaran endorsement from Offshore Sailing School in Cape Coral, FL in January, 2021.

P/C Rich Unis, JN

P/C Rich Unis, JN, started sailing with the Pentagon Sailing Club in 2004 and earned certification from the US Naval Sailing Association as a Level D - Cruising Skipper (D-

CS). He also earned certification from US Sailing in Coastal Passagemaking. He and his sailing buddy, Jeff Voudren, bought a new Jeanneau 379 monohull sailboat, Windspiration, in 2013 and sailed it from Annapolis to Ft. Lauderdale in 2014 before returning to the Chesapeake Bay where they sailed it for several years. They sold Windspiration in 2016 due to work commitments. Yes, they are both "boatless", with the exception of kayaks.



Hotel de Haro



Message from the Educational Officer

America's Boating Course offered Saturday 17 Oct through 7 Nov.

We have arranged to conduct a Basic Boating Course - ABC-3 class on Saturday mornings for four sessions (17 OCT, 24 OCT, 31 Oct and 7 NOV from 0900-1230) at St George's Episcopal Church in Arlington. The students and instructor can discuss option of conducting class online or combo of class and online to meet comfort levels and convenience for the same dates. Proctored test is required in Virginia to meet state education requirement.

America's Boating Course teaches: terms, safety equipment, fueling, casting off, navigation rules, aids. Lights and sound signals, regulations, charts and electronic navigation, anchoring, handling emergencies, communications, watersports safety, trailering, PWC operation, knots and lines, and more. See <http://www.americasboatingcourse.com/courseoutline.cfm> The cost is \$50 and participants need not be members of America's Boating Club.

I've been reworking the Piloting class presentation and exercises so they are a bit more user-friendly for an online environment. It's one thing to sit through PowerPoint presentation in person but to do the same online approaches cruel and unusual punishment for the one on the receiving end. I've been testing it with colleagues so we will have a Northern Virginia Sail and Power Squadron quality online version for Piloting for Jan 2021 in the event meeting in person is not an option.

Piloting includes Inland water and coastal navigation using GPS, aids to navigation, and plotting on charts. No prerequisites. More course info at: <https://americasboatingclub.org/courses/piloting>

For more information, to ask about other courses, and to register, contact Educational Officer Dean Markussen, MMarkussen2@comcast.net, 703-751-9178

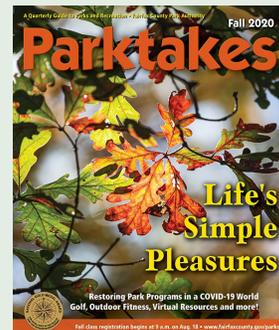


September Birthdays!

- | | |
|---------------------|----|
| Judith E. Grass | 6 |
| Jon M. Gibney | 13 |
| Norbert P. Hyme | 15 |
| Missy P. Sowers | 17 |
| John E. Harmon | 19 |
| Thomas G. Ahem, Jr. | 21 |



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Fairfax County Parktakes is available online. Fall class registration is open.

Claire Wyngaard and Dave Turley sailed to 8 Chesapeake Rivers in June on *Justice*, 44' Bruce Roberts Ketch

- Delaware City, DE
- Sassafras, MD
- Choptank to Leadensham Creek, MD
- St Mary's, off the Potomac, MD
- Little Bay in Fleets Bay, VA (north of Rappahanock)
- Corrotoman, VA (off the Rapp)
- Piankatank, VA (south of the Rapp)
- Great Wicomico, VA (just south of the Potomac)
- Rhode River, off West River, MD
- Sassafras, MD
- Delaware City, DE



The Piankatank River is between the Rappahanock and York Rivers, is 24.4 miles long in Virginia. The source is Dragon Swamp—Wikipedia

We anchored everywhere. No marinas for us.



One highlight was seeing this barge and tug in the Piankatank River. We didn't know what it was doing. Later, I found this article about the "World's largest oyster reef restoration continues on the Piankatank River"

<https://www.dailypress.com/news/dp-nws-oyster-reef-piankatank-20180717-story.html>

more articles about the reef:

<https://www.dailypress.com/news/dp-nws-granite-reef-piankatank-20170519-story.html>

https://www.army.mil/article/193536/restoring_the_bay_army_engineers_build_reefs_on_marylands_eastern_shore

The Piankatank River is between the Rappahanock and York Rivers, is 24.4 miles long in Virginia. The source is Dragon Swamp—Wikipedia. For past journeys on *Justice*, visit <http://www.SailingJustice.Blogspot.com>



America's Boating Channel is now accepting suggestions for subject matter to be covered in Season Five. Email INFO@AmericasBoatingChannel.com.



Read Online



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ADDRESS SERVICE REQUESTED



of Tars & Terns



Find us on 

Zoom September 8, 2020 Meeting

America's Boating Club Northern Virginia



