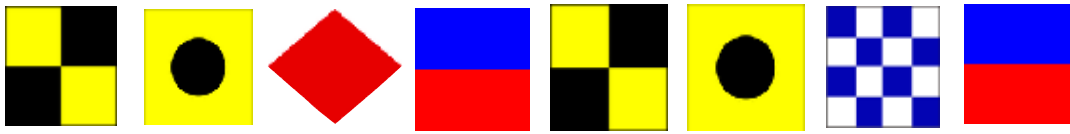


L I F E L I N E



From the bow of Nordica

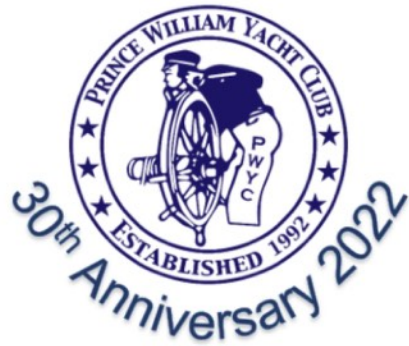
Meet the PWPD Marine Patrol

We see them on the river all summer, but how much do you really know about the law enforcement officers who patrol our waters? In this issue, we sit down with two of Prince Williams County Police Officers and really get to know more about the unit and the department's commitment to our safety on the



The Great Loop

There's an adventure out there so rare, that fewer people have completed it than have summited Everest. Our own Commodore Rick McHarg continues his story of the Great Loop in part 3 of his series.



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 Finacchiaro & 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



Summer greetings to our PWYC Family! As I write, we are just past the 4th of July Independence Day celebrations on a fabulous weather weekend. I have never seen so many boats out on the waters of the Potomac and tributaries during a holiday weekend, at least not in the last two summers of the Pandemic. Perhaps we have turned the corner on COVID – with restrictions being dropped daily it seems we have nearly defeated the beast – except for the AN-5 Omicron Variant – which keeps showing up at mass gatherings like weddings and reunions. Please be careful. And continue continue to respect the wishes of our most vulnerable if they wish to mask up or decline participating. It's the least we can do.

Let me thank 4th of July Cruise Champion Steve Levenson and his wife Una Murphy for heading up the 16 boats that went up to the DC Wharf for the holiday. I heard it was a fun time with several large gatherings and family activities and fireworks displays -in great weather. The following Saturday, July 9 was the L Dock CAPTs Hour. Dock Rep Arthur Fernandes and his bride Rebecca rallied the masses on L Dock to put on a great event. Thank you L-Dock!

Take note of the Founder's Day celebration on July 30th, and sign up for the pulled pork luncheon, the contests, and more fun to honor our club's founding day.

And now we're on to August. Our monthly Board meeting (open to all members) is Saturday, Aug 6 at 9am, followed by the 4th CAPT's Hour at 6 pm sponsored by E/F/G Docks. Look for the flyers later this issue. Next is the Solomon's Cruise the weekend of August 12-14 with Rear Commodore Scott Parsons and Vice Commodore Jim Khoury. Solomons has many attractions and restaurants and is a boater's paradise. That is followed by the fabulous Annual Seafood Boil on Sat Aug 20...you must RSVP to attend. See Vice Commodore Jim Khoury's Column. Finally we have the "Fabulous 3 Sisters Raft Up" Aug 25-27. I am leading that event. It is an idyllic setting just north of the Key Bridge over the Potomac and we have tied up as many as 20 boats in earlier years. The only hitch is your "Air Draft" must be less than 18 ft (that's from the waterline to the highest structure on your boat (not antennas you can lower) so you can get under the 14 th St RR Bridge). And you can find all the info on these events from the Flyers later this issue.

If you have stayed with me this far in the blurb, you are dedicated, and I want you to volunteer to join the Bridge for a year or two. Please think about it and come talk to me or IPC Mike Connolly if you are interested.

Finally, there's plenty of time for independent steaming or adhoc raft ups with friends in August as long as the weather holds up (#1), and your fuel budget permits (#2). Be safe out there, and have a good lookout for the paddlers on the Occoquan as you make your way out of the Marina. Thanks
See you on the docks...

Rick McHarg
PWYC Commodore
571.239.1367
EAGLE ONE K-40



NEWS FROM THE BRIDGE

Vice Commodore's Musings

Jim Houry
vicecommodore@pwyc.org
Pegasus K-7



Wow... July was certainly a busy month!

With all the cruising events, Captain's Hours, and such, very few of us had the time to sit still!

There were a few bumps in the road with our weather, but we cannot control that, so we move forward and make the best of what we're given.

Kudos to those that attended the on-water events as I heard everyone had a great time – Especially July 4th on the Wharf.

August promises to be equally busy for our club as we kick off our mid-summer season. I cannot believe how fast the time is passing us by.

