

L I F E L I N E



LIVING THE BOATEL LIFE

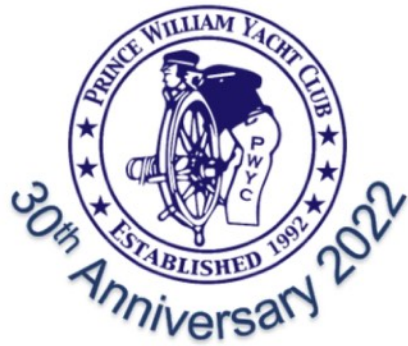
The Atlantic ICW

Approved in 1919 and completed in 1940, the Atlantic Intracoastal Waterway or The ICW as it's most often called, begins at mile marker 0 in Norfolk VA. This month, courtesy of Vicky and Bob Carr, we learn more about the ICW and their amazing trip south.

Ever wonder what it's like to arrive at the marina to find your boat ready and waiting for you? Boatel "resident" and representative Joe Peruzzi talks about how sweet the Boatel life can really be. Also, Boatel Manager, Roberto Vazquez tells us a few things to make it even sweeter.



Opening Day Ceremonies



THE BRIDGE

FLAG OFFICERS

Commodore ~ Rick McHarg ~ commodore@pwyc.org
Vice Commodore ~ Jim Khoury ~ vicecommodore@pwyc.org
Rear Commodore ~ Scott Parsons ~ rearcommodore@pwyc.org
Secretary ~ Shannon Leydig ~ secretary@pwyc.org
Treasurer ~ Sherry Samar ~ treasurer@pwyc.org
Immediate Past Commodore ~ Mike Connolly ~ ipc@pwyc.org

FLEET CAPTAINS

Membership ~ Una Murphy ~ membership@pwyc.org
Social ~ Denise Guess-Parsons, Sherri Connolly, Carol Vasquez, Jenna Burum, Beth Lu ~ social@pwyc.org
Newsletter ~ Robin Davis ~ newsletter@pwyc.org
Safety ~ Bob Schwartz ~ safety@pwyc.org
Webmaster ~ Ginger Gaston ~ webmaster@pwyc.org

DOCK REPRESENTATIVES

A-Dock	Vacant - Seeking Volunteer
B-Dock	Julie Finocchiaio & Keith Clouser
C-Dock	James & Dawn Brady
D-Dock	Matt & Lisa Shaw
E-Dock	Craig & Lisa Chuba
F-Dock	Charlotte Blane
G-Dock	Mike Strano
H-Dock	Joy & Walt Heuer
I-Dock	Chris & Sabrina Salter
J-Dock	PWM - Sales Dock
K-Dock	Laura Lee
L-Dock	Arthur & Rebecca Fernandes
Boatel	Joe Peruzzi

DELEGATES

PRYCA ~ Beth & Sheldon Lu
CBYCA ~ Mike Connolly, Tim Abel



Member Club of Chesapeake Bay Yacht Clubs Association (CBYCA) & Potomac River Yacht Clubs Association (PRYCA)

Commodore's Corner

Rick McHarg
commodore@pwyc.org
EAGLE ONE K-40
571.239.1367



Greetings to All! Our 2022 Season is off to a roaring start despite the cool temperatures and gale force winds. I hope you have been able to complete your de-winterizations and get your USCG safety inspections either completed or

scheduled, and maybe even been able to get out on the water for a sea trial!

We have had several great events with great participation so far...to include the PWM Employees Appreciation Dinner, the Cherry Blossom Photo Cruise (despite the weather), and an Opening Day full of activities including the General Membership meeting, Flag Raising, Sock Burning, Flea Market, Duck Drop, USCG Safety Inspections, Seminars and of course a Bridge Sponsored Captain's Hour to end the day. A huge thank you to your Yacht Club Bridge for all their preparation and especially Vice Commodore Jim Khoury for orchestrating the whole day.

SO, looking ahead after all these "April Showers", there is a month of "...May Flowers" ahead both Afloat and Ashore. Be sure to catch the Vice and Rear Commodore Columns for the specifics.

Our Lifeline editor has another fabulous article of interest planned in this issue by Yachtswoman Vicky Carr. Vicky and husband Bob have transited down the East Coast to the Florida Keys and back in their beautiful Meridian Sedan Bridge "CarRUISIN' II" and have lots of advice and need to know items if you ever want to undertake that mission or a portion of it.

Speaking of cruising, I am leading a Chesapeake Bay cruise July 17-24 and we can accommodate several more boats. Itinerary is PWM to Corinthian Yacht Club 17th, CYC to Herrington Harbour South 18-20th, HHS to St Michaels Marina LLC 20-22nd, StMM to Coles Pt 22nd-24th, home to PWM 24th. The weekend of the 22-24th is the Potomac River Yacht Club Association Float-In at Coles Point, a joyous affair of camaraderie, yachtsmanship, and fun. It is my first Float-in. Contact me if you are interested in joining us for all or part of this trip.


During opening day, Jim Khoury had a meeting with all the Dock Rep volunteers to cover the roles and responsibilities and fun of volunteering to be part of your yacht club board. They are fully versed in the Club calendar and how to access the club website (www.PWYC.org) to sign up for activities. They are also ready to spearhead the monthly CAPT Hours sponsored by the docks, so look for them and introduce yourselves when here at the boatel or on the dock.

