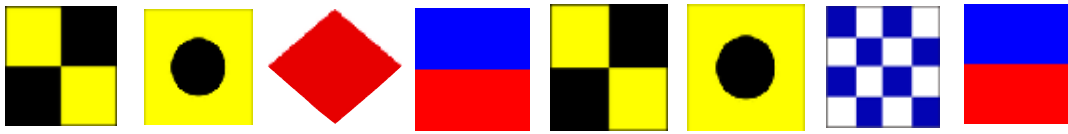


L I F E L I N E



Blue Angels over Annapolis, courtesy Robin D

DC FUEL ALERT

If you're traveling to DC, please know that the James Creek Marina fuel docks are closed for the summer. The nearest fuel is the new Wharf fuel dock or National Harbor. As of 6/15/2022 diesel was nearly \$7/gal.

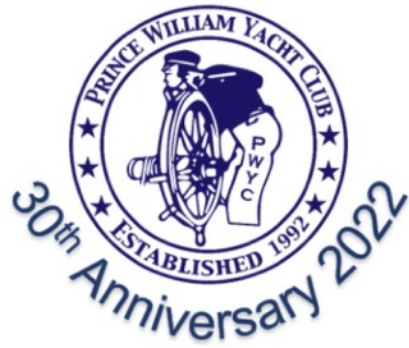
Is the Range Hot?

If you're heading south of the Rt 301 Bridge, you've likely encountered the Range Boats. Our Safety Officer Bob, gives us some great insight for navigating these, occasionally, dangerous waters.



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 2 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



Greetings to all. We made it! Summer is upon us at last (Yay!)... The kids are out of school, the Graduation parties are done and it's now wedding season...and oh yeah Boating and Cruising season! As I write this we have had great weather for several weekends and there are exciting plans for July. But first, let me thank all the dock reps plus event champions for tremendous planning and attendance at the Progressive dinner (Vicky Carr), the Memorial Day weekend at the Wharf (Jim/ Judy Khoury) and the recent June CAPT Hour by ABCD Docks (Matt/Lisa Shaw of D, Jim/Dawn Brady of C, & Julie Finocchiaro/Keith Clouser of B dock). Camaraderie and fun rages at these events so if you have missed out, it's time to get motivated to attend.

The main cruising event of June is the PWM co-sponsored Father's day weekend at Coles Point. There are 13 boats signed up! I am sure it went off without a hitch due to precise planning and Championing by Rear Commodore Scott Parsons and PWM Michele Price.

Starting off July is the Cruise to DC over the 4th of July Weekend, Championed by Steve Levinson. Originally planned for the Yards Marina, the newly expanded Wharf Marina has the slip availability. I see 14 boats signed up! Now all you need it the weather! See RComm Scott Parsons blurb and the Flyer later in this issue.

Our monthly Board meeting is Saturday July 9th in the morning at the Blue Bath House and all are invited; and the CAPT Hour is sponsored by L Dock. Look for a flyer later. Heads up to Dock reps; I think VComm Jim Khoury has a meeting planned before the CAPT Hour. And check the Social calendar; I think there is an add-on Pool Party scheduled on July 16 by the Social Committee...

Next event is the Bay Cruise 17-24 July that I am coordinating. It has stops at Corinthian Yacht club (near Point Lookout at the mouth of the Potomac), Herrington Harbour South Marina (2 nts), across the Bay to St Michaels (2 nts), and then back to Coles Point to join the Potomac River Yacht Club Association sponsored "Float-in" for the weekend of the 22-24. If interested in all or part of this cruise, please get in touch with me right away, as slips are gonna be hard to find as we get closer. See the flyer later.

Finally, July 30 is our Founder's Day celebration. Look for more details later this issue.

July is a busy month, but there's plenty of time for independent steaming or ad-hoc raft ups with friends – 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.

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 Khoury
vicecommodore@pwyc.org
Pegasus K-7



As quiet as the month of June was, we had quite a lot of activity about the marina and beyond.

Our Rear Commodore's Father's Day Cruise to Coles Point has a nice group of boats registered to travel South for the weekend. I am confident Scott will elaborate fully on that event.

There were several small impromptu Dock Gatherings for the social aspects of the club not on our calendar which popped up from time to time. Weather permitting, all had a good time.

Speaking of the weather, the first few months of the season has not had the "weather gods" looking favorably upon us. Let's hope the remainder of this season will shape up to be more conducive to our favorite pastime. July promises to be a very busy month for our club!

Beginning in the first week of the month, our annual cruise to the DC area for the fourth of July celebration will be led by Steve Levenson. More information to come as the event takes shape.

Please remember to attend the PWYC Board of Directors meeting scheduled for July 9th @ 4PM in the Blue Bath House – All members in good standing are urged attend.

All DOCK REPS should attend the meeting immediately following the Board Meeting for a Dock Reps primer on the Xmas Boat Lighting event sponsored by PWM. I know it's July, but the Dock Reps need to attend to get the particulars so they may plan to have their dock mates ready for the competition. It is getting more competitive as the years go by... Don't be left behind!

The meeting(s) will be followed by the Captain's Hour #3 - sponsored by L Dock @ 6PM. Please keep a look out for the Flyer to be posted by L Dock!

There are two back-to-back cruises scheduled – The Bay Trip from the 17th -23rd, and it will be followed by PRYCA's Float-In at Coles Point. So those going can end their trip for a short stay at Coles. Please check the website for the particulars and registration information.

On the 30th of July, the PWYC will be celebrating Founder's Day... Lots of activities, games, 50/50, and fun for all. Pulled pork lunch @ 1PM, followed by Boat relay races, Corn hole Tournament, and a scavenger hunt! Don't miss it.

Please refer to your Yacht Club's Website often: [PWYC Homepage](#) – 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 G25



Subtleties of observations; “I am still getting the same miles per gallon, but I am NOT getting the same mile per price”. There will be an end to this price hike, just not sure when.

Well for starters, I want to thank Jim and Judy Khoury for all their work on a great Memorial Weekend cruise to the Wharf. We had a great time and took on some events throughout the weekend. Numerous photos posted to the PWYC website go check them out. (<https://pwyc.org/Photos>). Thanks again you two, what a wonderful time.