We are starting off August with our Board of Director's meeting on the 6th at 9AM. Remember, all members in good standing are invited to attend. It's always good to know what your club is doing to manage our day-to-day activities.

Speaking of being in the know... Your club needs volunteers to be a part of the action.

Every event, every cruise, every dock party, everything!! – needs your participation. Won't you please consider becoming part of a committee or board member? It's both satisfying and fun.

There's never a dull moment!

The meeting(s) will be followed by the Captain's Hour #4 - sponsored by E/F/G Dock @ 6PM. Please keep a look out for the flyer to be posted by the respective Dock Reps!

There is one major cruise scheduled for August, and it's going to Solomons Island. We expect to spend the weekend at the Spring Cove Marina – one of the most celebrated marinas in that area. This cruise departs PWM on Friday 8/12 and returns 8/15. There are limited slips available, so call the marina and arrange your stay now if you plan to attend. See the flyer in this publication and register on our events calendar page.

On the 20th of August, your club is sponsoring its annual seafood boil. This is one of our most popular events and is usually very well attended. Please see the flyer attached here and around the marina. YOU MUST register online so we get an accurate head count. Members and immediate family are free. Member's guests and children of guests may buy tickets as described in the flyer & webpage.

We are in dire need of volunteers to help with all aspects of this event... We need people for setup, purchasing, cooking & preparation, clean-up, break-down, etc. If you would like to help, your club would be forever grateful! Please email me @ vicecommodore@pwyc.org, or call me (718)494-3365.

Please refer to your Yacht Club's Website often: [PWYC Homepage](#) – there are updates and new additions frequently posted as they become available.

Jim Houry
Vice Commodore, PWYC
(718) 494-3365



PRINCE WILLIAM YACHT CLUB
Annual Seafood Boil
2022
Saturday, August 20th
5:00 PM
PWM Boat Pavilion

MENU

- SHRIMP & CRAB LEGS
- HOT DOGS
- POTATOES
- CORN ON THE COB
- CHIPS & COOKIES
- BEER & WINE
- SOFT DRINKS & WATER

REGISTER SCAN



PRICES

- FREE – PWYC MEMBERS
- \$25 P/P PWYC MEMBER GUESTS (Limit 4 per member)
- \$10 PWYC MEMBER GUESTS (AGE 5-12 YRS)
- \$35 PWM BOATERS (NON-MEMBERS)

Please register on the PWYC Website (<https://pwyc.org>) Events Calendar page. Guest payments will be accepted on the registration page using your favorite credit card. Limited registration (if available) will be accepted at the gate.

Registration deadline is 14 August 2022.

Rear Commodore

Scott Parsons
rearcommodore@pwyc.org
Island Time G25



Okay all, seeing a little bit of relief. Gas has gone down 20 cents! Maybe not at the marinas yet, but it will. So we are five for seven on cruises to date. Weather has been accommodating for us to make these trips. We have six planned cruises left for the year.



The Father's Cruise was a blast. From Saturday morning Mimosas and Bloody Mary's along with two great dinners at the marina. Saturday it was pretty windy and we had three vessels coming down that day. If you get a chance, ask Mike Strano or Billy Oldridge to show you the videos they took on the way down, it looked exciting. PWM sponsored dinner at Tim's and they were so accommodating. Service was fantastic and the food was awesome. Carlton and Debbie came down to join us and I would like to thank them for that. Sunday was a relaxing day at the pool. We played corn hole and drove RC boats around the pool. Yes, I got one of them stuck in a poor little girls' hair. She was a trooper; let Mom and I get it untangled. Thank you all for picking up around the pool while Phillip Schoepflin and I started setting up for the Chicken BBQ. The marina was kind enough to let us use the Pavilion for this and what a

blessing. It was downright hot. Great times, Great food, and Great FRIENDS!! More photos at [Prince William Yacht Club - Photos](#) (pwyc.org)

I want to thank Steve Levenson and Una Murphy for all their time and effort on the 4th of July cruise. They had so many register, that they had to split up into two marinas, The Yards and the Wharf. Sixteen registered, I am not sure exactly how many made the trip. Denise and I caught up with everyone on Monday for the firework on the mall. I will be getting a run down from Steve on what all they did and to get some picture from the group for the next Life Line. Thanks again you two, for taking this on.

Coming up in August we have two cruises planned. The first is to Spring Cove marina, on Solomons Island. The dates for that are 12 – 15 August. At this time, we have nine boats registered. There is a lot to do around Solomons Island, you have the Calvert Marine Museum, plenty of restaurants, and a Board Walk. We will be departing PWM around 10 AM on Friday 12 Aug and returning around 5 PM on Monday 15 Aug. See the Flyer attached to this Life Line.