And if you have a suggestion or comment, please don't hesitate to contact me by email or voicemail. I hope to see you at any of our activities or just cruising the docks on your way in or out.

Finally, if you were at the Flag Raising on opening day, you heard me recite the "Ode to the Sock Burners" as we tossed our winter socks into the fire. Several of you asked if we could provide the verse, so as requested, it is now available on the website.

See you on the Docks,

Rick McHarg
PWYC Commodore
571.239.1367
EAGLE ONE K-40



Ode to the Sock Burners

*By Jefferson Holland
Poet Laureate of Eastport, 1995*

*Them Eastport boys got an odd tradition
When the sun swings to its Equinoxical position,
They build a little fire down along the docks,
They doff their shoes and they burn their winter socks.
Yes, they burn their socks at the Equinox;
You might think that's peculiar, but I think it's not,
See, they're the same socks they put on last fall,
And they never took 'em off to wash 'em, not at all...
So they burn their socks at the Equinox
In a little ol' fire burning nice and hot.
Some think incineration is the only solution,
'Cause washin' 'em contributes to the Chesapeake's pollution.
Through the spring and the summer and into the fall,
They go around not wearin' any socks at all,
Just stinky bare feet stuck in old deck shoes,
Whether out on the water or sippin' on a brew.
So if you sail into the Harbor on the 20th of March,
And you smell a smell like Limburger sautéed with laundry starch,
You'll know you're downwind of the Eastport docks
Where they're burning their socks for the Equinox.*

SCALE 1:4 000

Nautical Miles



NEWS FROM THE BRIDGE

Vice Commodore's Musings

Jim Khoury
vicecommodore@pwyc.org
Pegasus K-7



Now that our season is officially underway, there lots of activities to fill our “Boating Time” – Both on and off the water!

I want to thank all who attended our opening day celebration and the raising of our flags to commemorate the kickoff of the season.

For those that missed the event; to bring you up to speed, we started with our Board of Directors meeting, followed by General Membership. This is to keep our members in the loop of the general health of our club, and update all on upcoming events and general issues which may arise from time to time. The Board meetings are open to our members as a rule, and if you want to understand how we operate, please attend.

Your Social Committee sponsored and orchestrated lunch for all attending, immediately followed by our Annual Flag Raising Ceremony – commemorating the opening of our season at Prince William Marina! It's an exiting experience, especially since it marks the beginning of what we anticipate being the best season yet!

We sponsored several seminars – Scott Parsons hosted an enlightening seminar on the navigation in our area, I met with our Dock Reps. To bring them up to speed for the coming season, and Lou Ward & Tom Payne gave those interested in our photo contest a run-down on what is expected.

Our Commodore provided us with a slideshow and synopsis of his and Kris' experience while out on the Great Loop Adventure, and we ended the evening with the Commodore's Captain's hour. All-in-all, it was a great event. We hope to see you at our next event in the coming weeks. Please check our website to stay in touch with your club's activities.

To our Dock Reps. - Who volunteer their time to keep you all in the loop and appraised of the activities going on throughout the season.... I thank you! If you do not know who represents your dock, please check our website's “Bridge Page” for the complete listing. Helping your Dock Rep. doing his/her/their work is a fine way to promote the friendship and camaraderie needed to make every season a success! Please get to know your dock-mates, and others. It will certainly contribute to the overall promotion of our Yacht Club.

While on the subject of “Yacht Club Promotion”, if you know of others on your dock(s) that are not yet members, please try to get them involved as this will help your club expand and provide more services and events. Many folks don't join because they are unaware of the benefits of membership. Your help in bringing them on board will benefit all.

During the month of May, we have several land-based activities you should be aware of:
There are two USCGAUX Activities planned.

14 May – the USCGAUX is running a BS&S Class (Boating Safety & Seamanship). This course is mandatory for anyone planning on running a vessel. There are many online versions, but the very best way to get trained is in person.

14 May – the USCGAUX is providing VSC (Vessel Safety Checks). There will be a sign-up sheet in the blue bath house – lower level ten days prior. If you travel on the Potomac, having the decal on your window will be helpful if you are chosen for boarding by the authorities.

The Grand Baby of them all.... Our Annual Dock Crawl! 14 May @ 6PM... All hands! There will be a massive party along Sea Ray Boulevard sponsored by all docks. Food and drink sponsored by your Dock Reps and their respective Dock Mates.

Don't forget to participate in the other activities offered by your club. On-water and special land-based fun mentioned elsewhere in this newsletter will certainly be a great time for all.

I wanted to mention an on-water activity scheduled for May. Usually, I would stay in my lane, but I am championing this event I will take the liberty to bring this one up. The Memorial Day Weekend cruise is scheduled for 27 May through 30 May. This is always a great time for all. We will have limited space at the Capital Yacht Club Marina and after speaking to the folks at the DC Wharf, they have plenty of room to accommodate us as well. Registration is now open, so consult the website for details.

Please refer to your Yacht Club's Website often: <https://pwyc.org> – there are updates and new additions frequently posted as they become available.

Jim Khoury
Vice Commodore PWYC
(718)494-3365
Pegasus K-7



Experience a Stellar Event from Years Gone By!

