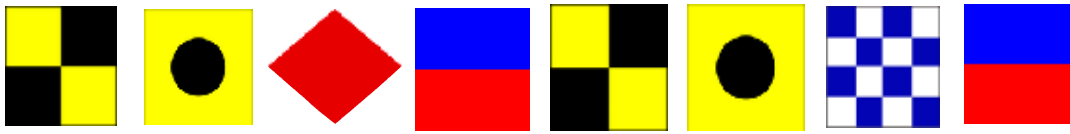


# L I F E L I N E



## Pain At The Pump

What a difference a year makes. As the price for everything soars, many of us are wondering what this will mean for our boating season. Fear not, there are some things you can do to ease the pain and still relax on the waves.



There's an adventure out there so rare, that fewer people have completed it than have summited Everest. Our own Commodore Rick McHarg shares his story of completing the Great Loop in part 1 of his 3 part series.



## 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** ~ Shannon Leydig ~ [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 ~ [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** ~ Ginger Gaston ~ [webmaster@pwyc.org](mailto:webmaster@pwyc.org)

### DOCK REPRESENTATIVES

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

### DELEGATES

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



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

# Commodore's Corner

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



**H**ail all you Yachtsmen and Women and Boaters, Paddle boarders, and Kayakers! June is coming, and warmer weather! I hope everyone has taken advantage of our Safety Inspections and Safety courses to get ready to get out there... Unfortunately, we are still experiencing April Showers on weekends here in May... But Fear Not, I hear it gets better in June.

As I write this, We have the annual “ Dock Crawl “ and a Progressive Dinner ahead of us on the land in May and a Cruise up to the Wharf for Memorial Day weekend. Slots are still available for those wanting to attend Memorial Day. See Vice Commodore Jim Khoury’s article for further details. And the big June events are the CAPT’s hour and Father’s Day cruise – See Rear Commodore’s Scott

Parsons blurb. While here, let me thank Scott for his great efforts on the inaugural Mother’s Day Cruise to National Harbour. Scott had 17 boats all lined up for a weekend of fun only to be thwarted by Mother Nature. We Kept in close contact with the weather situation until it became obvious we needed to cancel, and thankfully Scott was able to make that decision so cruisers could get their slip fees back. Hats off to Scott for prudent decision making and his tremendous planning efforts.

I feel here is a good time for me to address the price of fuel. It will have an impact on how much boating you can do this season. Both Diesel and Gasoline are up by 30% and 65% with no relief in sight for the long term. SO, it is incumbent upon us all to plan appropriately. I suspect there will be a lot of short local trips to Belmont bay and Mattawoman. Another issue is still COVID. While relaxation of masking and talk of coming out of the Pandemic persists, the variants are making the rounds. So we must continue to protect the most vulnerable and respect anyone’s decision to mask up around others. I recently attended a large convention of folks in Norfolk and despite being vaxxed and boosted was rewarded with a week of quarantine when I developed cold-like symptoms and tested positive after exposure. It is quite disrupting to normal life...

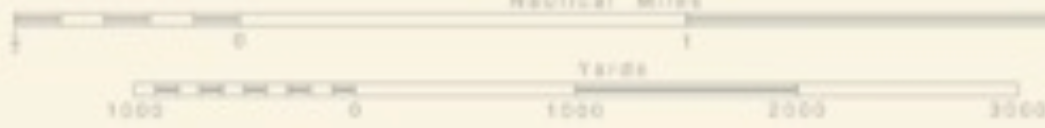
I am still looking for cruisers interested in a Bay Cruise July 17-24 with stops at Corinthian Yacht Club (near Point Lookout), Herrington Harbour South, St Michaels and Coles Point for the PRYCA Float In on the weekend July 21-24.

See you on the Docks,

Rick McHarg  
PWYC Commodore  
571.239.1367  
EAGLE ONE K-40

SCALE 1:4 000

Nautical Miles



Pohick Bay

MASON NECK



38°

Pump-out facilities

# NEWS FROM THE BRIDGE

Occoquan Bay

Sycamore I



# Vice Commodore's Musings

**Jim Khoury**  
vicecommodore@pwyc.org  
Pegasus K-7



**A**las, the month of May was replete with bad weather to dampen our activities at Prince William Marina! But... Our hearty members were certainly not going to allow Mother Nature to completely put us down!

Our Rear Commodore's Mother's Day cruise withstood the wrath of stormy weather – albeit without the use of boats to get there! Kudos to you Scott, for the flexibility and gumption to push ahead.