We had 12 boats sign up for the Cole’s Point for Father’s Day Cruise. And thanks to all for the fantastic collaboration on navigating the Potomac safely. You always think that you have provided everything for transiting the waterways and yet there are things you have overlooked that are important to those that have not traveled the route recently. Some of this might be taking for granted for some but is important to others. Some of the activities that were planned were Corn Hole tournament, Badminton tournament, and a Remote Control Boat obstacle course. We also planned a dinner event at Tim’s and a Chicken BBQ. I want to thank Prince William Marina for donating funds for the dinner at Tim’s. I took on the task of the BBQ as most of you know that is what I love to do and Denise does not mind it at all. Thank you gorgeous. More on this will be in next month’s Life Line.

Steve Levenson has really stepped up in coordinating the 4th of July trip to DC. There was 14 registered for this cruise when this was drafted. Steve had to adjust as the Yards Marina could not accommodate the group and quickly focused on getting slips at the new docks at the Wharf. He has set up a trip for the group to attend a Washington Nationals game, they are playing the Miami Marlins. Go Nats! Can’t wait to get with Steve and the group to get their inputs for the August Life Line and photos for the website. Steve my thanks to you for taking this on.

Your PWYC Commodore, Rick McHarg, is the Cruise Captain for the Bay Cruise. The dates for this cruise are 17 to 23 July. He has a great itinerary lined up with stops at Corinthian Yacht Club, Herrington Harbor South, Saint Michael’s Marina, and into Cole’s Point to join the PRYCA float-in. If you not able to join the Bay Cruise but would like to meet the group in Cole’s Point just for the PRYCA float-in you need to register through the PRYCA website <https://pryca.us/float-in-registration>.

If you have made it this far I want to reiterate your PWYC Bridge has elected to continue planning every cruise we agreed to at the beginning of the year. Please don’t hesitate getting ahold of one of your bridge members if you have any questions with regards to cruising the Potomac or the Chesapeake. 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

- 17-20 June Father's Day Cruise Location Coles Point (PWM and PWYC)
- 02-05 July Cruise to The Wharf 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)



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

Treasurer

SHERRY SAMAR
IRISH HAWK, E-6



INCOME	
Dues in Wild Apricot	\$ 300.00
Dues from PWM (new boat owners)	\$ 750.00
Burgee sales	\$ 40.00
50/50	\$ 255.00
Interest	\$ 0.21
TOTAL INCOME	\$ 1445.21
EXPENSES	
Membership	\$ 347.92
Refund of dues/burgee	\$ 140.00
Opening Day Ice from PWM	\$ 10.01
Capital expense (sound system)	\$ 250.00
Progressive Dinner desserts	\$ 99.30
Memorial Day Cruise	\$ 490.00
Wild Apricot expense	\$ 11.08
TOTAL EXPENSES	\$ 1348.31
Checking account balance	\$24,333.16
Long Term Capital Expenses	-\$ 4750.00
Budgeted Expenses not yet spent	-\$11,230.00
Funds available	\$ 8453.16

For those at the general membership meeting on Opening Day, I spoke about this but it came to our attention that the Dock Rep handout may have been misinterpreted regarding reimbursement for Captain's Hour expenses. Here is a clarification (and I believe the handout is being revised). We have budgeted a maximum of \$150.00 for each Captain's Hour. The club receives \$50.00 from PWM and the club provides an additional \$100.00 for each Captain's Hour for a **total of \$150.00**. Submit your receipts to me for reimbursement.

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 May 3, 2022 – June 15, 2022, Any membership payments received after this date will be listed in the August Lifeline*)**:

- Brad and Katherine Anderson, Boatel
- Michael and Amy Burke, Boatel
- Todd and Amy Fisher, Maymay, A-1
- Jodie Hyre, L-4
- Michael and Grace Ipsan, Boatel
- Bill and Jayne Maher, Irish Rover, L-25
- Mike Manning, Aquatini, E-
- MJ Nijjer and Mark Nijjer, UTOWANA, H-Dock
- George and Amy Pasion, Boatel
- Ernie Porta, Eclipse, E-9
- Elmer Rivas and Paola Otalora, C-14
- Gwen and Jim Traficant, Enduring Hope, K-22

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](https://www.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



Membership Packets in the blue bath house waiting for a home



Bring your
Sombrero and Maracas!

CAPTAIN'S HOUR
hosted by L Dock



MEXICAN THEMED FOOD AND DRINKS

SATURDAY, JULY 9 @ 6 PM

BLUE BATH HOUSE

PLEASE BRING A SIDE OR DESSERT TO SHARE





The Great Loop

Part 2

Commodore Rick McHarg

CAPT Rick back with you for Part 2 of our Great Loop story aboard **“EAGLE ONE”**. As promised, we will cover our departure from Prince William Marina and the first part of the voyage through Canada. We spent the first four months of 2018 finishing our preps for the boat and ourselves, including lists of what to take, getting both sets of props balanced, having the the bottom painted, engines serviced, and doing shakedown cruises to wring out any final issues. And we got familiar with weather forecast web sites and drew up a set of rules for cruising. They included:

1. No night or foul weather travel. (We encountered fog 5 times: we turned around twice, waited once and powered thru it twice).
2. No travel in forecast winds > 15 kts or forecast wave heights >3 ft .
3. Daily travel not > 6 hrs (We made 2 exceptions to this intentionally).
4. No greater Schedule planning than 2-3 days ahead (except for hard dates; we had a yard repair date, 2 weddings to attend, and 3 guest crew airport arrivals to fetch).
5. Engine room checks every day 30 minutes after shutdown. (Engine oil, coolant and water

leaks)

6. Fuel whenever less than ½ capacity. (200 gal remaining).

These worked fairly well for us, and the exceptions will be explained later. We also had a daily routine:

- 0600-0800 Reveille, weather check, breakfast
- 0830 Start engines
- 0900 Underway
- 1200 Lunch (still underway most days)
- 1300-1500 Arrive at destination
- 1400-1700 Admin Check-in, Post travel checks, chores, blog, planning, walk or ride bikes
- 1700 Docktales – HH with other loopers & Buddy Boats
- 1800-2000 Dinner out
- 2000-2200 Card Games or Movie or Hockey game
- 2200 Looper Midnight, lights out

We had originally hoped to depart on this journey in mid May 2018 and after 6000 miles, return in March 2019. As May approached we started moving aboard and Kris retired after 20 years from the pediatric clinic in Fairfax she had worked for. We attended the AGLCA Rendezvous in Norfolk and came away with loads of info about the route, weather, marinas, and met some nice folks who would later be traveling buddies, aka Buddy Boats. Once back at home, we cancelled subscriptions, stored the cars, moved our stuff to the basement of our house so the

“house-sitters” our daughter Molly, husband and baby Wyatt could move in.