PWYC



ON THE DOCKS

SATURDAY, MAY 21st, 5pm-10pm

PARTICIPATING BOATS ON THE PWM DOCKS

RSVP - Vicky Carr

vickycarrhome@gmail.com

NO LATER THAN APRIL 30

(Earlier is better so I can plan rotations)

**** PLEASE SEE THE LIFELINE OR THE WEBSITE FOR DETAILS**

Please Respond Directly to Vicky Carr at the Link Above



2022 Progressive Dinner on the Docks – May 21

Greetings all PWYC boaters! Have you ever been part of a progressive dinner party? They are great fun, a great way to meet new people, show off your home (or in this case your boat!), see other member's homes (boats!), and enjoy good food, fine drinks, and great friends. We have decided to bring back the PWYC Progressive Dinner on the Docks on Saturday, May 21st, and we really hope you can be a part of this fun filled event. Vicky Carr will be coordinating.

Here's how it works:

-There will be a total of four courses served throughout the evening, each served on several different boats up and down the docks of PWM.

-You will start your evening with cocktails & appetizers on your first assigned boat, then you will enjoy course of salad/soup on a second boat, followed by a main course on a third boat, and then dessert will be served at the Blue Bath House so everyone can meet, talk, and share their experiences. Each boat serving a course will host between 2 and 4 'guest' couples at their boat. It's totally up to you what to serve...though you will want to make it something you can easily have ready within a few minutes of arriving to your boat from the previous course. (Hosts can leave the previous course 10 min early to prepare.)

-At each of your stops you will be with a new group of fellow boaters.

-All participants, once they have RSVP'd, will be emailed a formal invitation ahead of time that will tell them which boat to go to for their first course. Upon completion of each course, your host boat's Captain will give each couple an envelope with the name and location of the boat they move to for their next course. After the main course, everyone will meet at the blue bath house for dessert.

- We anticipate starting at 5 pm, with about 30-40 minutes at each stop. The final details and specific times will be in the formal invitations.

-Most importantly we will need you to RSVP to Vicky Carr, vickycarrhome@gmail.com, and commit to participating in this event. Its success depends on commitment of those involved. We will need volunteers to host each course and those who do not host a course will be asked to bring a dessert to the last stop at the bath house. In your RSVP please indicate if you can host a course on your boat, the number of boaters you can accommodate if you do host.

-HAVE QUESTIONS before you commit? Please email Vicky @ vickycarrhome@gmail.com

-We will need at least 20 boats to sign up in order to have enough participants to make this work.

-Once the RSVPs close there cannot be late additions due to the pre-planned invitation logistics involved. -This evening event is for the adults and to make it work we need to ask that you leave the little mates at home for the evening. -So if you are interested in showing off your boat, showing off your culinary skills, meeting other PWYC'ers, or just showing off your appreciation for fine dining and drinking, then please email Vicky right now to sign up for the PWYC Progressive Dinner on the Docks on May 21. Early RSVPs are encouraged...please sign up today. We need to know well in advance the # of boats, how many couples (including yourselves) they can host on their boats, and which course they prefer to host. Biggest need – 4 or 5 boats to host the main course.

RSVPs for this event will close on April 30 to provide enough time to prepare the invitations and give the selected host boats time to plan their culinary delights!

Rear Commodore

Scott Parsons
rearcommodore@pwyc.org
Island Time G25



April is soon to pass, and the Spring flowers should be in sight. And that means washing the pollen off your boat has started. The days are soon to become warmer, and we will see more and more folks on the

docks.

I would like to start out by thanking all those who have stepped up to take on planning cruises. I filled the last cruise, which was the Cruise to the Yards on the weekend of the 02 - 03 of July. Steve Levenson has volunteered to take that one on. Someone also mentioned helping with this one at opening day, but with so much on my plate I can't remember who that was. Shame on me. If you would still like to help with this one, I am sure Steve would be grateful for your assistance.

But that is not to say you can't volunteer to assist with any of the cruises. This is a good way to learn the ins and outs of coordinating a group trip for any occasion by someone who has some experience in contacting marinas, building a float plan, and guiding a flotilla to any given location.

There were quite a few boats that were safety inspected by the Coast Guard Auxiliary and I hope everyone has passed with flying colors. For those that are still needing their boat inspected please pre-check all items on the inspection sheet. There is a check list on the PWYC website to make sure everything on your boat is in good working order according to Coast Guard guidelines.

Below is the list of upcoming trips and with the person championing them. If you would like to help out, please contact the Champion for that cruise or you can contact me at rearcommodore@pwyc.org and I will assist getting in touch with them for you.

The Pre-season cruise to Colonial Beach has been canceled due to lack of registrations and a couple of cancellations. If you wish to go on your own this is a good starting cruise for all. There is a lot to do and see. Get a golf cart and just explore.

The Mother's Day cruise is FULL!! We have 17 boats going up to National Harbor and we filled up all of their available slips!! Not bad for a first ever Mother's Day cruise. This will be followed by the Memorial Day cruise to the Wharf being Championed by Jim Khoury.

I am working with PWM for the Father's Day cruise. They have agreed to have this at Coles Point again. Coordination is underway. Please see the attached flyer. If anyone would like to help coordinate, please contact me as there are a lot of moving parts to this cruise such as activities during the day and potential cook out on one of the evenings.

