

# Tides 'n Tidings

"There are three sorts of people; those who are alive, those who are dead, and those who are at sea."

- Old Capstan Chantey attributed to Anacharsis, 6th Century BC



## Norfolk Naval Sailing Center & Marina November 2011

Volume II • Issue 10

### Table of Contents

State of the Marina .....	1
SAFETY BUZZ :Sudden Immersion.....	2
Affordable Fishing! .....	2
November Specials.....	3
Event Calendar .....	3
On the Waterfront: UV Damage.....	4
America's War.....	5
From the Boat Shop: Winterization.....	6

### State of the Marina

In this issue's *From the Boat Shop*, Nicholas Alley favors us with one last article to help you keep your boat ship shape. He joined us here at the marina back in June of 2010 as our marine equipment mechanic he had his hands full taking care of our fleet of power and sail boats. Because of his efforts and dedication, the Norfolk Naval Sailing Center unquestionably provides the best kept rental boats in MWR's Mid-Atlantic region. Nicholas is leaving his life ashore to return to the water, where he can spend more time driving boats and hopefully less time repairing them!

With the days growing shorter and colder, we will be suspending our kayak and dinghy rentals until next season, and the return of warmer water temperatures. But some power boat rentals and keel boat rentals will continue. This includes our Triumph center console fishing boats (**great for Striper fishing**) and our sailboats over 20ft. And that includes our Navy Knockabouts.

For marina patrons, we will strive to keep the water on at the piers for as long into the season as possible. But at the first hint of freezing temperatures, and no later than December 15th, we will have to secure the water to prevent damaging the plumbing. Please plan ahead!

The Sailing Center is looking to shed some of our older inventory of small boats. Working with Property Management, we are expecting to offer several Laser sailboats for public auction in the near future. We'll keep you posted when the date get's closer.

We hope you enjoy November's *Tides 'n Tidings!*

**Patrick Curry, Marina Manager**

Phone: (757) 444-2918  
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#### Mailing Address

Naval Station Norfolk  
1682 Piersey Street  
Bldg. LAG-77  
Norfolk, VA 23511

#### Physical Address

Naval Station Norfolk  
Massey Hughes Drive  
Norfolk, VA 23512



#### Summer Hours

May 1 to September 30  
Monday through Sunday  
8 a.m. to 7 p.m.

#### Winter Hours

October 1 through April 29  
Monday through Friday  
8 a.m. to 4 p.m.

***SAFETY BUZZ: Sudden Immersion!***  
***By John Hazzard, Safe Boating Instructor***

**Wear a life preserver with inherent buoyancy and dress for the water temperature!**

Immersion in cold water is a hazard for anyone who participates in water activities during cold periods of the year when water temperatures drop. Sudden immersion in cold water results in an immediate decline in skin temperature which, in turn, initiates shivering and increases in metabolism, ventilation, heart rate, cardiac output, and mean arterial pressure. The body's involuntary responses to cold-water immersion start upon initial immersion and cold-shock response, quickly followed by loss of performance and the onset of hypothermia. Death can occur as a result of the cold shock or any of the following-on phases of immersion.



The cold shock response occurs almost immediately upon entering the cold water generally affecting the respiratory system, heart and metabolism. Rapid skin cooling initiates an immediate gasp response, the inability to breath-hold, and hyperventilation. The gasp response may cause drowning if the head is submersed during the initial entry into cold water. Subsequent inability to breath-hold may increase the odds of drowning. Hyperventilation may cause arterial hypocapnia (low Co<sub>2</sub>), which leads to decreased brain blood flow and oxygen supply leading to disorientation, loss of consciousness and drowning. Skin cooling also initiates a narrowing or constriction of the blood vessels as well as increased cardiac output, heart rate and arterial blood pressure. This may lead to lack of blood flow to the heart and arrhythmias, including ventricular fibrillation. Thus, sudden death can occur either immediately or within a matter of minutes after immersion due to loss of consciousness or convulsions leading to drowning or arrest of the heart.

*(Safety Buzz continued on Page 4)*

**November Specials!**

**Let's go  
FISHING!**

**The Marina store offers bait, tackle, ice and fishing gear rentals at low prices to help you make the most of your trip.**

**Our fishing boats come with Saltwater Fishing Licenses so you don't have to pay more!**

**The 19ft Carolina Skiffs come with *FREE GAS!* Starting at *\$45/Day!***

**The 17ft Triumph center consoles are your ticket to some great trophy fishing on the Chesapeake Bay! Starting at *\$95/Day!***

# Need Boat Supplies?

Order today with NSN Marina.  
We carry the 2011 Catalogs from your  
area Boat Marine Suppliers!

**West Marine**      **Paxton Co.**  
Get your

**Halyards, Dock Lines,  
Filters, Hull Paint, and more...**  
for low prices and 1-2 day shipping!

Call (757) 444-2918 or stop by the Marina to make your order today!