We made plans for our transit to the Chesapeake Bay, including a stop in Annapolis during the Naval Academy Graduation week--especially to see the Blue Angels performance...and so Saturday, May 19 was the targeted departure date but it rained the whole week, and the debris level on the Potomac was at a peak on Saturday. So we waited until Monday for the river debris to clear out. We had a non-eventful trip down the Potomac to Coles Point Marina (75 Miles) for an overnight. On Tuesday we left the Potomac River for Solomons, and the short ride to (45) Spring Cove Marina for an overnight. Spring Cove Marina had bikes to borrow, and we found a great restaurant.

Fueled up on Wed in great weather and headed to Annapolis to join the hundreds of boats headed for the docks and mooring balls to watch the Navy Blue Angels perform their Airshow for the Naval Academy. Friends from the Norfolk Rendezvous held a slip for us on Annapolis’s famed “Ego Alley” and we tucked right in across from the Pussers Rum Caribbean Grill. Pussers is famous for the “Painkiller” rum drink. We joined our friends Ron and Karen Atkissen from Nashville for Docktails on “Kara Mia”.

They are halfway through their loop. Stayed in Annapolis until Friday. Another Beautiful day on the Bay to transit North to Baltimore!

Enroute to Baltimore you pass Ft McHenry, then cruise to the inner Harbor that is in the center of the City. We have visited many times – it’s only an hour and a half by car from home, so we only spent one night at Fells Point Marina before heading to the Chesapeake and Delaware Canal on Saturday. The canal is the pathway from the Northern Chesapeake Bay to the Delaware River and Bay. Midway on the Canal is Chesapeake City. We stopped here because one of my former Navy Squadron mates is here. We met he and his wife for drinks and they drove us to Walmart for provisions. Stayed two nights here due to weather (remember, no schedule!) before heading out on Monday to tackle Delaware Bay enroute to New Jersey’s Cape May on the Atlantic Coast (yes, the Ocean!).

We were lucky enough to team up with another looper to go down the bay, and tides were in our favor for the run, but the weather was gray and cold. Nonetheless, after docking at Utsch’s Marina we

were still able to meet up with another group of Loopers for docktails & dinner at the Lobster house. Fueled up and headed out by ourselves the next morning in sunshine out the inlet to the Atlantic Ocean, where it turned gray and chilly. Soon we were in areas of patchy fog with a slight swell that made the trip to Atlantic City interesting. Of course the Raymarine radar was on and helping to maintain course on the chartplotter, but we kept the shoreline in sight and were rewarded by the sight of the AC hotels as we approached the inlet leading to the huge state marina. After fueling up and getting into our slip, we took the hotel shuttle to the boardwalk for a bit or sightseeing, drinks, and dinner before heading back to the boat to plan our route to NY Harbor.

Once again, as we came back out the inlet to head North in the Atlantic, it was gray and cold, with a swell and...the pesky fog. The radar was on again for the 6 hour (90 Mile) ride up the NJ Coast around Sandy Hook to Staten Island and then Great Kills Harbor where you will find the GK Yacht Club and a friendly place to stay. We were blessed that we had no mechanical issues during our transit up the coast to



NY. Across the street is an Italian restaurant that gives you a free bottle of wine with two entrees! We rested up to depart for NY Harbor and the Statue of Liberty on Thursday!

Shortly after leaving Great Kills Harbor and transiting under the Verrazano-Narrows Bridge, the

Statue of Liberty appears up ahead to your left. We started early, about 8 am, to be able to get to our marina 20 miles north of the city. But you must keep a good lookout, for there are Staten Island ferry boats and quick transit boats crossing the harbor left and right. We were lamenting that we did not have a buddy boat with us for a photo of our boat when all of a sudden the radio crackled on Channel 16 "Sea Ray Bridge boat, switch to 71" so we switched up Ch 71 and it was another Looper in the area that wanted his photo shot. We happily took their photos with the Lovely Lady and they took ours, with promises to trade photos at our next marina in Croton on Hudson, 20 miles up the river at Half Moon Bay (HMB) Marina. Once safely in our slip, while doing engine room checks, I discovered a shredded serpentine belt on my

starboard main engine. Thankfully, I had a spare in my pack. And we were reunited with new friends from NH that we met at the AGLCA Rendezvous. Ron was a mechanically minded do-it-yourselfer and assisted in changing the belt. We used HMB as a base and rented a car for tours at West Point and the Culinary Institute of America (great dinner).

We also took the train in to NY City for the day and visited the Ground Zero Memorial, St Patrick's, and Central Park. Heading out again up the Hudson we passed by West Point...from the water the massive gray structures appeared as a fort or a prison. We stopped in Kingston for a night, and then continued on to Shady Harbor Marina – a Looper friendly stop with a fabulous restaurant. We spent a couple of days with about a dozen Looper crews, got our boat blessed, sampled the best prime rib on the Loop, enjoyed a pig roast in our honor, played Bocce ball. It was here we met up with our first Buddy Boat "Rula Bula" a Sea Ray sedan bridge from Green Bay, Wisconsin. We spent the next 6 weeks with Mike & JoAnn Feeney, from the Hudson River to Parry Sound Ontario. Fabulous Buddies, but more on that later.