Be safe and we will see each other on the water soon. Don't forget the land events, as we always need volunteers.

Your Rear Commodore
Scott Parsons (Island Time)

UPCOMING CRUISES

- 06-08 May PWYC Mother's Day Cruise to National Harbor (Scott Parsons Championing)
- 28-30 May Memorial Day Cruise to DC Wharf (Jim Khoury Champion)
- 17-20 June Father's Day Cruise Location Coles Point (PWM and PWYC)
- 01-03 July Cruise to the Yards Marina (Steve Levenson)
- 17-23 July Bay Cruise (Commodore/Vice Commodore)
- 23-24 July PRYCA Float In at Coles Point (Rick McHarg Champion as part of the Bay Cruise)
- 12-15 Aug Solomon's Island Cruise (Scott Parsons, Jim Khoury, and Jay Dowling Championing)
- 26-28 Aug Three Sister's Raft Up (Rick McHarg) Backup date 3-5 September (Labor Day)
- 23-25 Sept Pirates Night on the Hook (Joint PWM and PWYC) (Jay Gaston Championing)
- 07-10 Oct Commodore Cruise to Tides Inn (Rick McHarg's)
- 21-23 Oct Final PWYC Cruise to Colonial Beach (Scott Parsons Championing)



Prince William Yacht Club

Memorial Day Weekend

Cruise to the DC Wharf

Friday, May 27th – Monday May 30th

Capital Yacht Club

&

DC Wharf Marina

Events and Activities

Friday Evening Will Be “Pot Luck”

Everyone is requested to bring a dish to share!

Please register on the website and select what you will be bringing

Saturday Evening – Group Dinner - Self-Pay

Sunday Evening's Main Dish Will be Catered Food

Traditional fare by Kirwan's on the Wharf – Washington, DC

All in attendance are asked to bring sides, salads, apps, deserts, & beverages.

Please register on the website and select what you will be bringing

Cost shall be \$5.00 P/P to help cover taxes and tips

There's plenty to do during the day on the Wharf, including the new Boardwalk Bar & Arcade, The Municipal Fish Market, Hank's Oyster Bar, Thrasher's Rum Distillery – only to name a few. Then there's District Doughnut – a place not to be missed

The National Mall is a short walk from the waterfront.

The Rolling Thunder MC “Ride for Freedom” on May 29th is a Must-See Event!

Space is available at BOTH Marinas, but the CYC is currently low on space – “first come-first serve”

There are a few slips available at the Capital Yacht Club. Please contact Debbie Stickell @ 202-488-8110 Ext. 1

The Wharf Marina has room and is currently booking our club as well mainly on A Dock . Call Reggie Cox 202-959-5165

17-20 JUNE
FATHER'S DAY
CRUISE TO COLES
POINT

(DETAILS COMING SOON)

CHAMPIONING
PRINCE WILLIAM
MARINE
AND
PRINCE WILLIAM
YACHT CLUB

REGISTER ON PWYC.ORG

12-15 AUGUST
CRUISE TO
SOLOMONS ISLAND
(DETAILED TRIP
INFO COMING SOON)

SPRING COVE IS
WELCOMING OUR
GROUP

CHAMPIONING
SCOTT PARSONS
JIM KHOURY AND
JAY DOWLING

REGISTER ON PWYC.ORG

EXPLORING THE ATLANTIC ICW



*By Vicky Carr
CarRUISIN' II'*

Bob and I recently returned from taking our boat (41' Meridian) to the Keys and back this year. Several people in the yacht club have indicated interest in doing something similar, or just boating south a bit on the ICW, and wanted us to give a presentation on how we went about it. Here goes: planning, itinerary, provisioning, navigation, highlights, lessons learned.

ATLANTIC ICW – WHAT IS IT?

A 1,240 mile waterway along the Atlantic Coast from Norfolk to the Keys, creating a navigable route for commercial and recreational vehicles that avoids the hazards of the open seas. Consists of sections of rivers, bays, inlets, and canals.

WHY?

Sunsets, dolphins (so many! never gets old!), seaside restaurants, museums, lock, beaches, swimming pools, rocket launches, waterfront mansions, middle-of-

nowhere best-ever crab shack, rum drinks, new friends, swimming with dolphins, catching a mooring ball, touring Savannah, Charleston, St. Augustine, and Florida Keys, adventure (but not too much...)

OUR TRIP:

1. VA>GA 897 miles, 12 marinas, 12 travel days (18 total days including sight-seeing) Deltaville, Coinjock, Belhaven, Beaufort (NC), Southport, Myrtle Beach, Georgetown, Charleston, Hilton Head, Beaufort (SC), Savannah, Sunbury, St. Simons Island
2. GA>Key West>GA 1126 miles, 15 marinas, 18 travel days (40 total days including sight-seeing) Jekyll Island, Fernandina Beach, St. Augustine, New Smyrna Beach, Titusville (Cape Canaveral), Palm Beach, Fort Lauderdale, Key Largo, Marathon, Key West
3. GA>VA 897 miles, 9 marinas, 10 travel days (14 total to include weather days)

Trip down to GA we traveled on the inside (non-ocean) all except 3 days. Trip home we traveled all on the inside.

