

Lifeline

**Member Club Of: Chesapeake Bay Yacht Club Association (CBYCA)
&
Potomac River Yacht Club Association (PRYCA)**

Winter Fun

INSIDE THIS ISSUE

From the Helm.....	2
The Deck Log	3-4
Get Underway.....	5
Ships Manifest.....	6-7
2019 Membership Renewal Form...8	
Where the Big Dogs Rule..	9-10
Night Boating Seminar.....	11
Change Of Watch.....	12
Employee Appreciation Dinner.....	13
Publication Education Course Flyer.....	14
Cherry Blossom Cruise & Photo Shoot.....	15-16
Upcoming Events.....	17

FROM THE HELM

- PWYC BRIDGE
COMMODORE
Dennis Gatens
"Buzzed Gobbler" (K-15)
- VICE COMMODORE
Mike Connolly
"Summer Daze" (D-3)
- REAR COMMODORE
Vicky Carr
"CarRUISIN"(H-40)
- SECRETARY
Ralph Ocasio
"Seas the Moment" (G-36)
- TREASURER
Sherry Samar
"Irish Hawk" (E-06)
- IPC
J Gaston
"Patriot Dreams" (H-43)
- MEMBERSHIP CHAIR
Una Murphy
"Murphy's Law" (H-39)
- SOCIAL COMMITTEE CO-CHAIR
Sherri Connolly
"Summer Daze" (D-3)
- Denise Guess-Parsons
"Finally Got It Right" (F-6)
- SAFETY CHAIR
Bob Schwartz
"Alexandra" (F-12)
- IT Services
TBD
- PRYCA DELEGATE
Dennis R. Gatens
"Buzzed Gobbler" (K-15)
- CBYCA DELEGATE
Tim Abel
"Adventuress" (C-2)
- LIFELINE EDITOR
Denise Guess-Parsons
"Finally Got It Right" (F-6)



Commodore, Dennis R. Gatens
commodore@pwyc.org

With February comes our 1st events of the new season; the Prince William Slip Holders Party on the 3rd, and then our Change of Watch gala on the 23rd. Sherri, Denise and Vicky have done a great job finalizing the 2019 calendar of events. This year there are new destinations and new events. At the slip holders party, you'll be able to pick up a calendar and sign up for our destination events. Also, you will be able to renew your membership, RSVP for the COW and sign up for Patriots Cruise...and have a great time! Opening day will be here before we know it.

I've mentioned a membership fee increase has been under consideration by the board and I discussed the reasons in the December Lifeline, so I won't bore you with it again. At our January Board Meeting, the Board voted to increase our membership fee to \$100 as of Opening Day.

McHarg Great Loop Update

Florida at last! Congratulations Kris and Rick! Eagle One is now cruising in the waters of Florida! Kris and Rick spent some time in Pensacola Beach, where they met many years ago! Their winter is over early...



See you at the Prince William Marina Slip Holders party this Sunday!



Dennis R Gatens
Commodore, PWYC
Buzzed Gobbler @ K15



THE DECK LOG

Vice Commodore, Mike Connolly
 vicecommadore@pwyc.org

Not to be a master-of-the-obvious, but winter is here. Sherri and I just got back from the marina where we were checking on the boats during this current wind storm. Somebody said something about a “polar vortex.” All I know is my face and hands were numb when I got back in the car after being exposed to the cold and the wind. Boating season can’t get here soon enough.

For what it’s worth, I crashed my drone into some trees near the boat house about a month ago, trying to take pictures of the boats at night while they were decorated for Christmas. The drone spent a few weeks in the drone hospital. \$230 later, I have her back. The picture below is the first since she’s been repaired. You can really see the cold in the picture.



The board will be ready to publish this year’s event calendar within the next few weeks. Once again, we have a full year of great activities lined-up for the PWYC.

Please consider being the champion, or helping with the Pig Roast or Crab Feast. The Pig Roast is scheduled for 13 July and the Crab Feast is 7 September. These are two of the biggest events for the club and they help define who we are. If you’re willing to step-up-to-the-plate for either event, please contact Denise Guess-Parsons or Sherri Connolly.

Cont’d. on page 4

THE DECK LOG

I'm looking forward to seeing everybody at the PWM slip holders' appreciation party on 3 February. The PWYC board will be making a big push for everybody who hasn't done so, to sign up for the Change of Watch.