When we left Shady Harbor, we took my cousin Charlie and his mate Rita along with us for a portion of the trip. They had driven from Boston to Albany and down to Shady Harbor to cruise with us up to Waterford, the start of the Erie Canal. We would leave them in Waterford to go retrieve their car. Additionally, my brother Phil, from Maine, drove down to Albany, NY, to join us for a week or two on the Erie Canal. He decided to park his car at the Albany AMTRAK station, then hop over the fence to the Albany Yacht Club dock where we would pick him up. Thus, he could return via AMTRAK once he left us further along the Canal, and pick up his car to return to Maine. It all worked like clockwork; as we came north, we stopped at the AYC dock and got Phil in a quick boarding, then proceeded to Waterford, the

start to the Erie Canal.

It is here you join the Waterford "Flight" of locks 2-6 on the first day as you start the canal. These locks raise you 170 ft total, 30 ft per lock. We were fortunate as there were 7 Looper boats all transiting in formation from lock to lock. Each lock took about 10 min to load all 7 of us, then 10 min to fill with water, and 10 min to parade out – 30 min in all per lock. So,

remember I said "if you can dock, you can lock?" we found it to be so true as we motored through the first 5 locks, but then we added locks 7-10 and decided to stop in Amsterdam, NY after a 8 hr day. The Erie Canal is open in the Summer to pleasure boaters, and many towns along the canal have free walls to tie up to and in each one when you ask about the best restaurant, you are told it's the Italian one, up the road. We ate a lot of pasta and pizza coming across NY!

We spent a day in Canajoharie after 3 locks and the next day 5 more still going up with tree-lined river banks enroute to Ilion Marina. We averaged 30 miles a day heading West at about 10 knots, and next stopped at Sylvan Beach on the eastern edge of Lake Oneida, a 21 mile lake running East to West. The next

day we came across the lake (on plane) and stopped with “Rula Bula” (means “Raucous Party” in Gaelic) at a family friendly AGLCA sponsor marina called Ess-Kay. Had the boat pulled to change the props – a minor vibration caused by a nick in one of the blades – We hit a log. So, with new “Wheels” we headed for the Oswego branch of the canal, and say goodbye to brother Phil in a small town called Minetto. We were dropping Phil at a bus stop so he could get to the Syracuse AMTRAK station and return to his car. EAGLE ONE and Rula Bula departed for the last 4 locks up the Oswego River to the town of Oswego, on the shores of Lake Ontario. Next Stop – CANADA!

After two weather days in Oswego for haircuts, laundry, and Mexican food, we headed out across Lake Ontario for the 42 mile journey across to Kingston, Ontario in perfect weather. It was great to be on plane at 18 Kts again. Kingston is a wonderful, vibrant Canadian college town, with Queens College and the Royal Canadian Military College (like our West Point). There are many restaurants, shopping, and sightseeing. It is also the jumping off spot for the Thousand Islands area to the East. Upon arrival at The Confederation Basin Marina downtown, we were quarantined until checking in with Canadian Customs. This is done by phone, at a booth at the



head of the dock. You provide identity info and answer the standard questions about cash, firearms, alcohol. We were worried about the alcohol question, but the simple answer “... consistent with ships stores” did the trick. We sampled “Poutine” for lunch. Its French fries with melted cheese curds and gravy. And “Butter Tarts”. Think small, bite-size

Pecan pies. After touring around and hiking, we left Kingston and headed west to Belleville, a small town on the Bay of Quinte, enroute to Trenton, start of the Trent Severn Heritage Canal.

At Trenton, in the Trent Port marina were dozens of Loopers. The Trent Severn Waterway is a Canadian Heritage Canal that cuts through Ontario and dumps you into Georgian Bay, the Canadian great lake just North of Lake Huron. We arrived in time to celebrate “Canada Day” on July 1. It is Canada’s 4th of July, and much like ours with fairs and fireworks and celebrations. We were happy to see several Looper friends there and AGLCA held a Seminar on the Trent Severn canal route, conditions, facilities and highlights. We entered the 240 mile canal under the gateway bridge. The Harbor Host took our photos as we went under the bridge, “Rula Bula” right behind us. This first day was our longest day, 8 to 5, and we went thru 10 locks and got 30 miles down the track. These locks are smaller, so only 2 45 foot boats fit at a time. They are run by handpicked college students who hand crank the doors open and shut. We stopped at Campbellford town dock for a day to tour (lots to do and see) and recover, then on again (in the heat!) on Wed for 6 locks to a marina in Hastings. After crossing Rice Lake, we arrived at Peterboro Marina and joined 10-12 other Looper boats already there. WE were joined by our son, Matt, who flew into Toronto. Happy to see him! Got to introduce him to “Docktails”. Peterboro is the home of Lock 21, the famed Peterboro Lift lock. It is an engineering marvel, with two “pans” that are filled up with water. Boats enter the pans, one up and one down right next to each other, then one more foot of water is added to the top pan and it slowly drops in 90 seconds on its hydraulic ram while raising the other pan with one less foot of water.

The next day we ventured out to the Peterboro lift lock and 8 other locks with Matt and “Rula Bula,” and had to keep going to find a dock to tie up to due to the crowds out for Sunday ice cream. Finally found a place at Burleigh Falls, but with no power. Now halfway thru the Waterway... Our next day was on to the Kawartha Lakes area, but first we passed through Bobcaygeon, where the first lock was built, and on to Fenelon Falls, where we tied up for the night with power. The next day was across Balsam Lake, through the Trent Canal, a narrow rock cut, a bridge called the “Hole in the Wall bridge”, and then 7 locks across Lake Simcoe to the town of Orillia to



celebrate Kris's birthday (July 10). Matt is now qualified on locking, but the next day is his last, as we say good bye to him we welcome Kay Dickison, Kris's college roommate and Army nurse buddy. Took a rental car from Orillia to Toronto Airport and back and swapped out son Matt for Kay.

