

Lifeline

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

Making Memories

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FROM THE HELM

PWYC BRIDGE
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 Dennis Gatens
 “Buzzed Gobbler” (K-15)

VICE COMMODORE
 Mike Connolly
 “Summer Daze” (D-3)

REAR COMMODORE
 Steve Levenson
 “Murphy’s Law” (H-39)

SECRETARY
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 “Side Bar” (K-16)

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 “CarRUISIN” (G-07)

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 “Patriot Dreams” (H-43)

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CBYCA DELEGATE
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 “Adventuress” (C-2)

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 Denise Guess-Parsons
 “Finally Got It Right” (F-6)



Commodore, Dennis R. Gatens
 commodore@pwyc.org

The PWYC boating season is underway and there's plenty news to catch up on!

After more than a year of planning, Rick and Chris McHarg and the Eagle One are underway on their Great Loop adventure (<http://www.greatloop.org>). Eagle One will be heading north in the Hudson River by the 1st week of June, eventually making their way west to the Mississippi, then into the Gulf of Mexico to Key West before heading north up the east coast. We all wish them well and look forward to seeing them back at Prince William Marina next spring.



Cont'd. on page 3



FROM THE HELM

While many of you saw my FaceBook post on this subject, I wanted to be sure as many of our members as possible are informed of our response to the recent article in the Westmoreland News. At our May board meeting, membership requested that we express our concern with the article and the situation. Here is my letter to the Mayor of Colonial Beach

17 May 2018

Honorable Edward Blunt
Office of the Mayor
Town of Colonial Beach
315 Douglas Ave
Colonial Beach, VA 22443

Dear Mayor Blunt,

My name is Dennis Gatens and I am the Commodore of the Prince William Yacht Club. I represent a membership that is passionate about boating the Potomac River and Chesapeake Bay. For many years our members frequently visit your town as it is a unique, highly desired, family-oriented destination along the Potomac. We are very concerned by the recent news article regarding the KKK in the Westmoreland News. Their unprofessional lack of judgment aside; of grave concern is the presence of such an organization.

Our reaction is that without your assurances of doing everything in your power to abate their presence to the extent that is legally possible, Colonial Beach will no longer be a destination for many of our members. I can confirm that some members will no longer visit Colonial Beach without the strongest of assurances from you. Simply put, we will take our collective, positive economic impact elsewhere.

I urgently and respectfully await to hear from you so I can communicate to my membership what I hope will be a positive and proactive response. Please do not hesitate to contact me at denrgat@gmail.com or 571.577.0726.

Best Regards,



Dennis R. Gatens
Commodore, Prince William Yacht Club
Occoquan, Virginia

FROM THE HELM

The following is the response I received from Mayor Blunt:

Mr. Gatens,

As the Mayor of the Town of Colonial Beach, please be assured that, to the best of my knowledge, there is no KKK organization in the Town of Colonial Beach. Law enforcement sources have indicated their belief that the group who distributed the flyers came from outside the community. We have cooperated fully with law enforcement and will continue to be vigilant in this regard. Racism and hatred have no place in our community.

I hope that you will feel comfortable in returning to Colonial Beach. Please let me know if you have any additional questions.

Edward T Blunt, Mayor

I'm sure everyone is wondering what the status of the L Dock completion is. Michelle provided me the following update.

Prince William resubmitted the plans Monday. Carlton works on this every day. The issues are stemming from the docks coming from Canada and many of the measurements are in metric units and we had to convert it all for them as well as some issues with the little building out there which had already been addressed. Carlton believes that once the approval is complete we will have fuel within a week.

Finally, recently a board member of The Fairfax Yacht Club (FYC) approached me regarding opening up our activities to their members. In the spirit of Potomac River Yacht Club Association membership reciprocity, our board voted to draft a Memorandum of Understanding (MOU) to present to the FYC that would allow participation in PWYC events. The board's decision does not offer membership rather, for an annual fee of \$100 per season per boat, FYC members can participate in PWYC events. I will provide an update in July's Lifeline, along with on our FaceBook site. The hope and expectation is our agreement will foster a broader social community for our respective members.

Safe Boating Everyone!

