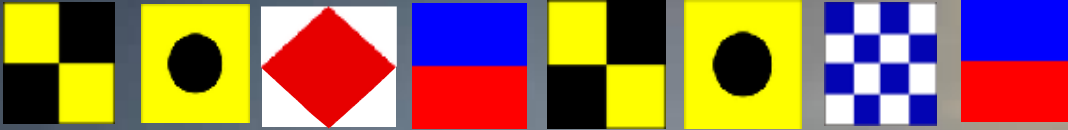


# LIFELINE



***THE OFFICIAL NEWSLETTER OF THE PRINCE WILLIAM YACHT CLUB***

*AUGUST 2023*

## **WE NEED HELP NOW!!**

Do you really know where you are and how to get help quickly? Do you ever practice or rehearse how to make a radio call? There's more to boating than just anchoring and docking.

## **THE LANDSCAPE IS CHANGING**

Have you been down south on the river lately? Things will certainly look a little different at the bridge.

# THE BRIDGE



## FLAG OFFICERS

**Commodore** ~ Rick McHarg ~ [commodore@pwyc.org](mailto:commodore@pwyc.org)  
**Vice Commodore** ~ Jim Khoury ~ [vicecommodore@pwyc.org](mailto:vicecommodore@pwyc.org)  
**Rear Commodore** ~ Scott Parsons ~ [rearcommodore@pwyc.org](mailto:rearcommodore@pwyc.org)  
**Secretary** ~ Sabrina Salter ~ [secretary@pwyc.org](mailto:secretary@pwyc.org)  
**Treasurer** ~ Sherry Samar ~ [treasurer@pwyc.org](mailto:treasurer@pwyc.org)  
**Immediate Past Commodore** ~ Mike Connolly ~ [ipc@pwyc.org](mailto:ipc@pwyc.org)

## FLEET CAPTAINS

**Membership** ~ Una Murphy ~ [membership@pwyc.org](mailto:membership@pwyc.org)  
**Social** ~ Denise Guess-Parsons, Sherri Connolly, Carol Vasquez, Jenna Burum, Beth Lu, Shannon Leydig ~ [social@pwyc.org](mailto:social@pwyc.org)  
**Newsletter** ~ Robin Davis ~ [newsletter@pwyc.org](mailto:newsletter@pwyc.org)  
**Safety** ~ Bob Schwartz ~ [safety@pwyc.org](mailto:safety@pwyc.org)  
**Webmaster** ~ Mike Manning ~ [webmaster@pwyc.org](mailto:webmaster@pwyc.org)

## DOCK REPRESENTATIVES

<b>A-Dock</b>	<b>Vacant - Seeking Volunteer</b>
B-Dock	Julie Finacchiaro & Keith Clouser
C-Dock	James & Dawn Brady
D-Dock	Matt & Lisa Shaw and Michele Gordon
E-Dock	Nicholas Roper
<b>F-Dock</b>	<b>Vacant - Seeking Volunteer</b>
G-Dock	Mike Strano
H-Dock	Joy & Walt Heuer
I-Dock	Chris & Sabrina Salter
J-Dock	PWM - Sales Dock
K-Dock	Jason and Shannon Leydig
<b>L-Dock</b>	<b>Vacant - Seeking Volunteer</b>
Boatel	Joe Peruzzi

## DELEGATES

**PRYCA** ~ Beth & Sheldon Lu  
**CBYCA** ~ Mike Connolly



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



Boy!... Summer rolled in and its been hotter than Hades! With ensuing thunderstorms and all that brings... But despite that there have been plenty of Pool days and many boaters taking advantage of periods between storms for fun in the sun. We all survived the 4 th of July, thankfully, and many PWYC members ventured up to the Capitol for the fireworks. I know of 4 groups - The H dockers at 3 Sisters, a 16 boat raft up of G Dockers, the L Dockers at the Wharf, and two big boats Liliana and Andiamo also at the wharf. So glad to hear there were no incidents and the Fireworks show was spectacular.

As I write, final plans are in place for the weeklong Chesapeake Bay Cruise for 2023. Up to 9 Boats are participating. We are heading South on the Potomac on Friday to Corinthian Yacht club right across Smith Creek from the recently reopened Pt Lookout Marina and Restaurant. Stops include Spring Cove Marina in Solomons, Annapolis at the City Marina (hopefully Ego Alley tie ups) for two nights, then Baltimore Inner Harbor East for two nights before Cambridge City Marina for one night. To close, we duck in to the Pt Lookout Marina again on Friday before the trip back up the river on Saturday.