We are averaging about 30 miles a day here on the Trent Severn, and that takes 5-6 hours. So, we're up and underway at 8:15 to 8:30 so we can be at the lock entrances at 9:00 when they open. We left Orillia headed for the "Big Chute" after two more locks, and pulled into the near side Marina for the night, then hiked over to the marine railway to inspect it and watch it at work. Those of you who read part 1 will remember that the story of this part of the Loop was what got me fascinated with getting this on my bucket list. So to have arrived and now be watching the contraption at work was special. Imagine a railroad boxcar with no sides, just the beams, on wheels that ride a track system up a ramp out of the water with



your boat on it. The RR car follows the track across a road, and then travels 800 feet down hill to the next lake where it goes back into the water and refloats your boat – with you on it! It moves slowly and

safely and takes about 15 minutes to make the trip. We saw an 85 foot express cruiser make the trip with a family of 6. Fantastic. Google it "Big Chute Marine Railway". We spent the night and were up early to make the trip with "Rula Bula" in the lead, and EAGLE ONE following about 30 min later. After a short transit and passage through one final lock we were done with the Trent Severn canal and on to exploring Georgian Bay! With the 23 locks of the Erie Canal, the 7 locks of the Oswego Canal, and the 45 of the Trent Severn, we have been through 74 Locks total!

We spent a couple of nights at Queens Cove Marina, and moved on to Beausoleil Island, a National park. After a night there, we headed for South Bay Cove Yacht haven in Honey Harbor, well protected



from some intermittent thunderstorms. I had my generator impeller changed out and we enjoyed gourmet dining at the onsite restaurant. It was windy the following day as we left early in the morning for Port Rawson Bay, 35 miles further along the Georgian bay small boat channel. Although marked on the chart-plotter, Kris followed navigation of the channel closely on paper charts. As we entered the picturesque bay at idle speed ahead of our buddy boat, I noticed two rock outcroppings marked in the middle of the bay on the chart-plotter north of us but could not see them under the water.

So I turned to the west to avoid them for several minutes before resuming course to the north. I thought I had avoided them, but as we suddenly lurched forward and back and the engines went silent

as they stalled, I knew we hit them with our props– the “Canadian Shield” as it is known... or the layer of granite that is everywhere near the shorelines of Georgian Bay. First thing was to ascertain hull integrity – were we still floating? Yup. No apparent leaks into the bilge. Next was to notify “Rula Bula” of what had happened, as they were in trail of us by about a half mile. Third was were we clear of the rocks? Yes, wind had blown us off and clear. SO now to start the engines and see what our mobility was. Engines started OK, but we could only move 5 kts on the port engine because when engaging forward on the starboard, there was too much vibration. Once “Rula Bula” had found our spot for the night, we made our way over to raft up with them and take a look under the water. What I found was curled prop blades and bent struts, an ugly sight. We made the best of it for the night and shoved off for the town of Parry Sound at 5 kts the next morning.



After an all-day saga at 5 kts, we finally made it into Parry Sound and Big Sound Marina for the night. I had a haul out scheduled the next day across the harbor at Sound Boatworks, and we got a good look at the running gear. I had them swap out my damaged props for my just reconditioned spare props. Sea trial was successful; got on plane with no vibrations and made plans accordingly – we would continue our trip across Georgian Bay and the North Channel and find a Stateside boatworks with capacity to effect repairs instead of stopping in Canada. Our Buddies on “Rula Bula” made some decisions about their plans also, as they were now more than 75% around the Loop and

could “smell the cheese” of Door County in Wisconsin. We said farewell and they left, speeding ahead of us to Killarney and the North Channel. However, we knew we would see them again when we cruised by Lake Michigan in the late summer.

We left Parry Sound after a weather day for high winds and were able to get parts to fix the Zodiac Yamaha outboard (another side story). Onward and upward to Britt on Byng Inlet and Wrights marina, another Looper stop after 4 hours. We made it into a slip with assistance of 5 strong bodies to “catch” us in the strong winds. An hour later we were called to an emergency meeting to discuss the pending forest fire that was closing in on 6 miles from the inlet. This was a contingency in case the winds shifted to the North and brought the fire in. We were told to pack our bags incase we needed to evacuate!

Out of all the threats we thought we would encounter, fire was not one of those! Luckily it rained that evening and the winds did not shift. The next morning we got underway for the most direct route across Georgian Bay to the Midway town of Killarney, on the protected waterway between Georgian bay and the gateway to the North Channel. We were avoiding the smoke from the forest fire as it was not recommended to follow the small boat channel. We pulled into the Sportsman’s Inn Marina and Resort and had a fabulous 2 days of relaxing and planning for our adventure in the North Channel. Best Fish n’ Chips (twice) via dinghy and a dinner at the Killarney Mountain lodge.

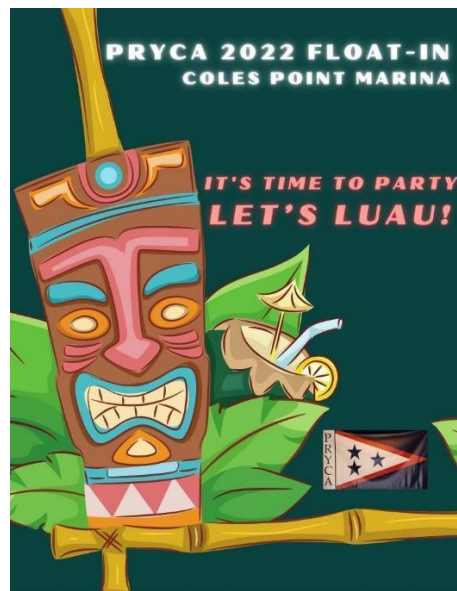
As my tale has gone on long enough for part 2, we will stop here and recommence with part 3 to the conclusion of our Canadian Journey, back to the US, Lake Michigan, Chicago and hopefully the rivers down to the Mississippi River and St Louis. Part 4 will cover the trip down the Mississippi River r to the Ohio River, over to the Cumberland, and down to Barkley Lake and then Kentucky Lake to the Ten-Tom Waterway to Mobile, Alabama and the Gulf Coast Intracoastal waterway. The conclusion will be the return trip up the Atlantic Intracoastal Waterway on the East Coast. Don’t forget to take a look at our blog “[Eagle One Adventures](#)”



Potomac River Yacht Clubs Association



2022 FLOAT-IN
COLE'S POINT MARINA
July 21 – 23rd, 2022



It's Time To Party, let's Luau



Scan this QR Code to access the PWYC Events Page

Note: There's a link for the registration form on the Details Page.