The Change of Watch (the "CoW") is scheduled for 23 February at the Embassy Suites in Springfield. Please see the flyer in the Lifeline for the website that allows you to sign up online. Otherwise, please bring your check-book to the slip holders' appreciation party and sign up then.

See you on the water.

Mike Connolly
Vice Commodore
Summer Daze, D-9

GET UNDERWAY



Rear Commodore, Vicky Carr
rearcommodore@pwyc.org

2019 PWYC On-Water Events

FEB 9: Night Boating Seminar
 MAR 30-31: Cherry Blossom Cruise With Optional Alexandria destination (Alternate date: APR 6-7)
 APR 13: Practical Boating Seminars
 APR 20: Opening Day!
 APR 27-28: Nationals Baseball Game Cruise
 MAY 4: On-Water Raft Up On T (12:00-3:00pm)
 MAY 11: Spring Raft Up At Mattawoman Creek
 MAY 18: Blessing of the Fleet, Boat Photoshoot, Lunch Cruise
 MAY 25-27: Memorial Day Cruise To DC Wharf
 JUN 1: Night Boating Practice Trip (date to be confirmed)
 JUN 8: Patriots Cruise and Salute
 JUN 15-16: Father's Day Cruise to Colonial Beach
 JUN 23: Gals at the Helm (date to be confirmed)
 JUL 4-7: Fireworks Cruise To Alexandria/National Harbor
 JUL 12-21: Southern Bay Cruise: Cape Charles, Portsmouth, Yorktown, Tides Inn Resort & Marina
 JUL 27: Day Cruise To Alexandria
 AUG 3-4: Coles Point Cruise (PWM-sponsored)
 AUG 9-12: Commodores Cruise To Tides Inn Resort and Marina
 AUG 31-SEP 2: Labor Day Cruise To White Point
 SEP 21-22: Pirate's Night on the Hook (With a Special Invitation For Day Boaters)
 SEP 28-29: National Harbor Cruise: Oyster and Wine Festival
 OCT 12-14: Solomons Island Cruise With Optional Annapolis Destination

"...to promote safe, enjoyable, and responsible boating activities" PWYC Bylaws, Article II

Let's make up for 2018's 'slim' boating year (weather) by making 2019 double the usual fun!

FILE A FLOAT PLAN....and here's ours for 2019!

Based on your requests, we have **17 cruises** – including many at a distance suitable for **day boats**. (See full list in margin).

Each has a **lead boat** to follow who will stay with you to encourage people to try new places (unless you prefer to travel on your own).

EARLY SIGNUP is encouraged! Today is not too early! Each marina has x number of slips reserved per trip...until full. Most marinas have generous full refund policies – if cancelled within 48 hours of the trip, and I and the cruise captains will be monitoring the weather to call off the trip in time to get the refund. To RSVP – do two things: 1) call the marina (and say you're with the PWM group), AND 2) email rearcommodore@pwyc.org (to get on list for trip communication).

CRUISE FLYERS and EARLY INTEREST SIGN-UP SHEETS will be at the marina's Slipholders' Party (Feb 3, 1pm, for those with boats kept at PWM).

PRACTICAL BOATING SEMINARS: Also new-for-2019: practical boating seminars (everything we wished we had known the first few months of boating and had to learn the hard way) PLUS several new on-water lessons (raft-up practice, gals-at-the-helm, night boating lesson).

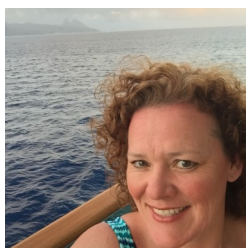
FEB 9 NIGHT BOATING SEMINAR! COMING VERY SOON!!
See included flyer.

RADIO CHECK! Let's communicate more! A fail-safe for 2019: Feel free to call/text/email anytime: 703-408-3815 (cell), rearcommodore@pwyc.org (Add me to your cell phone speed dial.) Reach out anytime with questions/concerns about on-water events. (You can also ask me about any other PWYC event. I may not know those answers...but will get you quickly to who does.)