Be sure to sign up for the Founders Day events including lunch and a pool party yet to happen as this Lifeline is published – And then its right into August with Captains hour on the 5th, Seafood boil on the 12th, and 3 sisters raft up the 18th to the 20th.

But I want to let you know we have volunteers to fill almost all PWYC Board positions for next year. While we are always looking for personable volunteers to be dock reps, our Lifeline editor Robin Davis is seeking a replacement person to take over as his job responsibilities take precedence. He has truly done a fabulous job with the Lifeline over the last 2 years and can train someone, but really all it takes is a someone who wants to help out on the board and can put some time in the last half of the month. If you know a likely candidate, please let us know. My number is below.

And that brings me to the discussions we have had at the last couple of board meetings regarding how to extend a hand of experience to those new members and perhaps new boaters in the club. There are over 30 new members this season. One suggestion was a mentorship program where upon welcoming a new member to the club we would assign them a current member mentor to help them with local knowledge, getting to/from favorite anchorages, in and out of the pump out or the gas dock. Another suggestion was to put a 30 min session at the beginning of Captain Hours to present a topic of interest like those mentioned above. These are great suggestions, but they too require volunteers to come forward. All members are always invited to Club Board meetings, and so if you have thoughts on this please don't hesitate to participate. The next meeting is at the Electric Palm, upstairs, on Thurs eve August 3 at 7 PM. After regular business, I'd be happy to discuss how to develop a mentorship program.

And the call for volunteers for another activity segues right in here. You will see in the Vice's column that he needs volunteers to assist with many facets of the Seafood boil, our premier land party every year. Lend a hand if you can.

Finally, I can't help but emphasize the annual Patriot Salute and Cruise – this year the 16th of September. Doug & Jenna Burum work tirelessly all year to present this opportunity to Wounded Warriors, Gold Star families, Veterans, and First responders so they may enjoy a day of relaxation on the water. Please sign up to help – there are many ways you can contribute. PWYC joins PWM in totally supporting the Patriot Cruise and Salute.

See you around the docks or at the pool,

Rick McHarg, Commodore  
PWYC  
571.239.1367  
EAGLE ONE K-40

# NEWS FROM THE BRIDGE



# Thoughts from the Vice Commodore

**Jim Khoury**  
vicecommodore@pwyc.org  
Pegasus K-33



Since the last publication “went to print” before the Progressive Dinner, I would be remiss in my duties as Vice Commodore to overlook that event. I would like to congratulate and thank Phil and Heidi Schoepflin for their great job in putting this very complicated event together flawlessly! Kudos to you both and all the member boats that sponsored the event with good eats, drink and over all camaraderie!

Thanks to all who attended as well. I am sure all had a very good time!

July was a busy month albeit with the many weekend rain events... Somehow most of us got a few days of boating in. With the Bay Cruise launching a handful of PWYC members into the Chesapeake, those attending will certainly get their boating experience in “Readers’ Digest Format” for the month.

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 3rd at 7PM @ the EP. Please note that this is a Thursday Evening - we have chosen a mid-week date due to some bridge members availability issues to discuss club business. 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!

Captain’s Hour # 4 - sponsored by E/F/G Dock August 5th @ 6PM. Please keep a look out for the flyer to be posted by the respective Dock Reps!

On the 12th 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 in this publication 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. The registration cutoff deadline is August 5th, so please register immediately.

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.

There is one cruise scheduled for August, and it’s going a Raft-Up at Three Sisters. Please check with our Rear Commodore and the Website Events Calendar 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

# Rear Commodore

Scott Parsons  
rearcommodore@pwyc.org  
Island Time G34



I would like to first apologies for neglecting my responsibilities of getting an article in for the July Life Line. I was prepping for our vacation and lost track of time and before you know it I was too late to submit and we were on our way to Alaska. We were off on a great adventure with two other couples to the great North. Flew in to Anchorage and had a three day land tour around Denali. From Denali we took a scenic train ride to Whittier where we boarded the ship for our seven day voyage to Vancouver Canada. And yes, a coin was handed out to another Captain. Iris is the captain of one of the Allen Family adventure vessels where we went whale watching.



What was missed from June was the Father's Day cruise. The weather during the trip could not have been better. The Colonial Beach Yacht Center took great care of us. Eighteen boats were in the flotilla arriving at various times on Friday and Saturday morning. We packed the front floating docks with everyone else close by. Mike Manning had a very extensive agenda for the weekend with dinners and other activities scheduled throughout the days. Lilliana and Andiamo hosted the first Mimosa/Bloody Mary brunch Saturday morning with a fine display by the mixologists who kept the crowd entertained. We took over El Toro, the Mexican



"Mimosa's or Bloody's, anyone?"