~ Calling all PRYCA Member Clubs ~

Rally Your Teams to Compete for The Cup!

Registration includes: A weekend of nautical fun and games with PRYCA members and their guests, July 21 – 23, 2022, at Cole's Point Marina, 190 Plantation Drive, Hague, VA 22469, (804) 472-4011.

SAFETY OFFICER

BOB SWARTZ



A Safety Trifecta

Above & Beyond. The language in Rule 5 of the navigation rules of the road requires that every vessel shall at all times maintain a proper look-out. The link is at the end. This shall be done by sight, hearing, and all available means appropriate in the prevailing circumstances and conditions. This will allow a full appraisal of the situation and of the risk of collision.

Because during the past boating seasons most Prince William Marina boat drivers/lookouts took this Rule seriously their eyes were where they were supposed to be. They were listening to their VHF. Their focus was on driving their vessel safely and being situationally aware.

As a result, some were able to recognize when an abnormal situation was occurring in the vicinity of their vessel. They were able to make a proper evaluation of what was happening and took the proper action.

Because they acted efficiently and effectively, they lessened the severity of what might have happened. In some cases, a life may have been saved. They were alert to Mario Vittone's warning that when boating we are on something (the water) that is capable of killing us as well as others around us!

The *Lifeline* would like to recognize these folks and provide a pat on the back. Not as a reward but as a reminder to the rest of us what can happen when out for a day of boating. Please forward to safety@pwyc.org full details of what occurred.

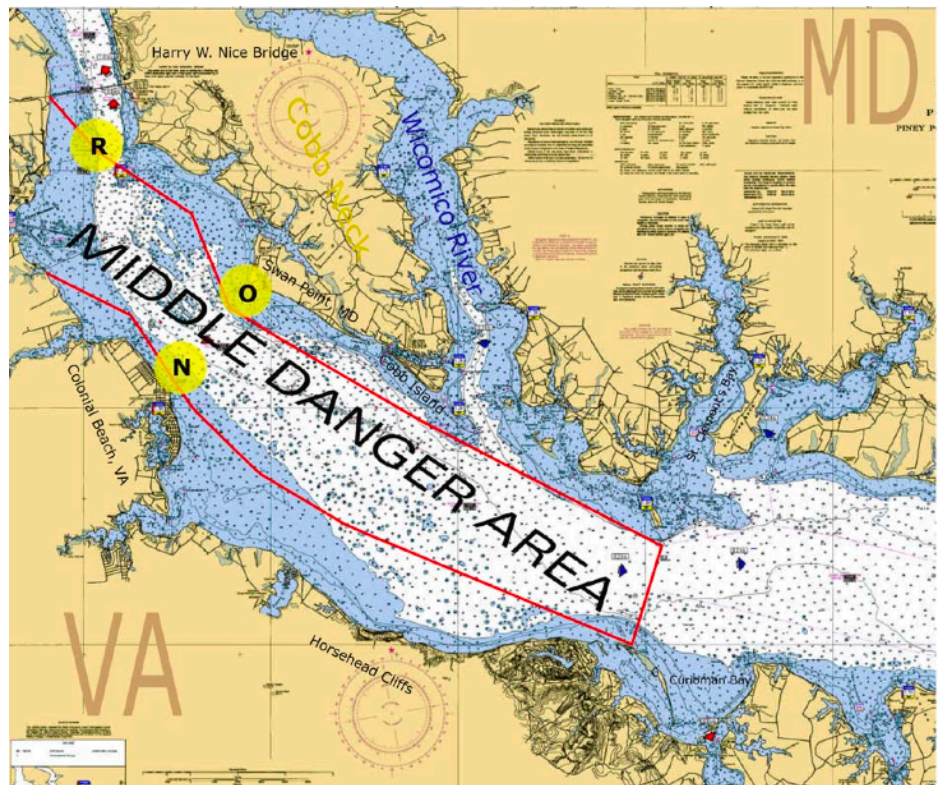
[Amalgamated Navigation Rules](#)

Is Dahlgren Shooting Today? One of the great things about PWYC is that items of importance arrive in my email. Beth Lu and Vicky Carr took the time to make life easier for all of us by making the following information available.

Anyone approaching the, Harry Nice/Memorial-Middleton 301 Bridge (301 Bridge) from either the north or south should expect the Potomac River Middle Danger Zone Naval Sea Systems Dahlgren Range to be active, especially on weekdays from 8:00 am to 5:00 pm. The range is used by the military to conduct munitions testing and experimentation.

The presence of range safety boats indicate that the range is in use. According to the Public Affairs Office, their boats usually are grey-hulled with orange tops.

The range boats usually will hail on 16 any vessel heading south as it approaches the 301 Bridge or any vessel traveling north as soon as visual or radar contact is made. Here is a link to the 301 Bridge construction. Be aware of the speed limit.



[301 Bridge Construction Updates](#)

Expect the range boat Captains to be polite, to the point, and patient. Be alert for a general hail, something like, "South bound [or north bound] recreational vessel approaching the 301 Bridge." They are talking to you if no one else is around.

A range boat Captain will ask you to switch from 16 after answering his/her hail to another channel for a discussion on how to safely transit the range. They will come after you with lights flashing and sirens if their hails are not answered.

All boaters and the range benefit from being able to access the range shooting schedule before transiting the area. There may also be some other relevant information contained in the Local Notice to Mariners.