Then followed by our annual Dock Crawl, which was also plagued by the threat of bad weather on 14 May. The reports were so inconclusive that we finally made a last-minute decision to hold the event indoors to avoid any “mad dash” to seek shelter in the event we were forced indoors anyway.

The event was a stellar success. Every Dock was represented, all were on board for the festivities, and in my opinion, everyone had a very nice time. The party wrapped up around 9:30 PM and all departed happy.

I would like to thank our Dock Reps. for participating and rallying up your dock-mates to attend, as well as the Social Committee – Denise and crew for all the assistance and communications to push this event through, and our membership and friends for attending.

And... by the way – congratulations to our 50/50 winner for the evening goes to Frank Murray of “Coming in Hot!!!” for his win of the drawing.

The month of June has a pair of events on schedule in the realm of land-based activity at the very beginning of the month. On 4 June, at 9AM, your Board of Directors will be holding its June Board Meeting, and anyone may attend. That evening, Docks A-D are hosting a Captain's Hour (#2) at the Blue Bath House. Please attend and enjoy what they have to offer.

The month of June has some unscheduled free time on the weekends, so if you are so inclined, and want to put together an impromptu event, let me know, and we will get it onto the website for other to join.

Thanks again for all the participation!

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 G25



Has the phrase changed? I thought it was “April Showers bring May Flowers”? May showers have brought in May flowers, or maybe June flowers.

Denise and I took the opportunity and had an awesome time on the world’s largest cruise ship, the “Wonders of the Sea”. We joined Jay and Ginger Gaston on this six day adventure. I know I definitely got my steps in that week. There was so much to do on the ship, we could not fit everything in and had to pick and choose every day. Denise and I had not been to Coco Cay since the hurricane and they have built that private island back up. Wow it was wonderful.

We had the opportunity to do a meet and greet with Captain Rob Hempstead, Captain of the Wonders. He had a great story to tell when asked “how he got to become the captain of the ship”. Long story short, he went from captaining ferries, to 14 years in the fishing industry 10 of which as a captain on 7 different vessels, then 15 years with Royal Caribbean and 9 years as a captain with them. I was able to present him with one of our Thirtieth Anniversary Challenge Coins to be placed on the helm of the ship. Hope to see it in a picture someday.



30th Anniversary Challenge Coin

Although we had 17 boats sign up for the Mother’s Day cruise, we didn’t have one pull into National Harbor. You can plan as much as you want and Mother Nature will let you know what you can do. We had to call off cruising up the Potomac as the storms throughout the weekend would have made for a very nasty and potentially unsafe ride. Rain all afternoon on Friday, rain and thunder storms all day Saturday, and winds with gust of 32mph on Sunday.



Captain Rob Hempstead

Denise and I drove up Friday anyway as I wanted to thank the Staff at National Harbor for working so hard to make sure we had slips even though we didn’t get the opportunity to use them. Kenny Repka is a great person and will bend over backwards to help you out with anything at the National Harbor marina. We did go to the Irish Whisper later Friday night and crashed a Realtor Association Convention event. I was bound and determined to get my Sheppard’s Pie. We were joined by the Lu’s and we had a great time. What can you say when you are handed free drink passes when we walk through the door.

Even with the rain we ended up having 12 from the yacht club join us for dinner and a couple of beverages at the Brass Tap before going to Bobby McKey’s. We filled two and a half tables, 32 in all attended the event at the piano bar. I think we had at least a dozen songs requested, one of which was “Come Sail Away” dedicated to the Yacht Club. We had fun and I would do it again. Sure wish we could have taken the boat though. Oh well maybe next year.

Our next PWYC on the water event is the Memorial Day cruise to Capital Yacht Club at the Wharf. Vice Commodore Jim Khoury is leading this one. Jim and Judy have been working hard on the planning and getting group event put together. This one should be another great time, as there is a lot to do at the wharf and you're going up with the best people on earth, you're Yacht Club!

We are staying on course with planning the upcoming trips. The Father's Day cruise (17-20 June) will be at Cole's Point and registration is open for that one on the PWYC website (<https://pwyc.org/>). I have a list of potential daily activities to include a corn hole tournament and a remote control boat obstacle course in the pool. We may have accomplish the R/C boat event early so we don't take time away from those that want to use the pool and relax. If anyone would like to help coordinate, please contact me as there are a lot of moving parts to this cruise such as activities during the day and potential cook out on one of the evenings. Details will be provided to those who register.