"A ship is safe at harbor, but that's not what ships are for." Rear Admiral Grace Murray Hopper

Vicky Carr
Rear Commodore
CarRUISIN, H-40

Ship's Manifest



Membership Chair, Una Murphy
membership@pwyc.org

Best of luck to the 87 members that paid their PWYC Membership dues by December 31, 2018 and are eligible for the "**Annual Get Your Dues Back Drawing**", which will be held at the PWM Slip Holders Appreciation Party on February 3rd!

Please help me welcome new and renewing Prince William Yacht Club Members (between December 22, 2018 and January 19, 2019 – any membership payments received after this date will be listed in the March Lifeline)**:

- Tim & Barbara Abel, ADVENTURESS, C-02
- Christopher Ambrose, Boatel
- Kim Anchell, STEPS AHEAD, L-39
- David & Sonia Astle, Crew Lounge
- Jim & Kathy Blanks, Sum 'R Ducks II, J-14
- Doug Burum & Jenna Long, Another Sunday Morning, E-01
- Debbie & Dean Cognetti, Boatel
- Kathy Cordelli & Justin Cordelli
- Mark Dungan & Guadalupe Sierra, Kokopelli, K-35
- Andrew & Sarah Harrover, Boatel
- Mark & BJ Holycross, Red Dawg, G-17
- Brian & Mandy Johnson, State of Comfort, Fairfax Yacht Club
- Rich & Christine Jones, Comfort Solution, I-21
- Dave & Katherine Kimmel, Lady K II, K-30
- Bill & Jayne Maher, Boatel
- Chris McCalla & Kim Perry, CCA Gang, H-32
- John & Marcie McCauley, Pay it Forward, D-07
- Oscar "Mac" McNeil & Deb Weir, Vino Veritas, L-Dock
- Michael & Michelle Meek, Knee Deep, E-05
- Jeff Miller & Liz Rogers, Boatel
- Joe Peruzzi, Boatel
- Michael Pobat, What's Up Dock, Boatel
- James & Tuula Ross, Sea Breeze N, Belmont Bay Marina
- Steve & Linda Scheid, Magic Moment, G-18
- Jim & Molly Jo Schlichting, North Star, F-11
- Mark & Stacey Schumacher, ReLAXin, K-14
- Scott Wetterhahn, Pilot House, K-26
- John & Anne Williamson, Boatel
- Eloisa & Dennis Wilson, Boatel

** If you have already renewed your membership and don't see your name here, you should have been recognized in a previous issue of Lifeline. If you are not sure if you've renewed yet, email me at membership@pwyc.org and I will be happy to check! If you know you haven't renewed your membership for the 2019 season and want to do so, here are your options:

Cont'd. on page 7

Ship's Manifest

Subscribe via PayPal or Credit Card at pwyc.org
(click on "Payments")

Or

Send a \$75.00 check made payable to: PWYC to
PWYC Membership Committee
c/o Prince William Marina
12849 Gordon Boulevard
Woodbridge, VA 22192-3240

OR

We will have a membership table at the PWM Slip Holders Appreciation Party on February 3rd. Bring a check or cash and make your payment there. While you are at it, pick up a replacement PWYC Burgee (or two) for the low, low price of \$25 each! As a reminder, the information in the PWYC Directory comes from your profile - so make sure your information is correct!

Membership Chair
Una Murphy
membership@pwyc.org



Prince William Yacht Club

2019 MEMBERSHIP RENEWAL



MEMBERSHIP DUES: \$75.00

Last Name (Captain) _____ Home Phone (Captain) _____

First Name (Captain) _____ Home Phone (Co-Captain) _____

Last Name (Co-Captain) _____ Work Phone (Captain) _____

First Name (Co-Captain) _____ Work Phone (Co-Captain) _____

Cell Phone (Captain) _____

Address _____ Cell Phone (Co-Captain) _____

City _____

State _____

Postal Code _____ E-mail Address (Captain) _____

Boat Name _____ E-mail Address (Co-Captain) _____

Dock _____

Slip Number _____

**PAY ONLINE AT PWYC.ORG OR
Make Check Payable To: PWYC**

New/Renewal Membership: \$75.00

Return to:

**PWYC Membership Committee
c/o Prince William Marina
12849 Gordon Blvd
Woodbridge, VA 22192-3240**

E-mail: membership@pwyc.org

Where The Big Dogs Rule



Bob Schwartz, Safety Officer
safety@pwyc.org

Boating Safety Dates:

MARCH	16	First Aid Course @ 9:00 am
	23	USCG Auxiliary Boating Safety Course (PWM)
APRIL	13	USCG Vessel Safety Checks
MAY	11	USCG Auxiliary Boating Safety Course (PWM)
	11	USCG Vessel Safety Checks

Disclaimers

As always everyone is on their own out there. What follows are the thoughts of one person. The information presented is just a smattering of what might have to be known if traveling on the Occoquan, the Potomac, or the Bay.