The Dahlgren link and some telephone numbers are below. [Everyone should read the Safe Boating Letter attachment forwarded by the Range Public Affairs Office.](#)

[Range Schedule](#)

Range/Weapons Testing Hotline: 877-845-5656. Public Affairs Office: 540-653-8154



Some Axioms To Boat By (Mostly From PassageMaker, pp 16 & 18, June-July 2022)

- When all else fails, read the manual.
- Murphy was right: Anything that can happen will happen. And, it will happen at the worst possible time. [Think in order SNAFU, TARFU, and finally FUBAR.]
- The likelihood of reverse gear failure is directly proportional to the speed at which the dock is approaching.
- A weather report is just a horoscope with numbers.
- No boat is impressed by your years of experience.
- In every repair, a little blood must flow.
- The best weather occurs the day before departure. The second-best weather occurs the day after you return.
- Never let your boat take you someplace your brain hasn't taken you five minutes earlier.
- If you have an anchorage all to yourself, all subsequent boats will anchor right on top of you.
- The only time you have too much fuel is when you are on fire.
- Interchangeable parts aren't.
- If you have a new boat with no problems, start worrying.
- Hot engine parts look exactly like cold engine parts.
- Depth sounders are only accurate when confirming that you are aground.

REGULATIONS FOR SAFE BOATING IN THE POTOMAC RIVER MIDDLE DANGER ZONE

1. The following information is furnished by Naval Surface Warfare Center, Dahlgren Division (NSWCDD), Dahlgren, Virginia, regarding NSWCDD operations within the Middle Danger Zone of the Potomac River. It is provided in the interest of safety of watercraft traffic on the Potomac River. It does not apply to aircraft flying over the area.
2. The Potomac River Middle Danger Zone is part of the large danger area described in the U.S. Coastal Pilot 3, Atlantic Coast, Sandy Hook to Cape Henry. Entry into this area is hazardous to watercraft when guns and other ordnance items are being fired or testing is being conducted by NSWCDD in conjunction with development of weapons for national defense.
3. In order to assure that no watercraft are endangered by such testing, NSWCDD stations Range Operations Center (ROC) boats in the proximity of areas rendered hazardous by test operations. It is the responsibility of these boats to ensure that no watercraft are endangered by the test operation. Normally, these boats are located near Lower Cedar Point (Buoy "R", near the Harry Nice Bridge, Route 301), near Swan Point, MD (Buoy "O"), off shore near Colonial Beach, VA (Buoy "L"), and in the mouth of the Upper Machodoc Creek near Baber Point (Red #8 buoy).
4. When ROC boats are stationed in the Middle Danger Zone, watercraft must not enter any portion of the danger area or operate in proximity thereof without having obtained permission from the nearest ROC boat. A siren sounded from a ROC boat near the vicinity of watercraft is a signal to come alongside for instructions from the ROC boat captain on how to safely traverse the area and avoid hazardous operations.
5. Testing schedules are arranged to cause minimum inconvenience to river traffic and generally the range is not closed for long periods of time. Normally, test operations are conducted between the hours of 8:00 a.m. and 5:00 p.m. daily, except weekends and national holidays. Infrequently, the range is used during other hours and/or at night in order to take advantage of favorable light or atmospheric conditions or address emergency situations. When testing outside of normal working hours is necessary, the ROC will publish notifications to the general public through NSWCDD's Public Affairs Office (PAO).
6. When testing is in progress, entry into any part of the danger zone without specific clearance by proper authority is prohibited by regulations promulgated by the Corps of Engineers, U.S. Army, pursuant to the authority of Sections 1 and 3, Title 33, U.S. Code. The danger areas are described in the U.S. Coastal Pilot 3, Atlantic Coast, Sandy Hook to Cape Henry. Although captains of the ROC boats are authorized to enforce these regulations, NSWCDD desires to cooperate with, and assist, all watercraft operating in the Potomac River danger zones. NSWCDD ROC may be reached by telephone at (540) 653-8791 or (540) 653-8792. The ROC also monitors VHF Marine Ship-to-Shore channels 14 and 16 and will respond to requests for danger zone status.

January 2018

Released by Authority of:
Commanding Officer
Naval Surface Warfare Center
Dahlgren Division
Dahlgren, Virginia 22448



MASSIVE FIRE FORCES PASSENGERS TO JUMP OVERBOARD

This 70' motor yacht in New Hampshire went up in flames as the 3 aboard were preparing to dock. [New Hampshire Yacht Fire](#)

I struggled with the idea of writing this article, but then I started noticing the number of boat fires lately. From small boats to the Spirit of Norfolk, the past several weeks have seen more than a fair number of boat fires. So, it got me to thinking, "How prepared am I if my boat catches fire?"

Sure, I know where my fire extinguisher is, but have I truly prepared my family and friends on how to use it? Have I even given thought to what happens if the extinguisher runs out before the fire goes out? Well, if I'm to be completely honest with you and myself, the answer is no. In spite of a lifetime spent in public safety, I still fall victim to the "over confidence" trap. The occasional, "It'll never happen to me" trap.

The truth is, it can happen to all of us. So, the point to consider here is how prepared you are for dealing with fire on board? What would you do? I never had a camera system in my big boats, but now, it will be one of the first things I'll install when I go big again. Most of us ignore the installed fire suppression system for one reason or another. But, why do we do this? This is a vital piece of equipment and I can't tell you the number of VERY expired units I've seen.

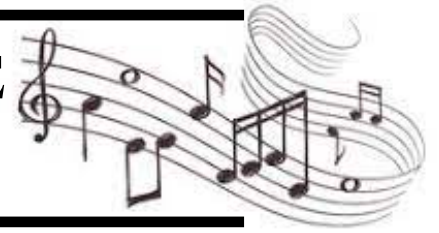
What if I have to get off the boat in a rush? Consider the seemingly little things like, where are my keys, wallet, cell phone? Do we have a ditch kit accessible? Do I have and can I actually utilize 2 egress points? If you travel with pets, do they have accessible life jackets accessible? Do you?

One of the key things in preparation is repetition. You weren't shown how to dock once and then, poof, insta-dockmaster. No, you practiced over and over again until you got it. Even as a professional captain, I continue to practice my docking and still make mistakes.

It is so easy for us to feel completely prepared and safe, given most of us never leave sight of land. But, in an emergency, or bail out, could you really swim to shore?