I know everyone is watching the fuel prices and selecting the cruises you want to partake in. You're 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 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 and I will assist getting you in touch with them.

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

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



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# UPCOMING CRUISES

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





# Prince William Yacht Club

## Memorial Day Weekend

Cruise to the DC Wharf

Friday, May 27th – Monday May 30<sup>th</sup>

**Capital Yacht Club**

**&**

**DC Wharf Marina**

### Events and Activities

Friday Evening Will Be “Pot Luck”

Everyone is requested to bring a dish to share!

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

Saturday Evening – Group Dinner - Self-Pay

Sunday Evening's Main Dish Will be Catered Food

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

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

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

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

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

The National Mall is a short walk from the waterfront.

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

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

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

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

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

**(DETAILS COMING SOON)**

**CHAMPIONING**  
**PRINCE WILLIAM**  
**MARINE**  
**AND**  
**PRINCE WILLIAM**  
**YACHT CLUB**

**REGISTER ON [PWYC.ORG](http://PWYC.ORG)**

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

**SPRING COVE IS**  
**WELCOMING OUR**  
**GROUP**

**CHAMPIONING**  
**SCOTT PARSONS**  
**JIM KHOURY AND**  
**JAY DOWLING**

**REGISTER ON [PWYC.ORG](http://PWYC.ORG)**

# Treasurer

SHERRY SAMAR  
IRISH HAWK, E-6



Balance as of 04/01/2022:	\$ 24,628.62
Receipts (dues, burgee sale, interest)	\$ 330.21
Expenses (CBYCA ad, Employee Appreciation, Opening Day, WA charge, charge for checks)	<u>\$ - 622.56</u>
New balance as of 04/01/2022	\$ 24,336.26

Long term capital appreciation and

Budgeted expenses not yet paid \$ 11,200.00

Available funds \$ 8,136.26

# Ships Manifest

Membership  
Chair  
Una Murphy



## WELCOME PWYC MEMBERS!

Please help me welcome new and renewing Prince William Yacht Club Members for the 2022 season (*between April 11, 2022 – May 2, 2022, Any membership payments received after this date will be listed in the July Lifeline*)\*\*:

- Erica Bernstein and Stephen Fischer, SonFisch III, I-21
- Jimmy & Sandra Falcon, SKYLA JOLIE, L-3
- George Lex & Alisa Wheeler, F-9
- Edward J. McCarthy, Irish Cream, L-11
- Todd & Elaine Stottlemeyer, Miss Helen, L-19
- Don Roberts, Boatel

### 2022 Membership (as of 4/07/2022)

170 members

155 new/renewals

15 members paid by Prince William Marina

### 2021 Membership (as of 5/05/2021)

174 members

161 renewals

13 members paid by Prince William Marina

## MEMBERSHIP PACKETS ARE READY!

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



Membership Packets in the blue bath house waiting for a home

### 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



# The Great Loop

## Part 1

*Commodore Rick McHarg*



**S**o, what is America's Great Loop? It is a cruise around the Eastern half of the United States and into Canada. About 6000 miles. 300-400 boats start the planning process each year. You can do it by segment one piece at a time and take several years to complete the entire loop, or you can do it all at once (We did, our trip took a year!). It is the Ultimate in cruising challenges, but not so hard that new boaters can't succeed. There is plenty of help to get you there, also:

- A National Organization called America's Great Loop Cruising Association (AGLCA). Join for \$75 and start getting the forum for learning and reference and access to Podcasts, Planning aids, chat rooms, and "Looper Lifestyle" Seminars in locations all over the country.
- AGLCA has a national network of "Harbor Hosts" throughout the route that provide assistance for every kind of help you might need. They want you to call them.
- AGLCA has a national network of sponsors for boat purchase, repair, insurance, marinas, gear, restaurants, hotel chains, rental cars, weather services. Most provide discounts.
- AGLCA Semi-Annual Rendezvous – 5 days that cover planning, how-to seminars, social gatherings, boat tours, boat buying, navigation gear, costs, where to go, what to see, weather planning, and lots of other great topics.
- On the Website are numerous Crew Blogs and a Costing model. Once you pick a boat, enter your fuel burn and find out your costs.

While you are a "planner" and until you cross your wake, you may fly the AGLCA White Burgee. Once

you have crossed your wake you are considered a "Gold Looper" and entitled to all the privileges thereof....And if you go around again, you are crowned a "Platinum Looper" and can fly the Platinum Flag.