Set up



Jacks drink on fire at El Toros

restaurant near Food Lion, Saturday night. If you ever get down to Colonial Beach, I would highly recommend a visit for lunch or dinner. As this was Father's Day weekend we had about half depart on Sunday after brunch on Island Time. After brunch the ones who stayed ventured to the Father's Day car show, it was a hit. This year Colonial Beach had the largest number of cars at the show than ever before. Sunday we rallied for dinner at the Dockside Restaurant and Tiki Bar where they had a band throughout the day. I want to personally thank Mike for his planning and making this an excellent trip.

The Chesapeake Bay cruise is underway with an extensive Port of Call at the following marinas: Corinthian Yacht Club, Spring Cove Marina, Annapolis City Marina, Baltimore Inner Harbor, Cambridge Muni Yacht Center, Point Lookout Marina, and Colonial Beach Yacht Center before heading home. Your very own Commodore, Rick McHarg, is leading this cruise so the itinerary is in ship shape. There are currently 8 vessels signed up and a few renowned photographers in the bunch, so looking for some great pictures for next months

Life Line.

Coming up on 18-20 August is the Three Sisters Raft Up. This is an event to test your packing skills as all the breakfasts, lunches, and dinners will be pot luck. Three Sisters is such a nice spot to raft up, the water is generally clear, unless it rains the week before, and the water is deep. The yacht club has had some very memorable moments up there, from a raft up move of more than seven boats tied up going under the Francis Scott Key Bridge, to Ginger Gaston moving the whole raft up to deeper waters to stay off the rocks. I hope you will consider joining this event.

September has two big on water event and those would be the 17th Annual Patriot Cruise and Salute (PCS) on the 16th and the Pirates Night on the Hook on 23 and 24 September co-sponsored by the PWYC and PWM.

The PCS has two pre-Captains meetings, one on the 12th and one on the 15th . The 15th meeting is mandatory for those signed up and supporting. If you have any questions please contact Doug or Jenna Burum or go to the web site (<https://www.patriotcruise.org>) for more information.

Below is the list of upcoming cruises, with the person coordinating it, 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](mailto:rearcommodore@pwyc.org) and I will assist getting you in touch with them. Be safe and we will see you on the water. Don't forget the land events, as they always need volunteers.

Scott Parsons  
Rear Commodore PWYC  
Island Time (G-25)

#### **2023 UPCOMING PLANNED CRUISES:**

15-21 July Bay Cruise (Commodore Rick McHarg)

28-30 July PRYCA Float In at Coles Point (Need a Champion if PWYC plans to attend)

18-20 Aug Three Sister's Raft Up (Rick McHarg Championing) Backup date 1-3 September (Labor Day)

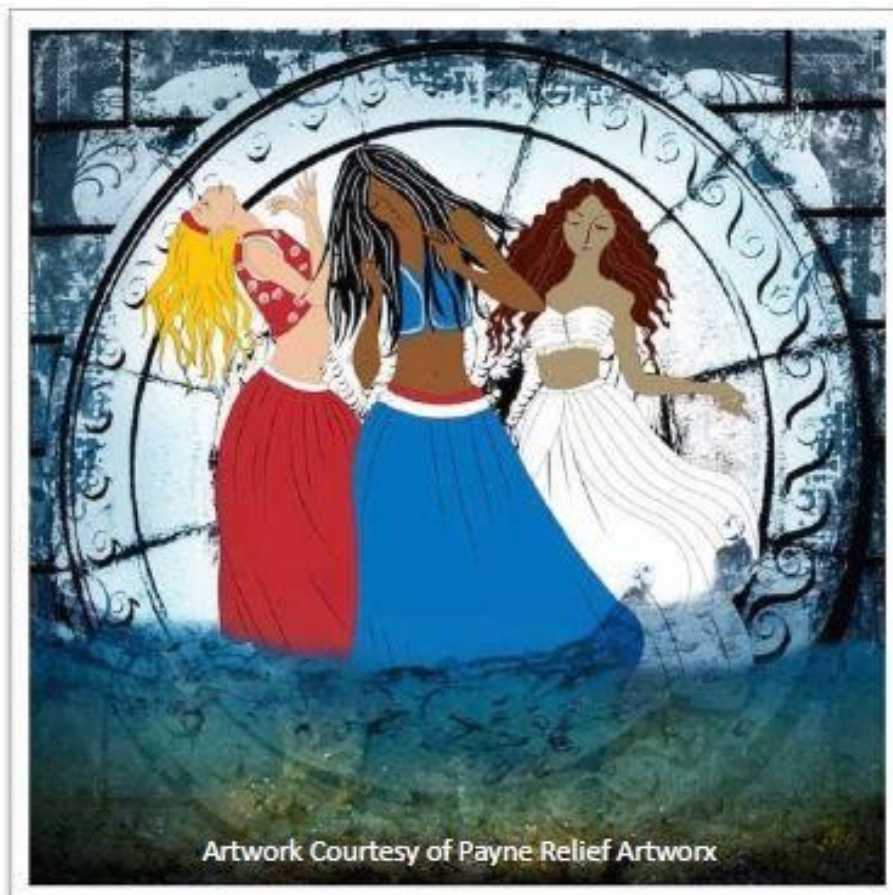
**16 Sept Patriot Cruise and Salute (PCS Championing)**