Sources Used

What follows mostly comes from either <https://www.mdsg.umd.edu/avoiding-ship-collisions>, the pamphlet *Keep Clear: Big Ships in the Chesapeake Bay*, or <https://spinsheet.com/nine-ways-avoid-collisions-ships>. Each makes for good reading. A short video, *The Longest Passage* describes the work of Maryland Bay pilots who bring ships from the mouth of the Bay to Baltimore is also interesting. Other citations are provided as appropriate.

Assumptions

Large and small are relative terms for the purpose of this piece. It could mean container ship on the Bay or a 50-foot trawler on a river. What is large to a 25 foot vessel may not be so large to a 50 foot vessel.

The vessel we are driving is one that commonly comes out of Prince William Marina: The large vessels referred to are constructed with a powered displacement hull that is decidedly larger than we are.

The Big Dogs Vs. Us

We really have to watch out for the big dogs when we are out on the water. Basically speaking, vessels with displacement hulls displace the same amount of water when stationary or when moving. Vessels with displacement hulls generally are relatively slow and not designed to lift the vessel up out of the water.

As a rule, it wouldn't make any difference if we increased the power of the engine placed in a displacement hull. They are not designed to get up on plane (<https://www.oceansportstuition.co.uk/differences-planning-displacement-semi-displacement-hull/>).

As a general rule the maximum hull speed of any displacement hull is governed by the formula: Hull speed in knots equals 1.34 times the square root of the waterline length in feet ($HS = 1.34 \times \sqrt{LWL}$).

A tanker with a water line length of 250 feet would have a maximum hull speed of just over 21 knots. One knot is equal to 1.15078 miles per hour. This translates to just over 24 miles per hour. <https://www.boats.com/reviews/crunching-numbers-hull-speed-boat-length/>

Some/many designers view the concept of hull speed skeptically. According to at least one, "It's total bull shit." And, that in reality, many boats, even those with true displacement hulls, can easily exceed their nominal hull speeds (<http://wavetrain.net/boats-a-gear/74-crunching-numbers-why-longer-is-faster>)

One example, are vessels with protruding bulbous bows. A bulbous bow is a protruding bulb at the bow of a ship just below the waterline. The bulb modifies the way the water flows around the hull reducing drag and thus increasing speed, range, fuel efficiency, and stability (Bulbous Bow, Wikipedia).

SOME Things We Might Want To Keep In Mind

- **It makes no difference whether we are on the Occoquan, the Potomac, or the Bay: Long-range trawlers, tankers, bulk carriers, container ships, large tour ships, etc. may appear to be moving slowly but can be on us in a New York minute if we are not careful.**