Your plan by the calendar year would be to follow the warm weather, so starting from the East Coast would go like this: (best to follow this with a map on the coffee table).

- In the late Spring you head north in the Chesapeake Bay to the C&D Canal
- That takes you to the Delaware River and Bay to Cape May in New Jersey.
- Then it's up the East Coast in the Atlantic (yes, the Ocean) to New York Harbor
- Then up the Hudson River to the Erie Canal and West to Oswego on Lake Ontario
- We cruised across the Lake to Kingston, Ontario, Canada
- Then over to Port Trent, Ontario. Get there for Canada Day (July 1). You start the Trent-Severn heritage Canal around Ontario to Georgian Bay (Canada's Great Lake).
- From there you pass into the North Channel in Canada. Hopefully you have timed your journey so it's summertime in Canada.
- After that, it's South to Lake Huron and back into the US (hopefully still summer).
- You pass through the Straits of Mackinaw into Northern Lake Michigan and head South to Chicago, either down the Michigan coast or

the Wisconsin coast. Kris is from Wisconsin, so we went there.

- As Summer turns to Fall you head down the Chicago River to the Illinois River and the Mississippi River.
- Then its up the Ohio River to the Tennessee or the Cumberland River
- Next is the Tenn-Tom Waterway until Nov 1 (end of Hurricane season) and to the Mobile River and Mobile, AL
- Enter the Gulf of Mexico Intracoastal Waterway (GICW) around Florida to the Keys. Then you're back on the East Coast heading up the Atlantic Intracoastal waterway thru Georgia, South Carolina, North Carolina and Virginia into the Chesapeake Bay where you can cross your wake. When you start is determined by where you are starting from and what season it is.

Loopers start with a concept (segment or straight thru), decide on their loop boat, Trawler or Cruiser (planing speed or displacement) and begin to set ground rules. These ground rules are tailored to the crew desires, but involve decisions like:

- whether you are "all-in" (sell the house, move aboard) or closing it or renting it
- leave the dog or take the dog aboard (requires a dinghy, and shore access). We saw many pets.
- planning to anchor out or marina stays for overnight (we were mostly marinas because we liked to eat dinner out and wanted to plug in for power).

Our motivation for wanting to do the Loop goes way back to 2006 when a PWYC member Mike Cahill gave a talk/Slideshow about his Loop and put an article in the Lifeline. He described a "Lock" in Canada that was a Marine Railway. You idle your boat onto slings on a railway car that runs on rails out of the water, across a road, and a ¼ mile down a hill to the next lake, where it re-floats your boat and you power up and drive off. Called the "Big Chute", it is Lock 45 on the Trent-Severn Heritage Canal. It sounded like a fantastic journey. I was hooked. It went on the bucket list for sometime later in life when the kids were out of the house and our time was our own.

This happened in summer 2015, when my mate Kris and I attended a "Looper Lifestyle" seminar in Annapolis. It was a morning- lunch- afternoon affair put on by the AGLCA director, Kim Russo. We were further captivated by seeing the slides and talking with Gold Loopers (you are a gold looper if you have crossed your wake, ie completed the loop). Next stop – Yachtworld online, to find our boat. I had decided to look for the same boat that Mike Cahill had, a 2000 Sea Ray 450 Express Bridge. It had the ability to plane, Cummins diesel engines, a 3 cabin/2 head layout (so we could have guests), and as we found out, a low enough air draft to make it under the notorious "fixed" railroad bridge outside Chicago. (That bridge is listed at 19 feet, we are at 17 ½). Clearing under it enables you to travel through the City of Chicago, and under about 20 other bridges, a fabulous journey. If you are taller than 19 ft, the alternative route is a southern transit along the Calumet Sag channel, more industrial than the city route. But the best feature of our new boat was the walk-thru and steps down to the bow. This enabled Kris to safely get to the bow for anchoring or catching the bow lines on all 107 locks we traversed. (So, fear not when hearing the word "lock"...If you can dock, you can lock! Mates do not need to fear being unable to lock. As we started on the East Coast, our first locks were the Erie Canal, and we quickly learned the process).