22-24 Sept Pirates Night on the Hook at Mattawoman Creek (Joint PWM and PWYC) (A Team Effort)

06-08 Oct Commodore Cruise to Herrington Harbor South (Rick McHarg's)

21-23 Oct Final PWYC Cruise to the National Harbor (Scott Parsons Champion)





**PWYC**

## **Three Sisters Raft Up**

**When: 18-20 August 2023 with a backup date of 01-03  
September**

**Where: Potomac River North of the Key Bridge**

**Come join our raft up for 2 days of fun in the peaceful North Potomac River. You will think you're in a National Park with great views and clean water.**

**Cruise Captain is Rick McHarg with assistance from Scott Parsons**

**Please Sign up on the PWYC website or contact your bridge at [bridge@pwyc.org](mailto:bridge@pwyc.org)**

**\*\*Please note: Your boat must have an air draft of less than 18' to clear the 14th St. RR Bridge.**



# THE PATRIOT CRUISE

## *Needs Your Help*

It's hard to believe we are less than **2 months** away from Patriot Cruise and Salute 2023!! We're so excited for this opportunity to celebrate and honor those who protect our country at home and abroad, in so many different ways. The men and women in the armed forces and public safety give so much of themselves to ensure we can live free and secure. To make our own decisions. As we celebrate our 17th anniversary of the Patriot Cruise & Salute, we are seeking your assistance in identifying exceptional individuals who have shown remarkable bravery and selflessness in saving the lives of others, often at great risk to themselves. Our mission is to pay tribute to our heroes from the US Armed Forces, Gold Star Families, First Responders, Law Enforcement, and Firefighters.

If you know of someone who deserves to be recognized, we invite you to recommend them for our upcoming event on **9/16/2023**. We want to express our gratitude to them and their loved ones by providing a day of relaxation and appreciation, which includes a boat ride with volunteers who wish to show their appreciation. Following the boat ride, we will gather everyone at Prince William Marina for a meal and coin ceremony to honor each hero.

We are also seeking volunteers to serve as boat captains, first mates, and guides to assist our honorees throughout the event. Additionally, we need ground crew members to help with setup, teardown, and assisting honorees on and off the boats. We are also accepting donations of any kind to create thank-you bags for each honoree. To fund the event, we are selling raffle tickets and sponsorships.

The day's activities will start at 11 am and conclude around 6 pm, with some volunteers starting as early as 8:00 am. We welcome your recommendations and appreciate any support you can offer to help us find and honor these deserving individuals.

If you know someone who deserves recognition or would like to learn more about how you can support our cause, please visit our website at <https://www.patriotcruise.org/> and contact us.



rooms with 3 baths and two car garage. Close to shops and easy access to highway.

# Help Wanted

Full time great paying job with excellent benefits for qualified individuals. No experience required.

So, the good news is, it's not full time. The bad news is, the pay isn't great. In fact, you could say its non-existent. But, the benefits are awesome. LIFELINE is looking for an Editor for the 2024-25 timeframe. It's a great way to spread the word about the club, educate and engage the membership.

I'll be leaving the area and I think it's best to have someone who is local and active to hold the position.

So, don't be afraid. There's amazing support to get you going. You can take Lifeline to the next level by making it your own. Make it amazing!!

So if you're even remotely interested, give me a ring or an email, let's chat.