Cont'd. on page 10

Where The Big Dogs Rule

- **Situational awareness** -- Rule 5 requires that we maintain a proper lookout at all times by sight and hearing as well as by all available means appropriate in the prevailing circumstances and conditions so as to make a full appraisal of the situation and of the risk of collision.
- **Never under estimate the speed of a large vessel.** At 10 knots, a vessel goes 1 nautical mile in 6 minutes. This means, for example, that we might not have as much time as we think to pick someone up if they fall off the tube and we are stopped in the Potomac channel.
- **In general, on the Bay most large ships travel at a “maneuvering speed” of about 12 to 15 knots.** At 15 knots, from a mile away, a vessel can be on us in 4 minutes. They may, however, be going faster.
- **Pay attention if a large vessel sounds the danger signal.** Five (5) short blasts on a whistle, which usually sounds more like a horn, means the vessel’s captain is very concerned that your vessel and his (or hers) are heading for a collision (Rule 34). If the other vessel’s captain is worried, we should be also. Take the proper emergency action immediately. Rule 8 requires that our actions be done largely enough so that the captain can see what we are doing.
- **Large vessels often must stay to a narrow channel even if the channel meanders from starboard to port.** Think a barge loaded with sand being pushed down the Occoquan, the *Spirit of Mount Vernon* leaving the Washington Channel, or that container ship going up the Bay to Baltimore. Rule 9 of the Navigation Rules states that small craft shall not impede the passage of a vessel which can safely navigate only within a narrow channel or fairway.
- **The big dogs cannot stop or turn on a dime.** Large vessels do not have the ability to maneuver quickly to avoid smaller vessels. For example, it may take a ship on the Bay a mile or more to stop after throwing its engine(s) into reverse. A large vessel may travel a substantial distance forward before turning fully onto a new course.
- **There are times when we might want to stay out of the large ship channel.** For example, we should probably stay out of the traffic separation areas on the Bay as described in Rule 10 unless we want to cross, which should be done quickly and at a 90-degree angle. The same might go for times when the weather is foggy or in heavy rain.
- **Don’t be sure that the big dogs always can see the little guys, even if the big dogs have radar.** We might want to think about installing a radar reflector. One option for radar is a decent pair of binoculars.
- **No matter the size of our boat we probably should have a VHF on board.** The same goes for being able to present our latitude and longitude. We can use either Channel 13 (first option) or Channel 16 (last option) for bridge to bridge contact when contacting large vessels. We should describe our position in layman’s terms, such as, “I am just passing south of buoy #78.” Whomever we are speaking to probably will not have time to write down and plot a numerical latitude and longitude. The same channels can also be used to describe our intentions and ask for agreement as to a particular action we might want to take.
- **Be particularly vigilant during bad weather.** Large vessels are not as affected by bad weather as smaller boats. They can plow, for example, through waves that force us to slow down. And, they have radar. A large vessel needs a sufficient speed of water flowing over the rudder or it will not steer very well. So, while we may have to slow down, the *Spirit of Mount Vernon*, for example, may pop right up out of the fog or rain.
- **Be particularly vigilant when it is dark.** The big dogs rule when it is dark. We probably are slowing way down and we may have radar. They have radar and they probably keep to approximately the same maneuvering speed. Darkness puts added pressure on small boat operators to stay out of the way. There is a section of the Navigation Rules entitled “Inland Lights and Shapes.” The color(s) and location(s) of the lights indicate size, direction, task, and/or type of vessel. Needless to say, our lights should be properly displayed as well. Using a lantern to shine a bright light on our boat will provide immediate notification of our location.
- **Should we even mention not anchoring in the channel or tying up to a lateral marker?** The same thing goes for staying out of the restricted areas that are marked on the Chart.

Bob Schwartz
Safety Officer



NIGHT Boating Seminar

Offered by Prince William Yacht Club (PWYC)

Saturday, FEB 9, 10am-noon, Blue Bathhouse

FREE! to PWYC members (Not a PWYC member? You can join for \$75/year if you sign up prior to 20 April 2019.)

THIS DOES NOT REPLACE THE USCG BOATING CLASS

At some point you may end up having to return to the marina in the dark (perhaps your boat had mechanical issues and you have to come back in more slowly or on one engine, so it's taking longer).

OR

You want to take friends out for a **SUNSET CRUISE**.

This two-part class will have you experience returning to the marina safely at night...so if ever you **NEED** to.... you will have experienced it before and know how to navigate safely.

Taught by an experienced PWYC captain

PART I – Classroom seminar: Feb 9

PART II – Night Boating Practice Trip (date TBD)

TOPICS:

- Where to get your weather info?
Sunset, Moon rise, Moon set, Moon illumination, Cloud cover
- Cockpit lighting, Cabin lighting, Night vision
- Boat preparation
- Crew briefing
- Map Study
- Exit strategy
- Cockpit set up
- Safety considerations
- Single handed operations

To **REGISTER**, email rearcommodore@pwyc.org To join PWYC, email membership@pwyc.org

Prince William Yacht Club

Change of Watch Gala

February 23, 2019

Embassy Suites Springfield, VA

7:00-11:30 p.m.