# SPECIAL OFFER!

Monday through Friday 8am to 4pm

**Triumph 170**

**\$95 per day**



**Bayliner 180**

**\$99 per day**



Restrictions & Qualifications Apply. Call us at (757) 444-2918 for more information.

## November 2011

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
30	31	1	2 Boater's Safety	3 Boater's Safety	4	5 Intermediate Sail
6 Intermediate Sail <b>Daylight Savings Ends</b>	7	8	9	10	11 <b>Veteran's Day</b>	12 Advance Sail
13 Advance Sail	14	15	16 Boater's Safety	17 Boater's Safety	18	19
20	21	22	23	24 <b>Thanksgiving</b>	25	26 <b>Cruising 260</b>
27	28	29	30	1	2	3

Boater's Safety : Two day Safety Power Boating Course 1600-2000, Wednesday and Thursday, 4 hrs each evening.

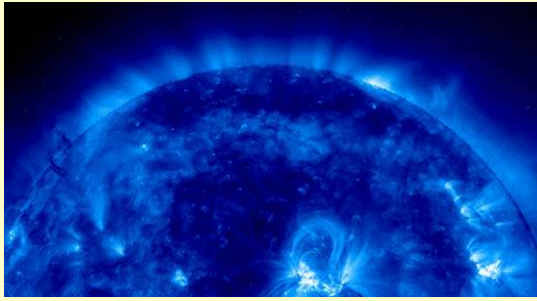
Intermediate : Adult Intermediate Sailing, two day course for smaller keel boat sailing vessels.

Cruising 260: 1-day course to introduce Intermediate Sailors to wheel steering on a Hunter 260 and prepares them for

Advance Sail : Adult Advanced Sailing, two day course for our largest cruising sailboats.

## **Along the Waterfront**

By Brendan Drinkwater, *Dock Master*



### ***The Days Grow Shorter...but the SUN is still thy enemy!***

Very few people actively use their vessels during the winter months in the Hampton roads area. But many boaters continue to have Biminis, sails and halyards flying high during these short winter days, and the awful ultra violet rays are eating those fabrics away.

Marine fabrics like Sunbrella<sup>(tm)</sup> have Ultra Violet (UV) protection built in but it is *not* 100% protected.

Understanding that space down below is limited on many vessels, the reality of stowing the whole bimini frame and awning down below is rarely an option. Take the awning off the frame, wash it with a mild soap and air dry it. Next fold the awning as neat as you can and stow it out of the sun. Leave the framework in place if you need to, but this is the time to give it a polish to save a little elbow grease when that Spring refit hits you next boating season. Sails left uncovered are also prone to UV damage.

*(Continued on page 5)*

*(SAFETY BUZZ continued)*

For those surviving the cold shock, significant cooling of the extremities continues with most of the effect occurring over the first 30 minutes of immersion. This cooling has a direct effect on muscular activity. This is especially significant in the hands where blood circulation is negligible, leading to finger stiffness, poor coordination, loss of motor activity and power. The loss of motor control makes it difficult, if not impossible to execute survival procedures and drowning occurs.

It is advisable to avoid cold water exposure completely and wear a life jacket with inherent buoyancy. If cold-water immersion does occur however; 1) Avoid submersing the head. 2) Quickly get out of the water 3) Minimize exposure and get as much of your body out of the water. 4) Call for assistance. It may be difficult to execute these actions while the cold shock responses predominate. However, once the respiratory effects are under control, immediate action should be taken. If self-rescue is not possible, actions to minimize heat loss should be initiated by remaining as still as possible in the Heat Escape Lessening Posture (HELP), where arms are pressed against the chest and legs are pressed together or huddling with other survivors. Keep clothing on to decrease the flow of cold water around body to reduce heat loss.

Most cold-water deaths result from drowning during the first two phases of cold-water immersion. Hypothermia usually only becomes a significant contributor to death if immersion lasts more than 30 minutes. The individual who survives the immediate and short-term phases of cold-water immersion faces the possible onset of hypothermia as continuous heat loss from the body eventually decreases core temperature.

Drowning is the most immediate survival problem following water entry. Inflatable life jackets are good, but may not be suitable for this extreme exposure and wearing a life jacket with inherent buoyancy is best. You only drown once! Hope for those warm days and smooth sailing this winter, but dress for cold water conditions. Be safe and we'll see you out on the water.

# Norfolk Naval Sailing Association

"Where Navy Sailing Began"

The NNSA meets the last Tuesday of each month at 7 p.m. At the Norfolk Naval Sailing Center, Building LAG-77.

*This month's Pot Luck Dinner Theme: Spiral Cut Ham*

*Topic: Baxter's Sails*

Yearly dues for membership are \$25. If you have questions about membership, please email Dick McCrillis at

dick.mccrillis@norfolknavalsailing.org or ask NNSC staff for more information.

## *America's War* by Maxwell Plarr



Many yachting enthusiasts are familiar with the yacht *America* or the America's Cup competition.