*Robin D*



# Treasurer

SHERRY SAMAR  
IRISH HAWK, H-41



## PWYC Treasurer's Report 06/01/2023 – 06/30/2023

### INCOME

Dues	\$ 1,150.00
Interest	\$ 0.23
<b>TOTAL INCOME</b>	<b>\$ 1,150.23</b>

### EXPENSES

Mattawoman Raft-Up	\$ 204.86
PWM ice for Employee Appreciation Dinner	\$ 25.02
A-D Dock Captain's Hour	\$ 118.41
Wild Apricot Expense	\$ 3.96
<b>TOTAL EXPENSES</b>	<b>\$ 352.25</b>

Checking account balance 07/01/2023 **\$ 29,094.18**



## End of an Era

Opened in December 1940, the The Governor Harry W. Nice Memorial/Senator Thomas "Mac" Middleton Bridge, also known as the Potomac River Bridge, is a 1.7-mile, two-lane continuous truss bridge that spans the Potomac River between Newburg in Charles County, Maryland and Dahlgren in King George County, Virginia. This bridge has been a landmark for most of us traveling up and down the waterway. It is at this point the river really opens up and we begin to feel "free". It's also a beacon that, when returning from points beyond, home isn't so far away.

In October 2022 a new span was opened to traffic and the controversies began about what to do with the original span. Several political leaders and activist groups wanted to block the demolition of the bridge and urged it be used as a bike and pedestrian bridge. However, those efforts were not successful and on March 21, 2023 demolition began on the span.

Bernadette and I were fortunate enough to be traveling back up the river on June 30th, the day of final destruction of the main span. We crossed under the span a mere 8 minutes before closing. After a quick chat with the US Coast Guard, we dropped the hook and waited about an hour. Tuned to channel 81, we listened to the countdown, which oddly stopped at 5.

For me, time stood still and I could see all of the individual flashes, the smoke and then finally the sharp crack as the explosives did their job. In seconds, the main span fell, far more gracefully than I expected. It was impressive and a little sad.



# Ships Manifest

Membership Chair

Una Murphy

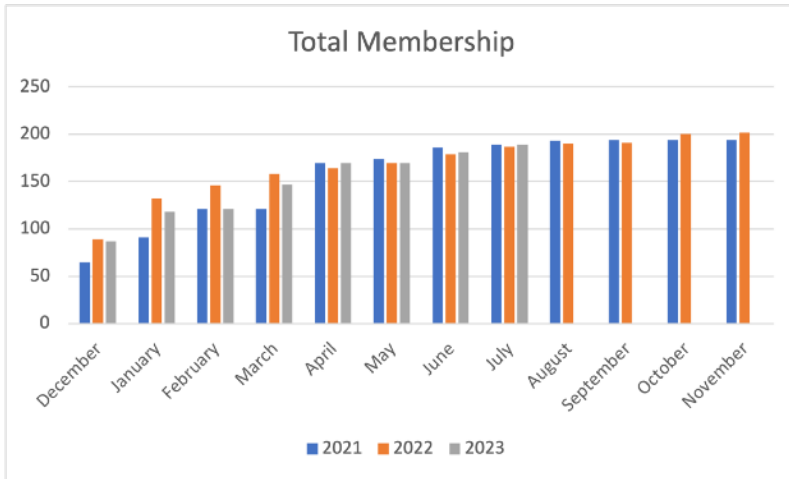
[membership@pwyc.org](mailto:membership@pwyc.org)



**Welcome to all new and renewing members!  
(From June 6 – July 8)**

Zach and Fadwa Benaich, Boatel  
 Brice and Christina Hadden, Boatel  
 Joseph Marrero, G-12  
 Davon and Cynthia Quander, B-3  
 Brian and Annamaria Quinn, C-8  
 James and Nancy Saxe, Trivia, F-6  
 Paul and Annya Soucy, C-9  
 Eric Suckfiel, H-39  
 Michael and Janet Yelland, Safe Harbor, K-36

**Benchmarking:** As our membership drive continues, it is important to benchmark where we are with our membership compared to previous years:



	2021	2022	2023
December	65	89	87
January	91	132	118
February	121	146	121
March	121	158	147
April	170	164	170
May	174	170	170
June	186	179	186
July	189	187	189
August	193	190	0
September	194	191	0
October	194	200	0
November	194	202	0

While we are on target to where we have been in previous years, I continue to urge you all to be the best ambassadors for the club that you can be so that our members renew their membership annually! Also, because Prince William Marina generously sponsors the first year of membership of the PWYC, when they have a good year, we have a good year.

**Don't forget that member Packets are available for those who request one.** Please indicate on your online membership record that you want a membership packet, and send an email to [membership@pwyc.org](mailto:membership@pwyc.org) with your request.

**Download the Wild Apricot Mobile App to help you stay connected to PWYC:**



**Don't forget that you can use the Wild Apricot Member App to stay connected to the Prince William Yacht Club even in the off-season.**

Download the app, sign in with the same email address and password for your **PWYC** account and start using it!