Dennis R Gatens
Commodore, PWYC
Buzzed Gobbler, K-15

THE DECK LOG



Vice Commodore, Mike Connolly
 vicecommadore@pwyc.org

We have a lot of great activities planned for June. On the second, we'll have our annual Dock Crawl. K & L Dock are sponsoring the June Captain's Hour on the eighth. On 9 June, we'll host the 2018 Patriot Cruise and Salute...as always, many thanks to Ed and Christine Mason for championing this great tribute to our veterans. The Father's Day Cruise to Colonial Beach is scheduled for 15 - 17 June.

Sherri and I just got back from the PWYC Memorial Day Cruise to Somers Cove Marina in Crisfield, MD. Vicky and Bob Carr joined us on the trip.



That's Summers Daze in the foreground, second boat from the right. CarRUISIN' is on Summer Daze's starboard.

The weather wasn't too bad. We got hit by some big thunderstorms on Saturday and Sunday night, but nothing significant while we were underway. We actually got some pool time...which from our experience, is rare for this time of year on the Eastern Shore.



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THE DECK LOG



We had a great time at the Crisfield Softshell Crab festival and a wonderful dinner at the Waterman's Restaurant.



We also had an excellent pot luck dinner with the Somers Cove Yacht Club. Whenever we go to Crisfield, they are the most gracious hosts.

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THE DECK LOG

The Somers Cove Marina just built a new restaurant and bar.



It's the red building on the far right of the picture.

The club asked us to bring a PWYC burgee to hang in the bar. As best as I could tell, we are the first club to post their burgee in the new bar.



Here we are presenting our burgee to the Somers Cove Yacht Club. Make sure you look for it when you make your way to Crisfield.

Mike Connolly
Summer Daze, D-9

From the Rear Commodore



Rear Commodore, Steve Levenson
Rearcommadore@pwyc.org

Thank you to Lou Ward for arranging the May 19 Nationals game. All 50 seats were sold and it was a fun and memorable PWYC event.

It is time to start making plans for the Father’s Day Cruise at the Colonial Beach Yacht Center, 15-17 June. They do use Snag-A-Slip, but for our event it is better to call and say you are with PWYC. They can be reached at 804-224-7230. Sherri Connolly and Steve Levenson will have future information out on the Pot Luck, Trivia schedule, golf cart rentals, beach party schedule and more. As you may know our website has crashed and we are trying to restore better communications. To better facilitate this trip please use my personal email to let me know you are coming to the event, I will establish a list serve to get timely information out to participants. Uslevenson@verizon.net

This is three days of fun with food and entertainment, subsidized by your club, and Prince William Marina providing lunch and beverages for the Saturday beach day. This is not just a cruiser event. Boats without sleeping facilities could participate. There are even more choices in hotels in Colonial Beach. Just rent a golf cart and enjoy the town and every fun activity.

As always, I am looking for inputs for other cruising events and/or new ideas for those we have already planned. If you have made any trips and would like to share with others, the LIFELINE is a great avenue to post them; especially new destinations, raft-ups, and tips and tricks that may be valuable to our fellow club members!

Steve Levenson
Rear Commodore
Murphy’s Law H-39

PWYC NATIONALS BASEBALL CRUISE



Members of PWYC and their guests enjoying the Nationals baseball game on May 19th, as they played the LA Dodgers. Everyone attended either by car or Metro, and some even walked from home, as the amount of river debris made a trip on the Potomac too risky. While the Nats did not win this one, everyone who attended saw an exciting baseball game including 13 strikeouts (and a single!) by Max Scherzer, while enjoying the company of their fellow boaters. A little rain failed to dampen everyone's enthusiasm, although the stadium did smell a bit like wet dog since it was Pups in the Park night. Several members commented they would like to schedule another informal cruise to the ballpark later this season. Go Nats!

Additional note:

Some of you may have noticed the No Wake Zone marker buoys are missing in the vicinity of Old Town Alexandria and the Wilson Bridge. I spoke to the DC Harbor Patrol who are responsible for maintaining the No Wake Zone marker buoys. DCHP indicated the marker buoys are being replaced the week of May 28th and hopefully will be back in position soon. They were waiting for the river debris to subside before placing the marker buoys back in position. There have been no changes in the No Wake Zone requirements near Alexandria.

Lou & Pat Ward
Perfect Timing H-30

Ship's Manifest



If you have not yet picked up your membership packet, you can find it in Boathouse #2 (next to the pool). If you don't find your packet, please let me know and I will pull another one together for you. For our newest members, I should have packets ready for you by June 15.