**W**e found our boat after a month of searching just around the corner in Pasadena, Maryland. Upon stepping aboard and into the cabin, Kris exclaimed "I could live aboard this one!" The deal was done and we took delivery in Sept 2015. Upon checkout from PWM techs, we found a half dozen major repair items to fix in addition to installation of a Bow thruster. Several engine mounts, one aftercooler, a cutlass bearing, a chart plotter, a searchlight, new horn, leaking footwell drains, new shower fixtures, a new fridge compressor, the list goes on with minor improvements. We were lucky that there was a set of spare props included and a Zodiac Tender on the hydraulic swim platform. The canvas enclosure for the bridge had all been replaced after the 2010 "Snowmageddon" storm caved it in. Engines had 915 hrs. 2017 was spent getting used to our new boat cruising up and down the Potomac.

We also started to collect gear that we decided we would need and at the top of the list were Bluetooth Headsets – aka – "Marriage-Savers" for crystal clear comms when docking or locking...without any shouting or swearing. Second item was a pair of folding bikes. 35 pounds each, and they come in storage bags. 16 inch wheels, 7 speed derailleur shifters, and storage racks on the back. Third was a toolbox with most commonly needed items you would find in well equipped workshop: Mechanics set with ratchets and wrenches, both US and Metric; Screw

drivers of all types & sizes; portable drill/driver with rechargeable batteries & bits, scissors & cutters, tin snips, a wood saw, a hacksaw, vice grips, adjustable wrenches, wire cutters and strippers, a Volt-ohm meter, 4<sup>th</sup> was supplies and spares: Duct tape, plastic tape, masking tape, electrical tape, a portable 12 volt water pump with hose, spare bilge pump, a hand pump, buckets, spare light bulbs all sizes, spare fuses of different sizes, several flashlights, a 12 volt battery charger, several heavy duty extension cords of different lengths, a hand held rechargeable lantern, 12 volt inflatable air pump, a main engine serpentine belt, 12 volt rechargeable fans, 2 110 volt small ceramic heaters, oil diapers, oil filters, spare impellers for main engines and generator, spare engine oil, spare coolant, fuel filters, coolant filters, fresh water system filters, spare fresh water system pump, a supply of paper towels, oil rags, old towels, polishing rags, liquid wrench, various calks and cements, and I'm sure I'm leaving out several items. We turned our 3<sup>rd</sup> stateroom into a storeroom.

Let's talk about what you need personally. We lived in our shorts and t-shirts. I had polo shirts for the collar when required and khaki cargo pants for cold days and a good pair of blue jeans and a torn pair for work in the bilge. We both went low quantity when it came to clothes. I had a blue blazer and she had a couple of sundresses. We had rain slickers and rain suits. We both had thermal underwear and sweaters for cold, as well as winter jackets and woolen socks – and glad to have them on the way south. We did have snow in Kentucky! But you can minimize what you need for wardrobe.

Before I forget, let me expand on the electronics a bit. I replaced the aging chartplotter with a 9-in Raymarine MFD, and loaded it up with Navionics+. Used that my entire trip. My aging Raymarine Radar worked great when we ran into fog off the coast of New Jersey and crossing Lake Michigan. For the radio needs, you need to be on channels 16, 13, 9 and get weather on 1. AIS is the “Automatic Information System” that relays on a separate transmit/receiver for a datalink. You can have radios with receive only capability and those with full transceiver capability. It enables your radio to receive identification and location information from any vessel transmitting. I opted for a new radio with receive only capability. It was reliable and I could ID oncoming barge tugs ahead of time, communicate my location and intentions, and they could respond with where they wanted me. Now receive only meant they did not see me on their gear, but it never seemed to be an issue. I would not plan to enter a commercial traffic scheme like on the rivers without AIS capability. Oh yeah – ‘here’s an important safety tip. If a tug CAPT won’t answer you on their frequency (usually Ch 13), put your mate on the radio to hail them. Seems to get

those boys to answer up just like it was their mama calling!

For WiFi, we always tried to connect to the marina system wherever we were. Sometimes it was great reception, and we could go about our business. But don't forget – transient slips are not always in the heart of the WiFi envelope at marinas; they tend to focus their power on the full time customers. So our backup was our iPhones hotspot. We had AT&T unlimited service to include Mexico and Canada and it worked seamlessly throughout our trip. Also worked well enough to provide video streaming to our TVs for the 2018 Stanley Cup Playoffs. Nowadays there are more sophisticated systems for keeping connected, and the marinas we visited are stepping up with better WiFi, also.