PLANNING:

I planned the entire trip the January & February prior to the October trip. End result: a spreadsheet with the following rows: date, destination, mile marker, marina, traveling inside (ICW) or outside (ocean), distance (statute miles), travel time (hours), depart time, arrival time, fuel (# gal), Refuel?, Notes.

Essential Resources:

1. "The Looper's Companion Guide" by Capt John Wright. 100 Great Loop Stops (each a day's travel away).. Can just follow it from one destination to the next. Written for those traveling at trawler speed (7 kts), so we generally chose to stop at every-other-marina, choosing the ones with most to see and do.
2. "2018 ICW & Atlantic Coast Mile by Mile Planning Guide." Used to create daily 'hazards' list by mile marker, then kept at helm and used throughout the day.
3. Aqua Map Marine app (for phone and ipad). There is a free version one can use and download tracks too. Highly recommend purchasing the 'Master Version' (\$29/year) as it contains these additional features: USCG surveys (shallow areas in channels shaded in green/yellow/red), underway mile-marker-you-are-at that changes as you travel (extremely useful in conjunction with #2 above to know when bridges or hazard

areas or your destination marina is nearing), and new wind/current features overlaid on the chart.

4. Bob423 Long Tracks (<https://bobicw.blogspot.com>). Bob Sherer and his wife Ann have travelled the ICW twice a year for the past 40 years and they keep current their latest tracks taking one safely around any shoals. Thousands of folks follow his tracks each year to avoid running aground. I download these 4 long tracks onto the Aqua Map app on both my phone and iPad, then copied them on my computer to an SD card, which I uploaded into the boat's chartplotter. I'd NEVER travel on the AICW without 'following Bob's tracks'. (Too many people run aground otherwise)
5. Facebook Group "ICW Cruising Guide by Bob423". I joined the group about 6 months before the trip and followed the postings. Learned a lot! Also searchable (for example, I read all I could find on crossing the Albermarle Sound and St Andrew's Sound, and when to travel in the Keys on the inside vs. outside route.).
6. YouTube video on how to lock.
7. Local Knowledge. Talk with as many people as you can find whom you know who have travelled on the ICW before.

The Plan

We did not want to do the Great Loop since we have no desire to travel the Mississippi nor day after day of multiple-locks days. Nor did we know if we'd like living on the boat months at a time. Since we'd already cruised all around the Chesapeake Bay, and up north to New York City and the Hudson River and Connecticut twice, we decided we wanted to head south and explore boating destinations from Norfolk, VA south to Florida. So we planned to do the portion of the Great Loop from Norfolk, Virginia (mile marker 0) to Key West, and back. For insurance cost reasons, couldn't be south of the GA/FL line during hurricane season (June-November 1). So, the plan was to cross south of the GA/FL line after November 1, and be back north of it before June 1. Wanted to be home to fly to our son's wedding in November and stay home through the holidays. Wanted to start the trip before the weather got too cold (and before some of the northern marinas shut down for the winter).

So our overall plan: leave mid-October to boat to St Simons Island, GA (just north of GA/FL line), leave the boat there & fly home, Dec 30 drive the car down to the boat and leave it at the marina there, January-mid-Feb take the boat to Key West then back to GA. Drive the car home. April – Fly down to GA and bring the boat home. [When diesel prices starting getting so high, we decided to bring the boat back as soon as we could, and travelled home in March instead. Cold/windy. If not for the fuel prices this year, April would be better.]



1. Generally used average travel speed of 10mph for calculating travel time. (With the exception of two places, that was about what it ended up being. While our normal cruising speed is 20 mph, much of the ICW one cannot go that: no wake zones, needing to slow (usually to 7-8 mph) when passing areas of homes with docks, or when overtaking slower boats (i.e., sailboats) or passing nearby small fishing boats/kayakers/paddleboards) or when meeting oncoming vessels in narrow or shallow channels (nearly all), or waiting for bridge openings, etc.
2. In general, we preferred to travel about 5-6 hours per travel day (leaving at the crack of dawn and arriving around 1-2pm, which gave us time to sightsee). I planned to stay 2 or 3 nights at bigger destinations (i.e.,

Charleston, Savannah, St. Augustine, St. Simons, Fort Lauderdale, Key Largo, Marathon, Key West), and usually just one night elsewhere, though, very importantly, I 'built in' extra days into the schedule to stay 2 nights at all marinas that were the last stop before crossing those big bodies of water where one needs good weather to cross (Chesapeake Bay, Albermarle Sound, St. Andrew's Sound, Hawks Channel). That way I could look a few days ahead at the weather forecast, and adjust a stop (occasionally two stops) so we made good-weather crossings everywhere yet didn't have to change all our slip reservations to do so.

3. Researched ocean inlets to see which were recommended for cruising vessels (and most importantly, to avoid using those that weren't).
4. Created routes on my iPad & boat's chartplotter. Created them for all trip segments. Created outside ocean routes for those legs I might consider going outside, if the weather was good. Created inside routes for ALL legs...just in case.
5. Made ALL slip reservations for entire trip months in advance. Was easiest for me to do them all at once. Highly recommend making them at least a month in advance. We were traveling during 'peak migration' times (snowbirds heading south in October/November and returning in March/April). I'm still reading weekly posts from folks unable to get slip reservations for their ICW travels when they try to make them a day or two out. We found it very easy to change a reservation by a day (or two) for weather if needed by calling the marina...IF we already had a reservation. For slip reservations in the Keys, one needs to make them about *a year in advance*.