The second is the Three Sisters Raft Up on the Potomac near George Town. This is one you don't want to miss as it is an amazing sight to see 20 to thirty boats strung up in a row with the George Town skyline in the background. The water there is refreshing and there we be plenty of time to float around or just relax. All mornings and evenings will be Pot Luck, and you know how PWYC members love to cook. See the flyers in this Life Line or on the Yacht Club website ([PWYC.org](#)).

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

Be safe and we will see each other on the water or around the marina. And don't forget the land events, as we always need volunteers.



UPCOMING CRUISES

- 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)
- 10 Sept Patriot Cruise
- 16-18 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)





We are proud to announce the return of our Annual Patriot Cruise and Salute event at the Prince William Marina on Saturday, September 10th, 2022 and invite you to become a sponsor! As a sponsor, you can help make this event possible for our community, while promoting your company to a large audience.

So, I am sure you are asking, who or what is the Patriot Cruise and Salute?

Patriot Cruise and Salute is a non-profit charitable organization, formed to organize free recreational boating events to benefit US Armed Forces, Gold Star Families, First Responders and Law Enforcement.

Founded by two retired military officers, Patriot Cruise and Salute provides recuperating veterans and their families a day of boating and camaraderie on the Potomac River - recognizing that healing veterans and their families at Walter Reed National Military Medical Center and Fort Belvoir Community Hospital, are often separated from their homes, extended families and their friends. Each year the community comes together to say "Thank You" to these heroes and their families by providing a much-needed mental respite.

In its 16th year, the original Patriot Cruise and Salute, typically held in early June, had to be postponed due to the unforeseeable circumstances surrounded by the pandemic. However, we are back this year and more excited than ever to honor our heroes this September! The day includes an afternoon of boating on the Potomac River, a cookout, music, activities for kids, and a coin ceremony. Each event promotes camaraderie and offers the community a chance to give back to these Veterans and First Responders for their service and sacrifice to our country.

The vision of the Patriot Cruise and Salute is anywhere there are boaters and US Armed Forces, Gold Star Families, Law Enforcement and First Responders, that is where the Patriot Cruise event can be hosted! We hope to expand to other locations across the country.

Attached to this letter you will find our sponsorship form describing the several levels available for your company to consider. In addition to sponsors, we are looking for volunteers to assist in various ways before, during, and after the event, as well as donations of all types - monetary, equipment, etc.

We hope you will consider being part of this significant event.

KINDEST REGARDS,

Patriot Cruise and Salute
703-646-1183
PCSPWM@gmail.com

Treasurer

SHERRY SAMAR
IRISH HAWK, E-6



PWYC Treasurer's Report
06/01/2022 – 06/30/2022

INCOME

Dues in Wild Apricot	\$ 200.00
Dues from PWM (new boat owners)	\$ 750.00
Interest	\$ 0.20
TOTAL INCOME	\$ 950.20

EXPENSES

Refund of dues	\$ 100.00
June Captain's Hour	\$ 150.00
Wild Apricot expense	\$ 10.98
TOTAL EXPENSES	\$ 260.98

Checking account balance	\$25,122.38
Long Term Capital Expenses	-\$ 4,750.00
Budgeted Expenses not yet spent	-\$ 7,415.85
Funds available	\$12,956.53

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 June 16, 2022 – July 10, 2022, Any membership payments received after this date will be listed in the September Lifeline*)**:

- Joven "Rita" and Larry Banks, Cash Banks, I-24
- Dianna and David Dix, Off Site
- Gilberto "Tito" and Frances Irizarry, F-11
- Bill and Mary Kenney, Maggie, H-31
- Jeffrey Lett, E-13
- Khoa "Kevin" Nguyen, Boatel
- Tran and Chi Nguyen, Boatel

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 \(pwyc.org\)](http://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

Prince William Yacht Club

Cruise to Solomons Island

12-15 AUGUST

Spring Cove Marina

Register on <https://pwyc.org> events calendar page.

YOU MUST ALSO REGISTER WITH THE MARINA DIRECTLY

They use DOCKWA [Click here for the link](#)

AS SPACE IS LIMITED! 410-326-2161 (Jim Picket)

Cruising Champions

Scott Parsons, Jay Dowling, and Jim Khoury

Cruise Itinerary

- **Depart PWM @ 10 AM Friday 12 Aug**
- **Arrive at Coles Point 2-2:30PM – Fuel Stop**
- **Arrive at Spring Cove 6-7:30PM**

Return

- **Depart Spring Cove @ 9 AM Mon 15 Aug**
- **Arrive at Coles Point 1-1:30PM – Fuel Stop**
- **Arrive at PWM 5-5:30PM**



The Great Loop

Part 3

Commodore Rick McHarg

CAPT Rick back with you. Welcome to Part 3 of EAGLE ONE on the Great Loop. As a short recap, America's Great Loop is a trip by pleasure boat around the Eastern half of the United States and Canada, approximately 6000 miles. We (my trusty mate Kris and I) left on this trip in May of 2018 and returned home on May of 2019, all aboard our trusty 2000 Sea Ray 450 Express Bridge, EAGLE ONE.