In summary, I've tried to give you some idea of what preps were like for our voyage. In part 2, we will summarize the first half of the trip, but if you want a sneak peak, try our blog [“eagleoneadventures.wordpress.com”](http://eagleoneadventures.wordpress.com)

- Rick McHarg





# SAFETY OFFICER

BOB SWARTZ



## What are those lights telling me?

### Lights & Shapes (Inland)

As always, please remember that everyone is on their own when

underway. Everyone decides what is best for them and whether or not they are comfortable with their level of skill. What follows are the thoughts of one person,

**Lights and Shapes (L&S)** – These are written about in Part C of the Navigation Rules (COLREGS). The link is below. They are used as a form of communication between/among vessels. L&S are used to:

- Indicate the task of a particular vessel, if any.
- Provide the place of a vessel in the Pecking Order, Rule 18. The link is below.
- Provide some idea of the size of a vessel.
- Inform about the direction in which a vessel underway is moving.
- Allow one or more vessels the time to take any necessary corrective action(s).

The rules concerning Lights must be complied with from sunset to sunrise and at all other times when visibility is restricted. Look for Shapes during daylight hours even during times of restricted visibility.

L&S in Part C come in two flavors: International and Inland. Because the Chesapeake and its tributaries are considered to be Inland waters, these are the L&S upon which we should be focusing. However, many of the International and Inland L&S are the same.

We are going to focus on L&S as they apply to vessels. L&S as they refer to passing under bridges (think coming back to Prince William) or through construction zones (think the 301 bridge) are something else.

**Lights** – The COLREGs stipulate the exact color of the Lights, their intensity, the minimum distance for which each Light must be visible, and their positions on a vessel.

The arc of the horizon covered by each Light also is regulated.

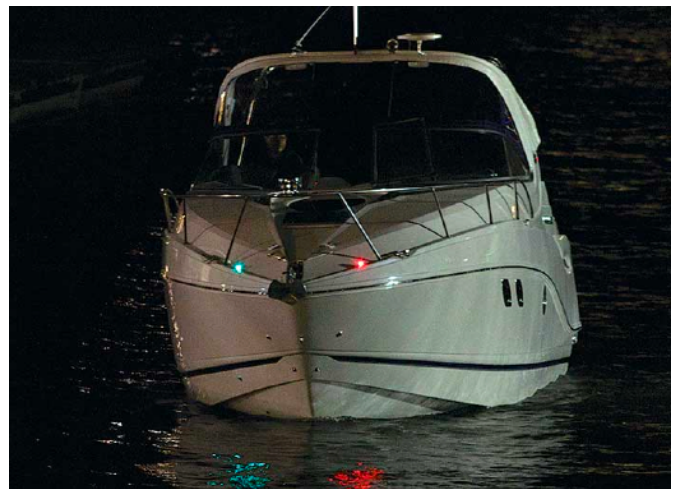
Any owner-installed lighting if used when underway must not cause confusion with COLREG approved

Lights. Blue LED lights alit under a bouncing swim platform, for example, may lead another vessel to think that a law enforcement vessel is ahead.

Like most other boating activities, becoming comfortable with Lights requires study, memorization, and time underway during the evening. The Occoquan, Potomac, and Chesapeake Bay are different places after dark.

Few Prince William boaters travel on the Bay after the sun goes down. There is more large commercial traffic underway in the dark on the Bay than on either the Potomac or Occoquan Rivers. Commercial traffic requires a depth of Light knowledge and preparation not normally used on either the Occoquan or Potomac Rivers.

Light combinations can get confusing quickly. We should at least have a good grasp of what Lights look like where we normally travel after dark. If we observe an unfamiliar combination of Lights the best solution might be too slow down to creep-a-long speed until we understand what we are seeing.



Preparation for night travel should probably start before leaving the slip. For example:

- Are all vessels we might meet at night required to have and show Lights?
- What will Lights look like when a vessel is coming right at us? What should we do?

- What will Lights look like when we are dead astern a vessel?
- What is happening when we see off our starboard bow a red side-light and a higher up white light? What should we do?
- If we run across a vessel pushing a barge on either the Occoquan or the Potomac Rivers, what will their Lights look like (barge included)?
- What does it mean if we enter an anchorage, prepare to drop anchor, and see a vessel showing a green side light and an all-around white light higher up?
- How do sailboat when underway Lights differ from power boat Lights?

There are some study tools at the end of this piece.

**Shapes** – A Shape is black in color and often displayed vertically in a straight line from the mast head. However, Shapes can be displayed side-by-side and/or either on the port or starboard sides of vessel. This depends on the task of the vessel.