Final Destination:

We'd never been to Key West (by plane or car), so that was our goal. Since we are retired now, we had the time. Smaller trips to consider for those who don't want to go as far:

1. To Coinjock, NC, and back. (an extended weekend) You get to experience going through a lock!
2. To Coinjock then across Albermarle Sound to Manteo, NC for the weekend, then back (a week's trip)
3. To Coinjock via the Virginia Cut, then return via the Great Dismal Swamp (a week's trip)
4. To Belhaven and back (a week's trip)
5. (and a host of other destinations between Norfolk and Key West)

That's it for now. The rest (provisioning, navigation, highlights, lessons learned) in a future article.

Smooth Seas!

CarRUISIN' II team (Vicky & Bob Carr)

P.S. ALWAYS happy to talk more about any of this with anyone interested. Drop in to see us (slip H-44) and you can look through our trip photo album.



Look at that water!!!!

Treasurer

SHERRY SAMAR
IRISH HAWK, E-6



Balance as of 03/01/2022:	\$ 25,580.61
Receipts (dues, Change of Watch, burgee sale, interest)	\$ 300.21
Expenses (PRYCA & ORMA dues, Employee Appreciation, Safety Seminar, WA credit card charge)	<u>\$ - 1,252.20</u>
New balance as of 04/01/2022	\$ 24,628.62

Ships Manifest

Membership Chair
Una Murphy
membership@pwyc.org



WELCOME PWYC MEMBERS!

Please help me welcome new and renewing Prince William Yacht Club Members for the 2022 season (between March 11, 2022 – April 10, 2022, Any membership payments received after this date will be listed in the June Lifeline)**:

- *Edward “Ted” and Laura Angle, Sparkling Star, K-26*
- *Steve and Bonnie Carter, Island Time, L-24*
- *Debbie and Myo Sett, Boatel*

2022 Membership (as of 4/07/2022)

164 members

151 renewals

13 members paid by Prince William Marina

2021 Membership (as of 4/09/2021)

170 members

159 renewals

11 members paid by Prince William Marina

MEMBERSHIP PACKETS ARE READY!

Membership Packets were distributed during the Opening Day Ceremonies. If you weren't able to attend or if we missed you, fear not, you can pick yours up in the Blue Bath House throughout the season. If you have any questions, please let me know.

TELL YOUR FRIENDS!

If you have friends who have a boat at Prince William Marina and are not yet members, be an ambassador for membership! Tell them about all of the great benefits of being a member! They can join online and set up a profile on Wild Apricot using this link: [Prince William Yacht Club - Join \(pwyc.org\)](https://www.pwyc.org)

BURGEES FOR SALE!

Start the season off with a brand new burgee! Get your replacement PWYC burgees for only \$30 – check out the [Prince William Yacht Club - Ship's Store!](#)

Renew Online

Use the Quick link on the PWYC homepage (pwyc.org) to link to your membership profile

By Check

Send a \$100.00 check payable to PWYC to

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

Safety Officer

BOB SWARTZ



NO FINGER POINTING



The Occoquan River gets crowded during the Spring and Summer months. It is a wonderful, beautiful resource that everyone has the right to enjoy.

Each of us has the obligation to make the Occoquan as safe as possible for ourselves as well as everyone else who uses it. It is not to point a finger at someone else and complain about what they are doing or not doing but to accept **our** responsibilities and do what **we** are required to be doing.

The United States Coast (USCG) estimates that our water way might get up to 30% more crowded than it is. We will have to see if this also holds true. No matter. As it is, the place already can be jam packed some days.

On any day and at any time we might see the following on the water:

- People fishing from a boat.
- Boats from one of the six marinas on the river either entering or leaving the river.
- People enjoying the river on human-powered (HPV) or motor-propelled craft (MPV) whether just putting in or from one of the commercial vendors on the river.
- Transient boaters who are just checking things out.
- A Vulcan vessel pushing a 300-foot barge.

- Racing shells from one of the local high schools practicing. These, however, usually only are seen on weekdays.

Everything above is considered to be a vessel according to the Rules of the Road, Inland (Rule 3). A vessel includes every description of watercraft or artificial contrivance used, or capable of being used, as a means of transportation on the water.

The USCG is the lead agency in determining what is and what is not a vessel. For example, if anyone sees a person riding a log and floating down the Occoquan and then sees someone floating by on an inner tube two vessels have just passed according to the USCG.

According to the Inland Rules of the Road (Rules), any vessel using the Occoquan is responsible for following the rules and regulations published in the USCG Navigation Rules and Regulations (the COLREGS). See the link at the end of this piece.

All though all vessels are guided by the Inland Rules, it is important to understand Rule 2, Inland. On our river this is especially so for anyone driving an MPV. Although every vessel has equal rights to use the Occoquan according to the Rules, no vessel, motor driven, wind-driven, or human-power-driven is automatically given the right of way over any other vessel.