Parts 1 and 2 present the background, preparation, and the journey up the East Coast to NY City and then on across Lake Ontario to Canada.

We will pick up the story during the last week in July as we departed the wonderful town of Killarney, situated between Canada's Great Lakes: Georgian Bay and the North Channel. We had survived a grounding, outrun a forest fire, and were about to be reunited with our friends Faye and Ron on their boat, "Perelandra". Ron and Faye were a few days ahead of us now, but we were able to catch up as we ran away from the fire and missed some small boat channel transit. We still had our extra crew mate, Kay (Kris's college roommate) with us. We left Killarney and headed for a fiord-like waterway called Bae Finn, where we anchored in a cove alongside "Perelandra", and hiked for an hour up the trail to a lookout. Have I mentioned about how crystal clear the water is up in Canada? You can see 20 feet down clear as day. This beautiful landscape provided the background for some great photos from the water, but the real treat was the view from the top – you could see 50 miles to the horizon.

Upon return down to the boats, we continued down the fiord to the end where there was a hidden cove called "The Pool" where we anchored for the night. Next day we were up early to head to McGregor Bay, where we anchored and manned the dinghies for exploring the myriad of islands and coves for wildlife and scenery. After a couple of hours midday, we returned in breezy conditions to our anchorage to find one boat was where we left it ("Perelandra") and the other (EAGLE ONE) was ¼ mile downstream on a rocky shoreline! My heart sank... The winds had picked up after we left in the dinghies and our anchor had slipped. There we were, in the middle of Canadian National Parkland at least 24 hours from any credible rescue or tow boat!

After surveying the boat's position, we determined that EAGLE ONE's port side hull was resting gently against a flat rock plateau and luckily no rocks were near the shafts, struts, props or rudders. So, with some innovative spare anchoring, extra line, ballast from the ladies on the outboard side, and two inflatable dinghies at full power pulling and pushing, we got EAGLE ONE free. I scrambled up to the bridge to get engines started so we could return to near "Perelandra", and there was much celebration at dinner of overcoming our most recent challenge.

CAPT Ron of "Perelandra" raised a toast to our new name, "EAGLE ONE Thing After Another". We journeyed onwards, very grateful to have Boat Buddies like them with us.

The next day we headed for the town of Little Current, another great metro center in the middle of seemingly wild west territory. We used the day to get caught up on laundry and provisions, and sat in on the local “Cruiser Net” radio show conducted by a guy named Roy. This radio show is held on VHF Channel 71 every morning at 9 AM. He has a roll call for all boats in radio range in the North Channel, provides weather reports and forecasts, fishing info, birthday shout outs, and other valuable tips. After two days, we headed to Kagawong. This small town has Bridal Veil Falls up a hiking trail and an Anglican Church on the shoreline that’s decorated in a nautical theme with salvaged parts of a wrecked boat. We ate lunch here and continued on to the town of Gore Bay, a larger place than Kagawong, and had our last dinner together with “Perelandra” at a nice place with singalong. We spent the rest of the night doing some serious planning, as we were due at a boat yard in Harbor Springs, Michigan in a week and wanted to make that schedule. (oops, did I say “schedule”? I guess I meant “appointment” to rework our running gear damaged by the grounding). So, we bid our buddies on “Perelandra” farewell the next morning and made the 120 mile/7 hour journey back to the US to Mackinaw City on Lake Huron. We checked in with US Customs via Facetime with an app called ROAM– they wanted to see all 3 of us to verify our identity, then they welcomed us back into the US – very slick and painless.

Our visit in Mackinaw City was 2 days long. We stayed at the Mackinaw City marina, right next to the ferry terminal to Mackinac Island. We toured the city by bicycle and took a ferry to Mackinac Island for a deluxe brunch at the massive Grand Hotel (a destination for the rich and famous), then cycled the scenic 8 miles around the island. Mackinac Island has no motorized vehicles – only horse drawn carriages, bicycles, and walking. We returned via ferry to the City to have dinner with one of my Navy squadron mates and his wife who run a fabulous 5-Star brewpub and restaurant called Bier de Mac Brew Works. It has been their post-Navy mission and is very popular. We bid our crew member Kay farewell and the next day we got underway to head west through the Straits of Mackinac into Lake Michigan in good weather; nonetheless a bumpy ride as the water from Lake Huron meets Lake Michigan. After 20 miles, it was time to turn South to follow the Michigan coast to a

quaint summer resort town of Harbor Springs, where we had a date with the Irish Boat shop to rework our running gear.