When boating during the day and visibility is good recognizing a Shape carried by a vessel may not be as important as recognizing her Lights when traveling at night or during times of restricted visibility. Sight alone usually provides the needed information.

Perhaps the biggest exception of the above has to do with sailboats. A sailing vessel is any vessel under sail provided that propelling machinery, if fitted, is not being used.

A sailing vessel greater than 12 meters (39 feet 4 inches), for example, being propelled by an engine should show forward where it can best be seen a conical Shape, apex downwards. This is whether or not sails are out.

Most sailboats that Prince William boaters see are less than 12 meters and may be powered by a small outboard even with their sails out. It is best to assume that they are not under power and respect the Pecking Order.

**Study Tools** -- Here are some light and safety study tools. Some are free others are not.

<https://www.navcen.uscg.gov/pdf/navrules/navrules.pdf>

<https://quizlet.com/6842644/nav-Lights-and-Shapes-flash-cards/>

<https://www.landfallnavigation.com/flashcards-Lights-Shapes.html>

<https://coevalinc.gumroad.com//XPHJM>

<https://app.memrise.com/course/687489/navigation-Lights-and-Shapes-colregs/>

<https://apps.apple.com/us/app/colregs-nav-Lights-Shapes/id485271634>

<https://steprimo.com/android/us/app/com.xf.ripam/COLREGs-Lights-and-Shapes-of-vessels/>

<https://www.safe-skipper.com/nav-Lights-Shapes-quiz-1-Lights/>

<https://www.cs.hmc.edu/~geoff/mnemonics.html>

# Participate in the 2022 OCQ River Paddle Challenge SUP/Kayak Race



Paddle the beautiful Occoquan River in this paddle challenge for recreational and competitive paddlers alike. Categories include:

- SUP-5K (great for recreational and first time racers)
- Kayak-5K (great for recreational and first time racers)
- SUP-10K
- Kayak-10K
- Prone Paddling-5K
- Open Category (canoe, OC1, surfski, peddle craft)-5K

**When/Where:** Saturday, June 4, 2022 Town of Occoquan

**Start time:** 9:15 a.m.

**For more info and to register go to [www.paddleguru.com](http://www.paddleguru.com).**

# CHECK OUT THE SOCIAL SCENE



**Denise Parsons**  
*ISLAND TIME G25*

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

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

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

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





**Bring Your Mask, Hat, & Beads  
& Join A-D Docks'  
Carniv le Hour**

**June 4, 2022, 6 p.m., at The Blue Bath House  
Captain's Hour**

**Please Bring a Side Dish or Dessert to Share**



**The Potomac River Yacht Clubs Association (PRYCA)** held its Change of Watch (CoW) on Saturday, April 21 at the Old Town Alexandria Hilton. More than 100 members enjoyed a fun evening of ceremony, dinner and dancing.

Each year, the PRYCA Board may approve Honors to be awarded at the discretion of the Commodore and Board for service to PRYCA and its member clubs. Candidates for these awards can be considered at any time, but normally the awards are presented annually at the CoW. The PRYCA Honors are Honorary Captain of the Potomac, Meritorious Service and Distinguished Commodore of the Potomac.

The 2021 Honorary Captain of the Potomac Award was given to our own Vicky Carr! This award honors former members of the PRYCA Bridge/Board, especially those who have not become Commodore, but have performed notable service to the Association with significant benefit to the member clubs. Vicky was the Treasurer in 2021 and her service to the club went well above the scope of the office. Congratulations to Vicky and thanks for all of her hard work!

Planning is now underway for the annual Float In in July. This is a great weekend full of competition, seminars, food and drink, and camaraderie which usually brings more than 100 members together at Cole's Point. Attached is the flyer for this year - come by boat or rent a cabin for the weekend! Please let me know if you will attend - our club gets points toward the Potomac Cup for having our registration in before June 8. Let's get a team together and bring home the Trophy Cup!