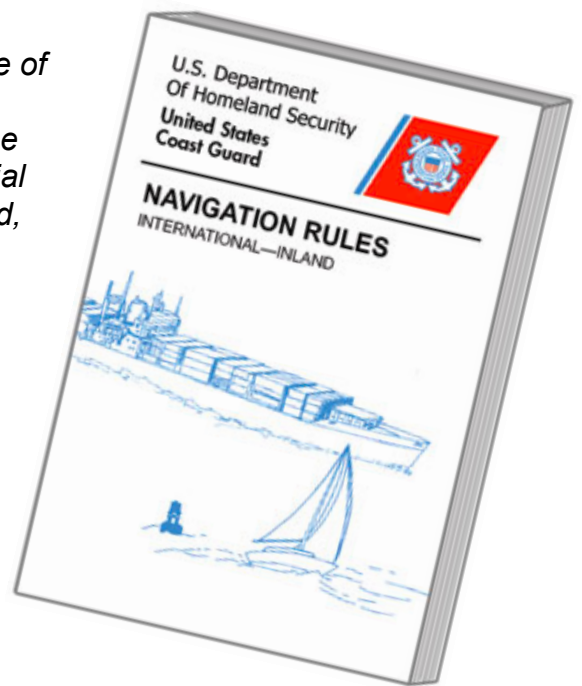
Rule 2 [Inland] Responsibility § 83.02 (a)
Nothing in these Rules shall exonerate any vessel, or the owner, master, or crew thereof, from the consequences of any neglect to comply with these Rules or of the neglect of

any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case. (b) In construing and complying with these Rules due regard shall be had to all dangers of navigation and collision and to any special circumstances, including the limitations of the vessels involved, which may make a departure from these Rules necessary to avoid immediate danger.

Anyone who violates Rule 2, Inland, should be prepared to answer questions from the ball and strike callers who patrol the Occoquan. These may include but not be limited to the Prince William and Fairfax County Marine Patrols, or the USCG.

It might be a good idea when entering, leaving, or traveling on the Occoquan to:

- Keep a good lookout (**Rule 5, Inland**). Situational awareness allows us to think ahead. We want to avoid a problem, not react to one.
- Control boat speed and be prepared to maneuver to avoid a collision or even stop the boat if necessary (**Rule, 6, Inland**). All sizes and types of craft can come out of nowhere. A safe boat speed is not a number. It is a speed that is safe for the prevailing circumstances.
- Use a prolonged 4-6 second blast of the horn when approaching any blind spot as we leave or enter our fairway **Rule 34, Inland**). Who knows what may be hidden? We may or probably will not get a return if someone is being hidden.
- Give the danger signal of 5 rapid short blasts if we even think that we don't know what another vessel is going to do (Rule 34, Inland).



To learn more about the rules of the road, go to <https://www.navcen.uscg.gov/pdf/navrules/navrules.pdf>

UPCOMING SAFETY ACTIVITIES

May 14, 2022

Boating Safety Class needed for the required license. In the Blue Bath House by F Dock. In person. 9:00 am to 5:00 pm. Contact Teresa Allen. tallen@pwmarina.com

May 14, 2022

Vessel Safety Checks conducted by the USCG Auxiliary. All day. Sign-up sheets will go up approximately 14 days beforehand. Contact Bob Schwartz for information. Safety@pwyc.org

CHECK OUT THE SOCIAL SCENE



Denise Parsons
ISLAND TIME G25

The flag has been raised and the season is officially here!! Mother Nature has given us a taste of warm weather and that can only mean one thing....It's time to PARTY!!

We've got a lot of great activities coming up, including the spectacular DOCK CRAWL on May 14. Don't miss it!!

Contact our social team – Denise Guess-Parsons, Beth Lu, Carol Vasquez, Jenna Burum or Sherri Connolly– social@pwy.org if you would like to champion an event, assist or have suggestions for new events.

DATE	EVENT
	May
14	Dock Crawl @ 6p
21	Blessing of the Fleet (ORMA event) 10a-2p
21	Progressive Dinner @ 5p
	June
4	Board Meeting 9a
4	Captain's Hour #2 @ 6p, hosted by A-D Docks
	July
9	Board Meeting 4p
9	Christmas Boat Lighting Planning Meeting 5-5:30p
9	Captain's Hour #3 @ 6p, hosted by L Dock
30	Founders Day Celebration - Lunch 1p; Boat Relay Races; Cornhole; Scavenger Hunt





Life on the Rack

Robin Davis

Behind 4 giant doors you'll find a very unique hotel. There are no windows, no bars or all you can eat breakfast deals. This is a boat hotel and it gives an entirely different experience to recreational boating. Today, we learn about life in the Boatel.

I caught up with Boatel Manager Roberto Vazquez to learn more about how Boatel residents can make things even easier. And, Boatel Dock Rep Joe Peruzzi answered a few questions on why he chose the Boatel Life.

To most of us here at PWM, the smiling face on the big red forklift for the last 20 years is known as "Berto". He's great on the machines and does his best to know his customers and works hard to make sure they enjoy their time on the water. Whenever I, as a delivery captain, have a new Boatel customer, Berto makes every effort to meet them on delivery day and quickly helps them to feel at home.

Call Ahead Boating

One of the very first things Berto says he can't stress enough is to call ahead when you're planning on boating. Everyone wants to come to the boat and take off, which, on the Boatel dock it's pretty easy to do but remember it does take some planning because there are a lot of moving parts, er, boats. So, give the Boatel a **call 1 hour in advance of arriving** on weekdays. If it's the weekend or holiday, push that to **90 minutes** advance. But, make sure you show up, because we can only leave your boat on the Boatel Dock about 20 minutes when it gets busy.