The plan was to leave EAGLE ONE at the Irish marina for repairs and fly back East to Boston to join my family in an annual seaside vacation week on Cape Cod, and after returning to Michigan get back on the boat to continue our Loop... Well, the best laid of plans...work was not completed on EAGLE ONE and it was to be another week before we could continue. So, we rented a car and drove around the coast of Lake Michigan to Green Bay, Wisconsin and Door County to visit neighbors at their “summer” home. We spent 4 days there and did all the touristy things we were going to do while there by boat:

Fish Boil, tour of Lambeau Field (home of the NFL Green Bay Packers), kayaking, visiting wineries, breweries, hiking along the shoreline, and of course eating breakfast at Al Johnson’s Swedish Restaurant with the goats eating the grass on his roof! Well, we returned to Harbor Springs August 22 and got back

on the water for a successful sea trial the next day. But it was another 3 days (on Sunday) until we had fair enough winds to attempt crossing Lake Michigan to the Wisconsin side. We made it across, but ran into a fog bank that was lurking behind an island off Leland, Michigan. We put the radar to use and slowed, and two hours later we emerged with the coastline in sight but not another craft anywhere. We entered Sturgeon Bay and headed for our marina – the homeport of our old friends on “Rula Bula”, Mike and JoAnn Feeney. After two fun-filled days with Mike and JoAnn, we ventured out to Lake Michigan again to resume our voyage South only to find the fog again – so we turned around and headed back to our slip for one more night.

The fog cleared the next day and we made it 80 miles South to Sheboygan, a riverfront town. While over 60 shipwrecks have occurred off the coast Sheboygan, over 700 ships have been lost in Lake Michigan. Needless to say, we were happy to read this fact after our crossing. We opted not to stay another day, shoving off for Reef Point Marina in Racine. We made a conscious decision to bypass Milwaukee due to time constraints caused by our trip home for health issues. If we were to go again, Milwaukee would definitely be in our plans. The Racine marina had everything –

heated pool, hot tubs and a restaurant. We stayed a couple of days and had the running gear checked by a diver – thought I might have hit something on the way in, but all was well. We spent Labor Day Weekend in Racine with old friends and family (Kris is from Wisconsin).

Our next stop was only 11 miles down the coast in Kenosha, but we stopped there to leave the boat for our next adventure – two September family weddings on successive weekends in different part of the country. The West coast of Lake Michigan gets the eastern winds, so they build 50 ft breakwaters to thwart the 10-12 ft seas that routinely crash ashore. Our slip in Kenosha was two docks from the breakwater, and the morning after we arrived, the waves would crash on the breakwater and shoot straight up another 50 ft, making quite a spectacle. The sight made us glad to be on the protected side of the

breakwater. We were leaving the boat there for 10 days as we flew to Boston and drove to Maine for the first wedding, then back to Boston to fly to Minneapolis for the second one. We returned to EAGLE ONE in Kenosha, and had a repaired engine (sheared valve lifter bolt) and new anchor installed!

It was a quick 2 hrs to Chicago, and we docked at DuSable Harbor Marina right on Lake Shore Drive Near Navy Pier. We ate at the Weber restaurant, saw the Broadway show “Hamilton”, visited Navy Pier and Millennium Park, and biked and hiked along the waterfront. Our departure was early morning so we could make our way down the Illinois River via the Chicago Sanitary Canal. Travel through the city has you pass under 40 bridges - all at rush hour. Lots of commuters on foot were waving at us like we were celebrities. We successfully made it under the fixed RR bridge at 17’ 6” because the pool depth was down about 2 ft, giving us about a foot of clearance from our radar antennae. Big sigh of relief there! As we continued down the waterway, we began to pass many tow boats and barges. Additionally, the locks were now giant sized, 100 ft wide by up to a 1200 ft long, and we tied up to them using a single “floating bollard” fixed along the lock walls every hundred feet or so. (Photo here) It’s a device you wrap your line around that moves up and down with the water level, so you don’t have to take up or pay out the lines like

you do in the Heritage Canals. But since these are commercial locks, we learned quickly that you can wait several hours to have access since pleasure craft are low priority in the locks. The wait can also depend on the personality of the lockmaster. We learned quickly and made it to the free wall in Joliet to join 8 other Looper boats.

The next day we left the Joliet wall in a hurry at 6:45 AM – we had called the lockmaster at the next lock and he told us to hurry to get through his lock ahead of the barges on their way upstream. We made it and got through in the morning, but our luck ran out as we had to wait 3 hours to get through the last lock of the day before finding our slip at Heritage Harbor Marina in Ottawa. Two interesting facts about the rivers: 1) the red buoys are now on the left as you are traveling downstream (not returning upstream), and 2) you will see “flying Carp” – huge fish that jump into the air (and sometimes into your boat) as you pass at 10-12 knots.