This app helps you:

- Interact with fellow members anywhere from your mobile device
- Register and make payments for events
- View all existing event registrations
- Update your member profile, including your address, phone and email
- View your membership card

**Scan the QR Code above OR download the app from the Apple App Store or Google Play!**

**Renew Your Membership Today:**

If you haven't renewed your membership for the 2023 season and want to do so now, you have options!

Renew via **Credit Card** in the Wild Apricot App or on [pwyc.org](http://pwyc.org)

Or

Send a \$100.00 **Check** made payable to: PWYC to

PWYC Membership Renewal

c/o Prince William Marina

12849 Gordon Boulevard

Woodbridge, VA 22192-3240

As always, one more reminder: If you know marina friends or dockmates who have not yet renewed, please give them a reminder. If you know marina friends or dockmates who are not members, please recruit them for membership!

# Safety Officer

Bob Swartz



## Sometimes It Might Be Best To Just Stay In Line And Follow The Herd

On a nice weekend, the long, boring, potentially dangerous no-wake zone of the Occoquan River is packed with power boats. At the beginning of the day, the culprit usually is the end of the no-wake zone. Boaters want to get out of it as quickly as possible, up on plane, and start their boating day. At the end of the day boaters want to travel through it as quickly as possible, put away their boats, and get on their way home.

The many vessels in the zone often lead to a free-for-all whether coming or going. The saying goes that nature hates a vacuum. In the no-wake zone this means that one can expect any type of power vessel to jump into an open space at any time. Many times this is due to the fact that no-wake speed is not defined in the Rules of the Road. Some localities, however, do post a no-wake speed limit. For example, there is a buoy with a 6 mph limit written on it just before the Wilson Bridge when heading toward DC.

A no-wake zone means a vessel must proceed at a speed no greater than what is required to maintain steerageway and headway. At no time is any vessel required to proceed so slowly that the operator is unable to control it or anything he may be towing. The vessel should not produce a damage causing wake at no-wake speed. Wakes are the waves created as a vessel travels through the water. Everyone is responsible for their wake and any damage it may cause (Rule 6). The BoatUS source is at the end.

One can readily see the issues; lots of boats in a no-wake zone, lots of different size boats with different size propellers able to move at a quicker speed without giving off a wake, lots of people in a hurry to either begin or end their boating day, different definitions of what is a wake, no speed limit, etc.

The ball and strike callers patrolling the no-wake zone are the go-to people. They define what someone does is correct according to the law or not. We must all remember that it is not wise to read the Rules of the Road as if each were in a vacuum. Each encounter may bring its own set of circumstances. Ultimately, it is a final adjudicator who will determine right or wrong or apportion blame.

There are Rules of the Road to follow even in a long, boring, no-wake zone. Considering Rule 2: Under normal circumstances, this Rule may not make an exception for someone who is in a hurry to jump out of line, pass a vessel in front of him, and establish a second or third lane to the end of a no-wake zone. Again under normal circumstances, Rule 2 also may not look favorably on a vessel taking their half of the channel out of the middle and forcing vessels coming in the opposite direction to go outside the narrow channel.





At the same time, the wording in this Rule does not permit someone traveling in the opposite direction to claim the right of way even though the course they are traveling on now is being blocked. According to this Rule, the only exception to following the Navigation Rules is if you must break a Rule in order to avoid an immediate collision or danger. Think the Vulcan tug pushing a 350 foot barge coming at ya. Again, this may ultimately be a question for the proper authorities to determine.

As good a place as any to start is with Inland Rule 9. These are the inland narrow channel steering and sailing responsibilities of a boater. Those interested might want to use the source attached for a full reading of the Rule. For example, we do not see fishing boats as defined in Rule 3 in our no wake zone. The definition of a fishing boat according to Rule 3 is a vessel engaged in fishing using nets, lines, trawls or other fishing apparatus which restrict maneuverability. It does not include those Rangers, John boats, etc. fishing with rods and reels or other fishing apparatus which do not restrict maneuverability.

According to Rule 9 and for the purposes of this piece, vessels proceeding along the course of a narrow channel shall keep as near to the outer limit of the channel which lies on her starboard side as is safe and practicable. This means that the green markers are the operational guides when heading toward the Potomac. The reds are the operational guides when coming back to Prince William Marina.

This does not mean that one vessel cannot pass another vessel in a no-wake zone. The correct way to pass a slower vessel in a no-wake zone is either via horn blasts or to make an agreement over the VHF. Look at Inland Rule 34. This is rarely done according to what normally is seen or heard over channel 16/13.