Sometimes people forget to call ahead and simply show up at the marina ready to go, only to realize they didn't request their boat to be splashed. Berto says that's no problem, but please be patient! Just remember, others did call ahead and the guys are

going as fast as safely possible. They'll squeeze you into the mix, but it will likely not be immediately. If you've got to wait for your boat, this could be a great opportunity to enjoy the pool for a little bit. Or, find a shady spot and relax. You're already at the marina, not stuck on I-95 and the time to chill has begun. Getting frustrated won't help and it only brings unnecessary clouds to a beautiful day. Before you know it, your boat will be ready and you'll be down the river with music up and wind in your face.

Coming Back In

We've all been there and, candidly, I'm still there sometimes. You know, those times when you feel like you need a little bit of help parking. Well, Berto's crew has you covered. Give a call on your way in and let them know how many minutes until you arrive and that you'd like a little assistance. They'll meet you and make sure that pretty gelcoat stays pretty. Certainly, if they're busy it may be more challenging but not impossible.

You can even let them know that you want to go out on a Monday or maybe just early the next morning. They'll assign you a spot and then you're all set for a repeat day. Oh, washing the boat couldn't be easier. Just ask and they'll put you on a wash rack, where you have great access all around the boat.

In the end, Roberto, Eric and Harry want to ensure your safety and help you enjoy your boating experience. They work long hours, often with no downtime or break. If you've got a question, call them. If you're going to be late going out or coming in, call them. If you need anything, you guessed it, call them!! And, be nice!

Words from a Boatel Boater

I caught up with Joe Peruzzi to get some thoughts from someone who's actually boating out of the Boatel, just to get a different viewpoint. Joe grew up boating and he and his family are in their 7th season of Boatel living in their Sea Ray 190SP.

What's the best thing about Boatel life?

The very best thing about the Boatel life is the care free convenience and much less responsibility in enjoying your boat. As a boatel boater you will have your boat fueled and waiting any time you are ready to get out on the water! You will have Boatel staff making sure you have all the ice you need, etc and making sure you are set for a great day. When you get back in and it is time for your boat to be put away, the Boatel staff will be hosing your boat off so that it stays nice and clean.

When the weather is not that great your boat will be indoors (out of the weather) and you will have a lot less work keeping it spotless clean and ready for your next boating adventure.

Is it really easier?

ABSOLUTELY, the Boatel makes everything easy! You will have access to the Boatel's resources such as extra or "special" life jackets, for example. If your boating guests show up with an extra toddler (and you are unprepared with a life preserver that fits) no problem! If you need help with about anything at all your Boatel staff is there and willing to assist.



What's something you would tell someone who's considering Boatel life?

The Boatel life is a more carefree option to boating and you will have plenty of time to spend in the pool or around the bar! I do like to know that my boat is indoors out of the weather and I am at ease if I need to go on a long business trip, etc and I like having nothing to worry about!

One of the greatest things about having a "Boatel" sized boat is that you will have carefree access to local restaurants, state parks and other sites. Smaller boats will require smaller parking spots and can get a lot closer in being able to handle more shallow water, etc.

So there you have it, whether you're in a Boatel sized boat while you wait for "3-foot-itis" or, you just love the ease and convince that Boatel life brings you, there is tons of fun to be had livin' on the rack. To learn more about how you can get the most out of your Boatel experience, stop by and chat with Berto or any of his team.

I ALMOST FORGOT....If you're a Boatel Boater and member of PWYC, don't forget to pick up your 2022 membership packet in the Blue Bath House throughout the season.

DID YOU KNOW?



We've all heard of it and most of us have boated to or past it, but did you know that Leesylvania State Park had a rather scandalous history in the 1950's? It did!!

It seems that the Freestone Holding Corporation, lead by J. Carl Hill, purchased the land and planned to build something similar to our modern day National Harbor. A place with boardwalks, a 600 room hotel, 4 restaurants, multiple swimming pools and something called a "Boat-el." It wasn't the type of Boatel we have here at PWM. Rather, taking advantage of wording in the original document from 1632 to Lord Baltimore giving Maryland jurisdiction over the river up to the high water mark on the Virginia shoreline, Hill had an idea. Since gambling and drinking was illegal in Virginia, Freestone Holding brought in a 4 deck cruise ship, the SS Freestone and moored it off shore. They built a pier out the boat and you guessed it, a floating casino with over 200 slot machines, dancing and, of course, cocktail lounges.

It didn't take long for Virginia residents to see thru the shenanigans and recognize that there was never going to truly be a "resort" built on this beautiful land.

Although Hill did build a boardwalk, some pools and a large parking lot, for the most part it was all a front for a low budget, high yield gambling establishment that attracted some less than quality characters.

After much protesting by Virginia residents, the gambling permit issued by Charles County was revoked, business tanked and Freestone Holding Corporation unceremoniously went bankrupt. Needless to say, the 1950's National Harbor of PW never materialized.

Today, the only thing that remains is a pier at Freestone Point, now used for fishing, but once lead the way to a "boat load" of fun!! (Don't hate me!!)



Photo courtesy of the Northern VA History FB Page and Historic PW County