Leaving HH Marina we had only one lock to get through on our way to the Illinois Valley Yacht (IVY) Club in Peoria. This marina is an AGLCA Sponsor and very nice place to stop, except at the end of September the on site restaurant was closed for the winter. We took an Uber with friends downtown to find a good pub that night, then stayed aboard for dinner another night before making plans to head

out the next morning. Made the 80-mile trip to our next stopping point at Beardstown in good time with help from the lockmaster at Peoria Lock and Dam. He put 5 of us Looper boats right through his lock.

While many of those other boats elected to anchor for the night, we tied up to a moored towboat at Logston Tug Service in Beardstown for the night. No power, but we didn’t need it. Another unique experience. Woke up to Fog on the river that didn’t burn off until 9 am, but again the lockmaster at LaGrange Lock put us right through and we made it the 88 Miles to Grafton in 6 hrs. Grafton is where the Illinois joins the Mississippi River. The small riverfront town has a bunch of eating and drinking pubs and the marina has a nice pool and hot tub – it’s cleverly nicknamed the “Key West of the Midwest”.

During the last few days, I had been slowly feeling worse and worse after Chicago– fatigue, loss of

appetite, a cough, so Nurse Practitioner Kris took charge and said “enough”. We decided to leave EAGLE ONE in a covered slip in Grafton and fly home to our primary care providers at Ft Belvoir Community Hospital. We did not know if this was the end of our journey or if we would get back to the Loop, but it was time to get a complete medical workup and begin recovery. So we flew home out of St. Louis on September 29, and reunited with our daughter and her family who were housesitting our house and taking care of Maverick, our 8 yr old Golden. We moved into the guest room and began the adventure of 3 generational living. The next day I started tests in the ER at Ft Belvoir Community Army Hospital to rule out heart issues, and when clear of that, we went under the care of a thorough, concerned family practice doctor who ordered a myriad of tests and scans. Bottom line after a week of tests was there was no sign of cancer or bleeding ulcers. Shortly after, my cough resolved, appetite returned, and I started regaining my strength. All good, but we have no idea what germ or virus it was. My Doc said “give me 2 weeks more of continued recovery and you can return to EAGLE ONE!”

I kept feeling better, so we booked flights and arrived back in Grafton on Halloween, grateful for the chance to continue on this journey and for the divine intervention that cured me. So, with a month’s delay, our plan now was to fast track down the Rivers and to get to the Florida Keys by 20 December, in 7 weeks. It was now getting cold and Kris kept asking “when will it be warm again?”

As soon as we could get engines started, we headed down the Big Muddy a whole 15 miles to the City of Alton. While Grafton is a village of 600, Alton is a city of over 30,000. So we took the opportunity to re-provision and spent a night there. The following day was rainy, so we rented a car and went to the Mel Price Lock and Dam, just 2 miles down the river to check it out. While there in the visitor center, we got a personal tour of the locks and an understanding of what was in store tomorrow when we headed into the lock. It was a mammoth compared to the even the Illinois River locks – 300 ft wide by 1200 ft long. We continued our rainy-day tour into St Louis and went up into the famous

Gateway Arch, had a fabulous BBQ lunch, then toured the original Anheuser-Busch brewery. We even got to see the world-famous Clydesdales!

Upon return to Alton, we met a dockmate on “Good Karma”, a 53 ft Hatteras. Kermit and Katherine planned on leaving in the morning as we did, so we became boat buddies as we departed for the Mel Price Lock and Dam in the morning...and ran straight into another fog bank.

Stay tuned for Part 4, which will be the trip to the Gulf of Mexico and down the Florida Intracoastal to the Keys. Please don’t forget our blog

www.eagleoneadventures.wordpress.com if you want more!

PRINCE WILLIAM YACHT CLUB

2022

PHOTOGRAPHY CONTEST



Submissions limited to one of the following categories to be eligible for prizes:

- Boats (of course!)- one or more boats are the central subject matter.
- Places - Marinas, coves, buildings along the water, and other nautical places.
- Wildlife - Waterfowl, mammals and other animals that inhabit the watershed of the Chesapeake.
- People - Yacht Club members, friends, and interesting inhabitants of the region, including those who work on the water
- Pets - Our furry or feathered on-the-water companions, in a nautical setting.
- Grand Prize - the best of the best, an outstanding photo submitted in any category that rises above the other entries.

PHOTO SUBMISSION NO LATER THAN 15 OCTOBER 2022

YOU MAY SUBMIT MULTIPLE PHOTOS – MAKE EACH ONE COUNT!

Scan Here to Download
Contest Rules Document.



If you have any questions or
comments, please email:

vicecommodore@pwyc.org

Or Call:

718-494-3365

Scan Here to Email Photos.



SAFETY OFFICER

BOB SWARTZ



Steam Boat Willy & The Vulcan Push Boat Captain

Steam Boat Willy. Each year The Prince William Yacht Club presents its Steamboat Willy Award to some usually unlucky Prince William Marina boater. The award is a recognition of something that happened but should not have happened.