As the story of the New Hampshire yacht fire shows us, fire consumes a boat with great speed and makes the simple act of breathing, nearly impossible. When it strikes there may be very little time to come up with a plan, but if you've taken the time to develop an action plan and more importantly, rehearse it, explain to your passengers, your chances of a good outcome increase exponentially. You may still lose the boat, but in my book a good outcome is measured in lack of injury or loss of life.

CHECK OUT THE SOCIAL SCENE



Denise Parsons
ISLAND TIME G25

Mother Nature has officially turned up the heat and so have we. Don't miss the trips and get togethers we've got planned.

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
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; 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

2022 Chesapeake Bay Cruise

July 17 - 23

Cruise Itinerary

Sun July 17 Depart PWM AM Arrival Corinthian Yacht Club (CYC) PM - Stay 1 night
Mon July 18 Depart CYC AM Arrival Herrington Harbor S (HHS) PM - Stay 2 nights
Wed July 20 Depart HHS AM Arrival St. Michael's Marina (SMM) PM - Stay 2 nights
Fri July 22 Depart SMM AM Arrival Coles Point Marina (CPM) PM - Stay 2 nights*
Sun July 24 Depart CPM AM Arrival Prince William Marina PM (End)

*Coles Point Marina Stop is the PRYCA Float-In

If you are only available on the Weekend, the PRYCA Float-In is a Fun experience with others from the PRYCA. There are games, CAPT hrs., Contests, Cookouts, a beautiful east facing beach, a "Tim's" restaurant/bar, a Pool to lounge in, and Grills to cook on. Some meals are provided. Contact our PRYCA rep, Beth Lu at 571-269-5224, if you are interested. You must pre-register with the PRYCA to attend this leg of the trip. We have run the Flyer in last month's (June) Lifeline and will run it again.

If you are interested in the Bay Cruise portion, call Commodore Rick McHarg, Cruise CAPT, immediately to discuss slip availability at 571-239-1367.

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>



WHAT'S THAT RED BUTTON?



If you've got a marine radio installed in your boat, it's very likely that you've heard those constant beeps every time you turn on the batteries. Those rapid, continuous beeps coming from the radio, demanding your attention. Very often, you just hit a clear button and it stops. But, what does it mean?

The radio is asking for you to input your MMSI number. The MMSI or Maritime Mobile Service Identity number is assigned to a Digital Selective Calling radio or AIS and functions much like a phone number. It allows boaters with DSC-VHF radios or AIS to make a touch-of-a-button emergency call that automatically transmits vital information to all other DSC-VHF radios within the caller's area.

HOW DOES IT WORK?

When connected to GPS the radio will transmit the caller's position and type of distress and display it as an icon on the chart plotters of boats that receive the call. The system then determines the distance and heading to the distressed vessel, thus allowing nearby boaters to assist in cases where they are closer than the U.S. Coast Guard. Additionally, MMSI numbers allow boaters to connect directly to other boaters and marine assistance dispatchers with DSC-VHF radios, which will decrease the amount of traffic on commonly used radio channels.

When installed in your DSC-VHF radio, MMSI numbers can be used by the U.S. Coast Guard for search and rescue purposes.

HOW DO I GET AN MMSI NUMBER?

Getting your MMSI number is really quite easy. The Companies like BoatUS have been authorized by the FCC and US Coast Guard to assign MMSI numbers to vessels otherwise not required by law to carry a radio. Meaning, the recreational boaters. BoatUS has a very simply interface for getting the number assigned and your radio manual provides step by step instructions on how to set it up.

WHY DO I NEED IT?

The answer is simple. Time. When an emergency takes place, you're going to be quickly task saturated. If you can press one button that transmits all of your vessel information to the proper authorities and other boaters immediately, you free yourself up to handle other priority one tasks on the boat.

Not for nothing, once the MMSI is programmed into your radio, that incessant beeping will be a thing of the past.

To learn more, here's a link to the [BoatUS MMSI Page](#)



DID YOU KNOW?

Venture north of the Key Bridge on the upper Potomac and you'll find yourself among The Three Sisters. But, why is this place called Three Sisters and who were they? There are a few different legends surrounding the Sisters and if you've grown up in the area, like I did, you've likely heard at least some version of the story.

One story dates back to when the Algonquians lived along the river during the 17th century. Three young sisters crossed the river to try and save their brothers, who had been kidnapped by a rival tribe. The three girls drowned while attempting to cross the Potomac and were turned into the three islands.

Another says there were three women of the Anacostian tribe who conspired to desert their people for the Powhatans. According to a story printed in the Washington Post in 1900:

"The three dusky maidens, all of them daughters of a chief, as in stories they always are, met together one dark night and stole out in their canoes. The medicine man of their tribe followed them along shore, creeping under brush and woods. They paddled slowly up current. They were decked out in shells and feathers, and their hair streamed long in the wind. They kept the center of the stream, and just as they were about to veer and cross the medicine man called in a hollow voice that their hour of death had come. Curious lights played about them; they were caught in the whirlpool which swirled round their canoes in a dizzy whirl. In fright and despair they flung themselves into the water, and were drowned. In the morning three rocks, gray and barren, had arisen from the water, and were supposed to be the spirits of the Indian sisters barred out from the Happy Hunting Grounds."

Adding to the mystery is a long held belief that a strange moaning or bell-like tone is said to be audible from the direction of the islands when the river is about to take another life. I've even been told that the river never gives up her dead in that area. It's been years since I've ventured up there, but there's certainly something mystical about boating at The Sisters.

*Swiftly they came and swifter,
With dark eyes glancing round,
With soft words glad and eager
For the braves of the Powhatan.*

*When out of the darkness around them,
Out from the black of the trees,
The voice of the Great Spirit called them,
Like the cry of choking seas.*

*They leaped with a moan of terror
Into the heart of the mere.*

*The waters hissed around them,
The stars were white with fear.*

*Three rocks, spired and gloomy,
Gray as a stormy sky,
Sprang from the depth of the whirlpool,
Where the Indian sisters lie.*

*Ever at night they ring,
Like a sad cathedral bell,
Echoing far on the waters,
They sound the warning knell.*