Passing without either can be done. Proper boating etiquette, however, relies on passing in a manner appropriate to the conditions and being mindful of the rights of others using the channel. Basically, the issue is whether or not it is proper boating etiquette to either pass someone in a manner that negatively affects a vessel which is where it is supposed be and doing what it is supposed to be doing according to the accepted Rules of the Road.



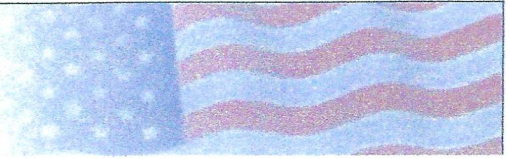
It can take 20 to 30 minutes traveling at 1000 rpms, which is just below 6 miles an hour, to traverse the Occoquan River no-wake zone from Prince William Marina to the time the no-wake zone ends and a vessel can get up on plane. It can take the same amount of time from entering the zone to arriving at the marina. No matter the time, no matter how many boats, we all depend on each other for the general safety of all.

As always everyone out there is on their own. The preceding are the thoughts of one person. To quote the Phil Esterhaus character on Hill Street Blues, "Let's be careful out there."

<https://www.navcen.uscg.gov/sites/default/files/pdf/navRules/navrules.pdf>

<https://www.boatus.com/expert-advice/expert-advice-archive/2015/october/boat-wake-damage-liability>

<https://youtu.be/rSE2JehSXww>



## Public Education Course Flyer: Boat America



*Boat America* is a boating certificate class that offers an in-depth and interesting boating safety course, and provides the knowledge needed to obtain a boating certificate.

Some insurance companies will also offer discounts on boating insurance to boaters who successfully complete this course.

### TOPICS INCLUDE

- **Introduction to Boating** – Types of power boats, boating vocabulary, sailboats, paddle boats, powering boats, and engine types.
- **Boating Law** – Boat registration, regulations, hull identification numbers, required safety equipment, Federal boating law, state boating law, and reporting accidents.
- **Safety Equipment** – Life jackets, fire extinguishers, sound-producing devices, visual distress signals, anchors, and other safety equipment.
- **Safe Operation and Navigation** – Buoys and beacons, aids to navigation, navigation rules, docking, and the dangers of alcohol on the water.
- **Boating Emergencies** – Hypothermia, boating accidents, man overboard, capsizing, emergency radio calls, carbon monoxide dangers, and weather.
- **Trailer** – Types of trailers, lights, hitches, towing a trailer.
- **Sports and Boating** – Water-skiing, hunting and hunting gear, PWC operation, and other boating tips.

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

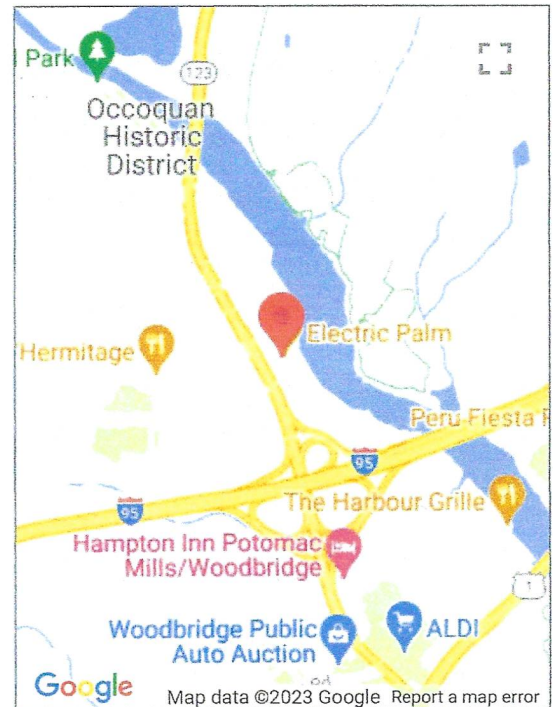
**Course:** Boat America  
**Start Date:** Sat, 29 Jul 2023  
**Hours:** 9:00 AM – 5:00 PM  
**Duration:** 8 Hours  
**Lessons:** 1  
**Location:** Prince William Marina / Electric Palm  
 12745 Sea Ray Lane  
 Blue Bath House By River  
 Woodbridge, VA 22192

**Contact:** Teresa Allen  
 tallen@pwmarina.com  
 (703) 494-6611

**Course Cost:** \$35  
**Register By:** Fri, 28 Jul 2023

**Comments:** Take Sea Ray Lane down the hill to the bottom & at the stop sign turn left to bathhouse #2 on your right hand side. Class is in big blue bldg next to the pool.