Formal/Cocktail attire

Dinner and Dancing



Garden Salad with Mixed Field Greens, Grape Tomatoes, Sliced Cucumbers and Shaved Carrots, Served with Ranch and Balsamic Dressing Freshly Baked Rolls with Butter



Entrée 1 Sauteed Ravioli Stuffed with Wild Mushrooms, Tossed in a Truffle Cream Sauce, Served with Chef's Mixed Vegetable Medley



Entrée 2 Tuscan Chicken~Pan Seared Chicken Breast Stuffed with Artichoke and Basil Butter, topped with White Wine Cream Sauce, Served with Tuscan Herb Risotto and Roasted Asparagus

Entrée 3 Grilled Strip Steak topped with Merlot Shallot Demi Glace, Served with Garlic Mashed Potatoes **This Dish is Served Medium Rare**

Key Lime Pie Freshly Brewed Coffee, Decaffeinated Coffee and a Selection of Hot Teas

Reserve your room today! Use the link and code below

https://embassysuites.hilton.com/en/es/groups/personalized/D/DCASVES-CWG-20190223/index.jhtml?WT.mc_id=POG



Group Code: CWG

Price Per Person:

Members : \$95

Non Members: \$125

Please RSVP dinner choice by 2/8/19 and send your check to:

Sherri Connolly
8110 Deercreek Pl
Springfield, VA 22153

Or Through
Paypal via the PWYC Website Event Calendar Link



Prince William Yacht Club
Employee Appreciation Dinner
For The
Prince William Employees



**Join us March 2, 2019 in the Club House at 6:00
PM to show PWM Employees how much we
appreciate their amazing service**

The dinner theme will be Luck of the Irish



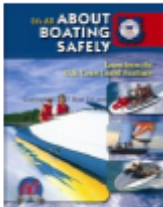
Please RSVP to Denise Guess-Parsons at
deniseguess77@gmail.com

*Yacht club members are requested to
bring a dish and assist with serving the
food.



U.S. Department of Homeland Security
United States Coast Guard Auxiliary

Public Education Course Flyer: About Boating Safely



This beginner boating class will give you the knowledge needed to obtain a boat license or safety certification in many states. Many boat insurance companies will offer discounts on boating insurance to boaters who successfully complete *About Boating Safely*.

TOPICS INCLUDE:

Introduction to Boating - Types of power boats; sailboats; outboards; paddle boats; houseboats; different uses of boats; various power boating engines; jet drives; family boating basics.

Boating Law - Boat registration; boating regulation; hull identification number; required boat safety equipment; operating safely and reporting accidents; protecting the marine environment; Federal boat law; state boating laws; personal watercraft requirements.

Boat Safety Equipment - Personal flotation devices ("life jackets"); fire extinguishers; sound-producing devices; visual-distress signals; dock lines and rope; first aid kit; anchors and anchor lines; other boating safety equipment. **About Boating Safely**

Safe Boating - Bow riding; alcohol and drug abuse; entering, loading, and trimming a boat; fueling portable and permanent tanks; steering with a tiller and a wheel; docking, undocking and mooring; knots; filing a float plan; checking equipment, fuel, weather and tides; using charts; choosing and using an anchor; safe PWC handling; general water safety.

Navigation - The U.S. Aids to Navigation system; types of buoys and beacons; navigation rules (sometimes referred to as right-of-way rules); avoiding collisions; sound signals; PWC "tunnel vision."

Boating Problems - Hypothermia; boating accidents and rescues; man overboard recovery; capsizing; running aground; river hazards; strainers; emergency radio calls; engine problems; equipment failures; carbon monoxide (CO); other boating and PWC problems.

Trailing, Storing and Protecting Your Boat - Types of trailers; trailer brakes, lights, hitches, tires, and bearings; loading, balancing, and towing a trailer; towing (and backing) a trailer; boat launching and retrieving; boat storage and theft protection; launching, retrieving and storing a PWC.

Hunting and Fishing, Water-skiing and River Boating - Carrying hunting gear and weapons in a boat; fishing from a boat; water-skiing safety guidelines and hand signals; water-skiing with a PWC; navigating rivers, and other boating tips.