The award can be humorous with everyone in the audience chuckling at something silly someone else has done. The award is also meant to provide a not-so-subtle message to all about boating safely. Here is an early entry:

About ten days ago, He Who Shall Remain Nameless (abbreviated to either “He”, “Him”, or “His” as appropriate) decided to pump-out. He has approached and tied up to that same dock at least 95 or 100 times before.

Basically, the process of single handedly docking at the Prince William Marina pump-out location is similar to single-handedly docking at any number of marinas lining the Chesapeake Bay and its tributaries. This He has also done hundreds if not thousands of times. YouTube has many instructional how-to videos on this very topic.

His regular process went like this whether coming to the Prince William Marina pump-out dock or tying up at any dock.

1. Before leaving the slip have all lines and fenders ready for immediate use at the destination.
2. Before attempting to dock use flags and anything else available to gauge the strength and direction of the wind and speed and direction of the current.

3. Depending on the relative strength and direction of the wind and/or current decide to either proceed forward into or back against the prevailing condition.
4. Line up the boat based on the wind, current, and any other vessels docked.
5. Approach the docking location slowly and under control.
6. Instead of trying to save a perceived bad approach, leave enough room and time to start the process over again if not happy with the results of what is happening.
7. Place the engine in neutral when close to the dock and while still on the vessel lasso the dock cleat nearest the aft cleat of the vessel.
8. Leave enough slack in the docking line from the aft cleat to the dock cleat to be able to throttle maneuver the boat as close to the dock as possible.
9. Only get off the boat with a line in hand to secure a second and third cleat when the engine is in neutral and the boat is close to the dock and securely tied from the aft cleat of the vessel to the nearest dock cleat.

Everything went tickity-poo items 1 through 6. However, for some reason He did not follow numbers 7 (with the exception of putting the engine in neutral), 8, and 9. Asking why He got off the boat without securing it to the dock would be wasting oxygen. There is no answer for His doing this.

Murphy’s Law kicked in the moment He stepped off the boat and on to the dock. The wind increased pushing the boat stern backward and away from the dock with increasing speed. Once the 11,500-pound vessel started moving and gaining momentum, He was not able to get any line from any dock cleat onto any vessel cleat.

As He did his best to try and muscle the vessel, He was slowly but surely being dragged from the dock toward the water. To hold on to the boat meant a swim. The end

result was letting go of the vessel and watching it float away with engine running and no one aboard.

It was then that He caught a break: the same wind that was pushing the boat away from the pump-out dock pushed the bow around and moved the swim platform close enough to the dock to allow Him to leap across three feet of water and onto the vessel. Once on the vessel and items one through nine were followed, everything went as planned.

Lessons learned.

Lesson 1: Always wear a Personal Floatation Device. The potential of being dragged into the water while wearing a device is way different than the potential of being dragged into the water with no device.

Lesson 2: Murphy was right: Anything that can happen will happen. And, it will happen at the worst possible time. This situation quickly left SNAFU in the rearview mirror, passed TARFU without a glance, and went straight to FUBAR.

Lesson 3: Mother Nature is cannot be ignored. Just because there is no or little wind now does not mean that there will not be any wind in the next few seconds.

Lesson 4: Think twice before shortcutting a proven routine that has worked for years.

Lesson 5: Mario was right. Nature and water have no problem making things difficult and dangerous.

The Vulcan Push Boat. You might have seen a Vulcan Company push boat moving a 300-foot plus barge out-bound from, in-bound to, or moving around the Vulcan yard. The yard is on the Occoquan town side of the I-95 bridge.

The laws of physics require substantial time and room for the push boat and the barge whether loaded or empty to stop, move in reverse, or change direction.

Each of us should have a hand-held or mounted VHF aboard. Channels 16 and 13 are always monitored aboard the Vulcan boats. Any vessel equipped with a VHF must maintain a watch on 16. Channel 13 is for Bridge-to-Bridge communication.

When approaching a push boat-with-barge from any direction or while it is maneuvering around the Vulcan dock, a hail should be made to the on 16. Whoever answers will most likely request a change to 13.

We should either ask the Captain what he wants us to do or tell him what we would like to do. We would be wise to agree to do what he wants us to do. These guys are the pros. They have more hours on the water in one week then most of have in a season.

Here are a couple of Navigation Rules of the road sources.

[Inland Nav Rules](#)

[Complete Nav Rules Handbook](#)





Policing our Waterways

We see them on the weekends all season, but what do we really know about the Prince William County Police Marine Unit? I had the opportunity to sit down with Lieutenant Joe Westerman and Master Police Officer Ron Allen and I learned there's much more to this elite unit than meets the eye.