In 1851, the lone American yacht won the coveted trophy by defeating a fleet of English yachts in a race around the Isle of Wight. The New York Yacht Club and the members of the syndicate who built *America* started a legacy of international yachting competition for the trophy, of which the United States held a 132-year winning streak, the longest in all of sports history. The fame that *America* generated from the race for the America's Cup shrouded her subsequent career, including her war service during the American Civil War.

The history of her naval career started with the events following the race around the Isle of Wight. The owners of *America* sold the yacht in England to make a large profit for the syndicate. Between 1851 and 1860 *America* had changed ownership four times and had been rechristened *Camilla*. Prior to the outbreak of the American Civil War, Henry Edward Decie, an Englishman and Confederate sympathizer had purchased the yacht. Decie had sold the yacht to the Confederate Navy who renamed her *Memphis* and utilized her as a blockade runner. In 1862, as Union troops surrounded the city of Jacksonville, Florida, *Memphis* was scuttled in (continued next month!)

## *(Along the Waterfront continued)*

If a boat is not getting used, stow those sails down below! You'll reduce windage, your vessel will lie more easy in its slip, and (*cha-ching!*) extend the working life of those **costly** sails. Also, I see many sailboats leave the jib sheets on the jib while it's furled. Take those jib sheets off and stow them below. A prudent skipper could just use a sail tie or a short piece of line to tie around the jib.

Also, with the cost of halyards almost up to \$4.00 per foot, here's a little secret to **save money** for those with internal halyards: Find a cheaper smaller line, tie a bowline in one end, hook your shackle up to it and hoist that halyard up to the top of the mast. Cleat it, coil it, and stow the tail in a sheet bag out of the rays of that killer UV.

Finally one last thing to think about is the UV damage on the gel coat. It's a lot easier to see this damage on a darker hull... maybe blue, black, or red. Chalky, dull oxidations are signs of UV damage. There are numerous waxes out on the market that have UV protection formulated in the wax. Research your options, so when it comes time for your spring haul out you will have the wax ready. Take care of your boat... after all, it is an investment.

*"Winterize Your Boat"-***Nicholas Alley, Marine Technician**

# From The Boat Shop

Fall on the Chesapeake has always been my favorite season. The winds are up, the traffic and heat are down. With the large fleet we have at the sailing center we also begin winterizing.

Winterizing is a large part of the boating life. The idea is to prevent damage and deterioration from the elements over the storage period. Damage can occur due to freezing, wind, or ultraviolet rays. Addressing these will save you a lot of trouble and expense come spring.

Fuels (especially ethanol gasoline) do not store well over long periods. We drain all the gasoline from the tanks and strip the filters and carburetors on the small boats. If you don't want to drain your tank, top it off and treat it with a good quality fuel stabilizer. Open space in the tanks invites condensation and water intrusion as the weather changes. Check your fill caps for leaks.

The boats water systems can freeze and cause a lot of damage. I once spent New Years day dealing with a boat that sank due to a frozen and burst water strainer. This could have been prevented by closing the through hull valves and

treating the intake. Protect your engine by placing the coolant intake hose in a bucket of non-toxic antifreeze solution and run the engine until it comes out the exhaust. Drain any freshwater tanks and treat with the same non-toxic antifreeze; making sure to run the solution thru the pumps. Don't forget sink drains, holding tanks and plumbing runs which may collect standing water.

It is recommended that you change your engine and gearbox oil so they don't sit in corrosive acidic goo all winter. Same goes for all those grease fittings as well as your winches, windlass ect. The ships batteries should be topped of with water and placed on a trickle charger. Nothing kills batteries better than sitting discharged all winter.

On deck I start by giving the boat a good wash to remove corrosive salt and dirt then remove any thing not nailed down. Sails, Bimini tops, dodgers as well as any unused lines, blocks and running rigging. These items all last longer stored out of the elements. Double up your dock lines and use plenty of chafe gear now, and you won't have to on that cold windy day. Covering or removing any varnished wood work (name boards, and the like) will save countless hours refinishing them. We have plywood hatch boards that replace the nicely finished ones for the winter. Fitted covers are great ways to cover hatches, handrails, winches, ect. We have gone to using shrink wrap on the the smaller boats and it works very well.

Below deck remove everything you can. Take the sails, life jackets, cushions, curtains, and any other fabrics home to prevent mildew. Latch open all the cabinets and lockers to keep air flowing. A dehumidifier or a small heater goes a long way to keeping the mildew in check. Remove batteries from flashlights and equipment so they won't corrode and ruin them.

This may seem like a lot of work, but in the long run it will save you a lot of time and energy come spring fit out and your boat will love you for it. Good luck and have fun.

**Sailing Center and Marina Staff**

Patrick Curry	<i>Marina Manager</i>
Brendan Drinkwater	<i>Dock Master</i>
Luke Hughes	<i>Admin Assistant</i>
John Hazzard	<i>Safe Boating Instructor</i>
Nicholas Alley	<i>Marine Technician</i>
Max Plarr	<i>Lead Sailing Instructor</i>



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