Presented by Flotilla 054-25-06
 Occoquan - Fairfax, VA

Course: About Boating Safely

Date: Sat. 23 March 2019
 Or

Date: Sat. 11 May 2019

Hours: 9:00 AM – 5:00 PM

Duration: 8 Hours

Location: Prince William Marina
 12849 Gordon Blvd.
 Woodbridge, VA 22192

Contact: Kiara Perry
kperry@pwmarina.com
 (703) 494-6611

Cost: \$35

Comment: All course materials provided

Remember

*To Operate a Motorboat
 In Virginia*

You must complete a Boating Safety Course by July 1, 2016 - All Ages!

*To Operate Personal
 Watercraft*

A Boating Safety Course is required for all ages to operate

CHERRY BLOSSOM CRUISE & PHOTO SHOOT

PRINCE WILLIAM YACHT CLUB

March 30-31, 2019
Saturday and Sunday

or

April 6-7, 2019
Saturday and Sunday

Kick off the 2019 boating season by joining us on the annual Cherry Blossom Cruise and Photo Shoot!! Bring family and friends on this PWYC cruise up the Potomac River, to the tidal basin in Washington, DC.

Join the PWYC flotilla (following a lead boat) or travel on your own.



You might wish to reserve a slip, spend the afternoon and overnight at the Alexandria Marina.

Have professional photographs taken of your boat and crew in front of the Washington Monument.

Two weekend dates have been set aside for the cruise. Final selection of the date will depend upon weather conditions and peak bloom dates of the cherry blossoms.

CONTACT: Rear Commodore • Vicky Carr • rearcommodore@pwyc.org

CHERRY BLOSSOM PHOTO SHOOT GUIDELINES

March 30, 2019 or April 6, 2019 Photo Shoot: 12:00 - 2:00 p.m.



PHOTOGRAPHER:
Tom Payne (Payne Relief Artworx)
PHOTO BOAT: Sundancer 330
HAILING CHANNEL: 68
CELL PHONE: 410-458-0991

Navigation Guidelines

After passing under the 14th street bridge spans:

- locate and hail photo boat, "Common Sense" on Channel 68 (blue-hulled Sundancer 330).
- follow the approximate float path marked in yellow on the diagram.
- steer toward the Tidal Basin.
- close to shore, turn north and proceed slowly between the photo boat and the cherry trees.
- watch depth and avoid obstructions.

Photo Shoot
\$25

ADDITIONAL INFORMATION:

The yellow dot marks the location of the Photo Boat (Common Sense). The yellow oval marks the Photo Zone in which photos will be taken. The photographer will take several photos of your boat, to include the blossoms and the Washington Monument in the background. If you want a photo showing your boat name, stop at some point and rotate your boat, to make the name visible to the camera. Resume your pass. If another boat enters the Photo Zone while you are passing, slow down until they pass so they don't "photo bomb" your pictures.

If there is rain, snow, or high winds, the shoot will be cancelled. Also, be prepared with all appropriate documentation should the Coast Guard decide to board your vessel.

The charge for 3 high resolution photographs is \$25. Photographs of your boat will be emailed to you upon receipt of payment. Custom 8"x 10" prints with mats (suitable for framing) can be ordered and shipped for an additional cost of \$15 per print. **Contact Tom Payne (Payne Relief Artworx) at: 410-458-0991 or email: strumdrummer@yahoo.com**

Upcoming Events For the Yacht Club:

- | | | |
|-----------------|-------|--|
| FEBRUARY | 3 | Board Meeting (Sunday) @ 11:30 am
<i>Slip Holders Appreciation Party (PWM hosted event)</i> |
| | 9 | Night Boating Seminar @ 10am |
| | 15-17 | <i>Richmond Boat Show</i> |
| | 23 | 2019 Change of Watch - Embassy Suites Springfield |
| MARCH | 2 | Board Meeting @ 10:00 am
PWM Employee Appreciation Dinner @ 6:00 pm |
| | 16 | First Aid Course @ 9:00 am |
| | 23 | <i>USCG Auxiliary Boating Safety Course (PWM)</i> |
| | 30-31 | Cherry Blossom Cruise (Alternate dates: Apr 6-7) |

Like us on
facebook 
Prince William Yacht Club (PWYC)



Denise Guess-Parsons
 Lifeline Editor
 Finally Got It Right, F6

Monthly publications of Prince William Yacht Club
 All articles, photographs, and announcements must be received by the
 20th of each month
 Submit via email to: densieguess77@gmail.com