Please help me welcome new and renewing Prince William Yacht Club Members (between April 20, 2018 and May 30, 2018 - any membership payments received after this date will be listed in the July Lifeline)**:

- Jay & Jennifer Conley , Boatel
- Max & Jane Dugan, Utowana, H-34
- Dave and Cheryl Gavitt, grabakoozy, K-28
- Brian & Amanda Johnson, Fairfax Yacht Club
- Lafont Lamtenzan & Maria Mendez, Boatel
- Jason & Rebecca Madey, Boatel
- Robert & Julie Olley, Boatel
- Jim Taneyhill & Laura Moon, Brizo, K-25
- Michael & Kirsten Webb, Boatel
- Mark & Linda Williams, Brizo, K-25

** If you have already renewed your membership and don't see your name here, you may 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 2018 season and want to do so, Please 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

Membership Chair
 Una Murphy
membership@pwyc.org

Membership Chair, Una Murphy
membership@pwyc.org

Dock Clutter And Electric Shock Drowning



Bob Schwartz, Safety Officer
safety@pwy.org

The docks are seeing increased usage as the weather warms up and dries out. They can get pretty dangerous pretty quick. While not everything is 100%, there are steps to take that can improve the safety of people using the dock.

For example:

- Anyone walking on the dock should be alert to the potential dangers.
- Dock lines should either be flaked or neatly coiled and hung over a cleat.
- Bulky shore power cords should not be left helter skelter on the docks or left to droop into the water. They should be carefully wrapped around a pedestal with the excess brought on board.
- Shore power cords need to be disconnected from the pedestal and stowed on board when leaving for a cruise, not disconnected from the boat and left on the dock.
- Proper non-slip footwear should be worn. Metal docks can be slippery under the best of conditions.

The injury potential of the normal knocks to the body from tripping and falling as a result of messy dock mates is one thing. The real danger is accidentally winding up in the water and getting involved with something called electric shock drowning.

Electric Shock Drowning (ESD)

Opening the sources listed at the end will reveal cases of frequent deaths due to ESD. Boat US recommends, for example, never to enter the water of any marina.

How many marinas are testing for stray electrical current is an open question. At least one marina operator tests every transient boat that wishes to use his facility. The boat owner is asked to plug in her/his shore power cord and turn on the alternating current (AC) circuit breakers.

The shore power cord is clamped with an amp meter to measure the electrical current. The boat is allowed to stay and attach to shore power if the readings indicate an acceptable to him in and out differential.

If the differential is not acceptable the visitor is not allowed to plug into shore power. Full-time slip holders are also checked once a year.

As little as ten milliamps, which is 1/50th the current used by a 60-watt light bulb, can cause paralysis leading to drowning. As the amps go up it can lead to other physical issues. The feeling upon falling into the water can be anywhere from tingling to numbness to pain to a heart attack depending on the amount of electrical current present.

The “normal” drowning signs such as rising to the surface with the moving of arms as if climbing a ladder, taking quick gulps of air, hair in the face, and slipping below the surface are not necessarily present during an ESD episode.

One question is whether or not while at the marina we should even let the little ones sit on the dock or swim platform and dangle their feet in the water? The answer might be the same as letting them try and cross a busy street by themselves: They may make it across, but the risks associated with not making it across are too great to let them try.

Keeping marina water electricity-free is not simple. In the end, only certified marine electrical experts are qualified to detect, pinpoint, and determine the proper courses of action to eliminate any leakage issues.

Cont'd. on page 12

While there may be no visible warning to electrified water, these same experts can recommend some of the different types of proactive instruments that can detect whether or not there is electric current flowing into the water.

Amazon advertises some alarms and alerts that may be useful. The **Electric Shock Drowning Prevention Association**, an organization devoted to saving the lives of those who frequent recreational waters, can also offer some suggestions.

Keeping marina water electricity free may best be achieved through a partnership between the marina operator and slip users. The operator has the responsibility of ensuring that dock wiring is not leaking electricity into the water. The boater has the responsibility to ensure that there is no electricity leaking from her/his vessel.

The place to start checking our boats for electrical leakage into the water is our great Prince William service department. If they cannot do it, they should have a good idea as to whom to call.