Posted: Wed, 01 Feb 2023



Marker location may be approximate; verify location before travel.



# Webmaster

**Mike Manning**  
*Aquatini, E-dock*



Happy July, just a quick update, our website has been keeping up with events and hopefully has been a good means of communication for the club this season. We cleaned up the dock rep emails, so they should be working.

You can order PWYC club swag to wear at our events or just show your pride.

This week I added 11 boating mistakes you want to avoid.

And I wanted to thank those that participated in the two cruises I championed, Memorial Day and Fathers Day. We had weather and food challenges along the way, but overall the PWYC community enjoyed themselves!

Fair winds and following seas,  
Mike Manning  
PWYC Webmaster @  
Aquatini E-3



# “MAY DAY!! MAY DAY!! WE NEED HELP NOW!!”



This is something we never want to hear, much less say. Unfortunately, it happens more than we care to think. But, like most humans we go around safe in the belief that it will never happen to us.

A few days ago, I read a post by Vicky Carr, retelling the story of an experience they were having, listening to another boat call Mayday. It was painful to read as you could tell the people on board were terrified. They had a fire on board and were taking on water once the fire was out. In all of their radio traffic one thing became abundantly clear.....the couldn't tell you where they were, which makes getting any help very difficult.

Move that to your boating on the Potomac. Do you know where you are if you need help? What if someone else does? When things go bad on boats, they go bad quickly but help arrives much more slowly. That response time is increased dramatically if you don't provide good information to your would be rescuers.

There are several ways you can improve your odds of a safe rescue. Let's start with answering this simple question....

**Where am I?** It sounds silly, but I'll bet you most of us have no clue where we *really* are at any given time when we're driving or boating. Sure, we're on Ox Road heading home. But, if you happened upon a horrific car accident, do you know exactly where you are? Are you northbound or south? What's the nearest cross street? Hundred block? Truth is, you likely have no idea. When I was a police officer I could tell you all the time where I was. I had to know. My life or the lives of others depended on it. Since retiring, I've noticed that skillset has slowly faded because I don't *need* it as much.



The same is true with boating. Sure, you know how to get to Wades Bay, but if something happened halfway there, could you provide enough information to get help? What was that last marker number your passed? Do you have GPS aboard, recognizing many of us on the water don't have such a luxury.

**How do I Call for help?** Big boats usually all have vhf radios, but the same is not true for smaller boats. Additionally, I can't tell you how many of my friends have the radios and proudly say, "I don't know if the

battery is charged but, hey I've got it!" I've heard that so much, I don't even roll my eyes at them anymore. But, let's give you the benefit of the doubt and say you've got the radio and it's turned on!! YES, ON!! You can hear others call for help AND you don't have to fumble for the power button and wait for it to boot up if you need help.

Knowing what to say is KEY!! When I train new operators, I began to provide them with various checklists including this very simple bit of info on how to call a Mayday.

A May Day is called when there is immediate or imminent threat to life. "Mayday! Mayday! Mayday! This is motor vessel Blessed" Convey critical information to SAR (search and rescue) authorities. The "4 Ps":

- Problem – what is the nature of the distress
- Position – where are you located (body of water and last channel marker you saw) Use the lat-long from the chart plotter if you can find it (KNOW HOW TO FIND IT)
- People – number of people and any health issues (any medical emergencies)
- PFDs – do you have them and if so, put them on

This could be a 76 page article but I'll simply close by relaying a story that happened here on the Potomac River several years back involving Steve and Una Murphy on Murphy's Law and my family on Nani Ke Ea. Our two boats were heading over to Mattawoman to enjoy a day on the hook. Nani Ke Ea was about 20 minutes ahead of Murphy's Law. There was a pretty strong small craft advisory, so we didn't expect to see many boats. As I arrived in the anchorage, I heard the faintest call for help on the radio. Then I heard it again. I called Coast Guard and asked if they heard it, but they had not. Then, the small cry for help said they were near the power lines. Murphy's Law heard it and was just coming around past Conrad Island. I turned around and throttled up and headed to the power lines. Steve and I relayed information to the Coast Guard and they started the appropriate resources. Steve located the boat and its wet occupants well north of the mouth of Mattawoman Creek.

The story had a happy ending. But, had we not been listening. Had they not had a working handheld. The ending would likely have been much different. There was just the tip of their boat left about water and it looked like a log.

I carry a portable radio on my dinghy and I do my best to pay attention to things around me and "game" in my head about how I'd call for help if I needed it. Please, don't think it will never happen to you. That's exactly what every accident victim believed until.....



*Photo credit Murphy's Law*