Started in 2001 with a Boston Whaler, the Unit has expanded and now, their primary workhorse is a 2006 Donzi 34. Their area covers much more than the waters of the Occoquan and Potomac Rivers. With their smaller boat, they have responsibilities on Lake Jackson, the Occoquan Reservoir and countless other small bodies of water throughout Prince William County. They're even part of a larger national security force on the river, of course, I couldn't get any details

on that, but don't be surprised to see them in any of your favorite anchorages.

Lieutenant Joe Westerman, a 15 year veteran of the Prince William County PD, is the Deputy Bureau Commander, Administrative Services Bureau. He's been a part of the Marine Unit for 11 years and 2 years ago he became its Commander. There are 8 officers and 2 supervisors assigned and they all have other primary responsibilities within the Police Department. Officers from Patrol, Motors, Crash Investigations, Forensic Services Section and the Administrative Services Bureau. As you can see, the global police department is well represented in the Marine Unit. All of the assigned officers are required to successfully pass their OUPV "6 Pack" course

"Our overall mission is one of safety." Westerman explained. The goal of the unit is to ensure people can safely enjoy the beautiful waterways in Prince William County. That goal may be met by education, enforcement or a combination of avenues.

Master Police Officer Ron Allen is a 16 year member of the police department and is completing his 7th season in Marine Patrol. In his primary assignment, he is a Motor Officer. But, on the water, he holds an Instructor level certification from the National Safe Boating Council and MPO Allen not only serves as a primary trainer for his own department is a highly sought after instructors across multiple jurisdictions. in safe operation and boat handling, but also in



MPO Allen and LT Westerman

specialized enforcement in the area of boating under the influence.

MPO Allen is passionate about boater safety. He says that he and all of the officers understand that mistakes happen but his focus is injury prevention. “Many times, lives can be saved by simple acts learned in a boater safety course or by engaging the Coast Guard in your annual vessel safety check.” Getting a vessel check is so simple and truly nothing for any boater to be afraid of. It’s a fantastic way to ensure that your boat is properly equipped to take your friends and family out. It’s also a great time for you to “remember” where you stashed everything.

When asked what advice he would give to the boating community, it’s simple, “Make sure you’re safe before you depart the dock.” He also said it’s very important to monitor the weather. With a host of apps, subscription weather channels and, of course, the weather channels on your marine weather, mariners always have one eye to the sky. Don’t rely on the evening news for your maritime forecast. And, don’t forget to understand the channel markers and tides.

MPO Allen did have a word for SUP riders. Don’t forget your PFD and whistle. They’re required equipment. I’d add, strap the board leash to your ankle. All it would take is a simple spill and the board could go zipping away from you. Without your

I learned so much more about the Prince William Marine Unit than this short article could explain. We should all be happy these officers are willing to give up every weekend and carry so much additional responsibility, in order that we enjoy our time away from the house or office. Lieutenant Westerman and MPO Allen want us to remember that the Marine Unit stands ready to help boaters whenever the need arises. Hail them on Channel 16 or call the non-emergency number at 703-792-6500



CHECK OUT THE SOCIAL SCENE



Denise Parsons
ISLAND TIME G25

It's hazy, hot and humid but that won't stop the party!!

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

DATE	EVENT
	July
30	Founders Day Celebration - Lunch 1p; Boat Relay Races; Corn hole; Scavenger Hunt
	August
6	Board Meeting 9am
6	Captain's Hour #4 @ 6:00 PM (Host: E/F/G Docks)
20	Seafood Boil
27	Poker Run (PWM Event)



Prince William Yacht Club

Founder's Day



Come celebrate our Yacht Club's Founder's Day
with fellow Yacht Club Members!

July 30, 2022

Blue Bath House

- Lunch - Pulled pork @ 1:00PM
 - Boat Relay races
 - Cornhole Tourney
 - Scavenger hunt
 - 50/50 Drawing

*Prizes will be given out at the end of the day to the winning teams !!!

Please RSVP via the Yacht Club's event page by COB 7/28/22 if you will be attending lunch.

If you would like to participate in the Corn Hole tournament or the Scavenger Hunt
please register with the Social Committee - social@pwyc.org.

PWYC Members & Immediate Family - Free

Guests of existing Members \$10/adult & \$5/child 12 & under.

Non-Members (eligible to join) - \$10/PP (registration & payment @ reception desk)

Please RSVP via the event page at <https://pwyc.org>



Prince William Yacht Club & Prince William Marina

2022

Pirate's Night on the Hook!

Saturday-Sunday

17-18 September

Join us at Mattawoman

for a night of AAAARGH!

Raft-up Begins Saturday between 11AM & 12PM

BBQ & Refreshments Sponsored by PWM

Evening Party Time Sponsored by PWYC

Event Departs for Home After Brunch on Sunday

OPEN TO PWYC Members & PWM Customers!



Register Online

Non-Members – Please RSVP to: Patriot.dreams@yahoo.com

Please RSVP by 11 September



Email Registration