The Electric Shock Drowning Prevention Association reported that a random sampling of shore power cords in several fresh water US marinas found that approximately 13% of the boats tested were leaking dangerous amounts of AC current into the water.

Anything electrically active that comes in contact with water can create leakage currents and contribute to ESD (e.g. shore power lines that droop into the water). Lightning strikes over or near water, faulty hydroelectric generators, or some types of damaged under water lines also can lead to electric current entering the water.

ESD drownings occur almost exclusively in fresh water and with alternating current (AC). Salt-water is anywhere from 50 to 1,000 times more conductive than fresh water. The conductivity of the human body when wet is much closer to saltwater than fresh.

Depending on the amount of salt in the water, the human body may only slow electricity down. Following the path of least resistance, most of it will go around a swimmer on its way back to ground unless the swimmer grabs hold of something like a swim ladder that's electrified.

In fresh water, the current has increased difficulty trying to return to its source. This generates voltage gradients that will take a shortcut through the human body.

AC current versus direct current (DC) because the nature of alternating current disrupts the electrical signals used by our nerves and muscles more than the straight flow of electrons in direct current.

Electric current in the water presents added difficulties to a rescue. Attached at the end is a piece on what to do to help someone who falls into electrified water. When rescuing someone who falls into non-electrified water the progression is to reach, throw, row, and lastly and only after much thought (and training) go (into the water).

As stated by Wikipedia, in cases where there is electrical current present the primary method of rescue is to get the swimmer away from the electrical source by any means possible, EXCEPT by rescue swimmers.

This means reach, row and throw, but do not go. Any reaching or throwing or rowing should be with objects that are not conductors of electricity.

For cases where swimmers can feel mild tingling, getting flotation devices out to them can aid them to swim away from the current source under their own power. Away may mean not toward the area from which they entered the water.

In cases where the current source is obvious, it may be possible for bystanders on foot to disconnect it. Dockside power hookups often have integrated or nearby breakers by which the source can be de-energized.

These are the general sources used for this piece on electric shock drowning.

- <https://www.boatus.com/seaworthy/magazine/2013/july/electric-shock-drowning-explained.asp>
- (<https://gowrie.com/pdfs/GowrieRiskReport-ElectricShockDrowning.pdf>).
- (https://en.wikipedia.org/wiki/Electric_shock_drowning)
- <https://www.tradeonlytoday.com/boating-safety/hidden-deadly-danger-in-marina-waters>

This is the piece specifically dealing with rescue.

- <http://www.electricshockdrowningmn.com/Documents/Responding%20to%20an%20ESD%20Incident%2003-20-16.pdf>

The Electric Shock Drowning Prevention Association

- www.electricshockdrowning.org/

Bob Schwartz
Safety Officer



**Sign up today for the
12th Annual
Patriot Cruise & Salute
Saturday June 9, 2018**



**VOLUNTEERS NEEDED
TO SIGN UP
CONTACT CMASONVA@GMAIL.COM**

Volunteers needed: Boat Captains & Crew, Escorts, Port Operations (Ground Crew, Social, Welcome Committee)

Your support benefits Wounded, Injured & Ill Warriors current wars, Veterans of previous wars and Gold Star Families

Purchase your PCS gear today. Cash, checks and credit accepted.



Prince William Marina

Saturday, June 23, 2018

9:00am – 4:00pm

Prince William Marina

12849 Gordan Blvd

Woodbridge, VA 22192

\$159

Powerboat I

3 hours on-water

3–4 students per boat

Saturday 9am–12pm / 1pm–4pm

- Preparing the boat for departure
- Shifting gears and throttle control
- Steering straight at idle speed
- Standard stop

\$159

Powerboat II

3 hours on-water

3–4 students per boat

Saturday 9am–12pm / 1pm–4pm

- Pivot turns
- Docking alongside a pier
- Departing a pier
- Proper lookout



Register Today! www.boatus.org/on-water

Upcoming Events:

JUNE

8 Captain's Hour (K/L) 7:30 p.m (after Pre-Patriot Cruise Meeting)

9 Patriot Cruise and Salute

15-17 Father's Day at Colonial Beach, VA Colonial Beach Yacht Center

22 Pre-Bay Cruise All Hands at Electric Palm

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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