See you on the water-  
Beth and Sheldon Lu  
[bethlu28@yahoo.com](mailto:bethlu28@yahoo.com)

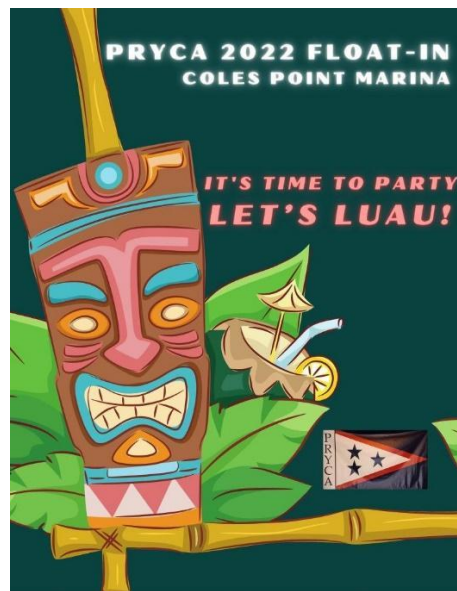




Potomac River Yacht Clubs Association



2022 FLOAT-IN  
COLE'S POINT MARINA  
July 21 – 23<sup>rd</sup>, 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.



We all waited with great anticipation for the start of Boating Season 2022. Big trips were planned. Family outings. As the first few warm days of Spring came, we could hardly contain ourselves.

But then.... We headed to the fuel dock. I don't know about you but I could hear my wallet begging me to be gentle. Global fuel prices have soared and don't appear to be coming in for a landing anytime soon.

What's a boater to do? Before giving up completely, this may be a great time to consider a few different ways to improve fuel economy. Here are just a few ideas that may help out:

- **Boat Diet** - It's amazing how much stuff we cram into every nook and cranny on our boats. The bigger the boat, the more stuff we "can't live without." All that stuff adds weight and that weight means more work for the boat and more fuel used. It's not just the stuff we bring from home, sometimes it's stuff we get at the marina: (all weights are approximate)
  - *Water* - a gallon of water weighs 8.3 pounds, so when you add as little as 20 gallons of water you've added 166 pounds. How much fresh water do you really need for a day trip? I'll admit it, I used to fill my 100 gallon tank every time I went out. That meant I was lugging around 833 pounds of water, when I likely needed far less.

- *Fuel* - Gas weighs 6 pounds per gallon. Diesel fuel is 7 pounds. If you're just heading up to DC for the day or weekend, do you need 200 gallons of fuel? Can you make it up and back with less? Maybe ride up with less and refuel up there. Certainly, price matters so know what river fuel prices are. The bottom line is there is a cost to hauling around more fuel than you actually need.

- Running Gear** - How are the props? When did you have them inspected for damage? A bent prop is an inefficient prop.

- Bottom** - Is your bottom clean? A dirty bottom adds drag, which in turn, adds work for the engine. It's always good to inspect the broom of the boat annually to make sure it's just as you remember. Nice and clean with no surprises.

- Tune up** - Make sure your engine is running at its peak performance. Have you done an oil change, all filters, etc. Not only will a properly tuned engine be more efficient, it will last longer.

- **Slow down** - If you're just heading to your favorite anchorage or restaurant, why rush? I'm as guilty as the next boater for running throttle down, music up! I hurry up so I can get "my spot" and drop the hook. In essence, I've grown up with the "hurry up to wait" mindset. Change your viewpoint and let the vacation begin when you throw lines and include the journey as part of the fun. Pull back the throttle and enjoy conversation, the view and the savings. Even small reductions in speed can equate to big savings over a season.
- **Proper Trim** - when properly trimmed, the boat simply feels like its gliding over the water. It's not plowing. It's not too bow high. Make sure you learn how your boat likes to ride.

Bernadette and I are cost conscious, but don't let the fluctuating price of fuel put a damper on our boating. We focus on the positive, enjoying our waterway, and watching sunsets.

Remember that fuel is *only a fraction* of your boating expenses. Save where you can and re-apply those savings to enjoying your boat more.

For more information about the latest fuel prices and things to do, check out [Pirates Guide to the Potomac](#).

***Don't let the price of fuel get in the way of your boating enjoyment.***





**W**hen you're coming out of the Occoquan, passing Belmont Bay, your eyes are often drawn to the tall radio tower straight ahead on the 165 degree heading. Some days you'll hear explosions, many other days you'll see smoke rising up. But, what the heck is it?

The Naval Support Facility Indian Head was established in 1890 and is the Navy's oldest continuously operating ordnance station. At various times during its operation, the installation has served as a gun and armor proving ground, a powder factory, a propellant plant, and a research facility.

The production of gunpowder and development of new explosives during the onset of World War II resulted in the construction of several new facilities at Indian Head, as well as the construction of Route 210 as a Defense Access Road in 1943. Development and improvements at Indian Head continued throughout the 1950s and 1960s, and in 1966, the installation was renamed the Naval Ordnance Station.

After Vietnam, the mission of the installation shifted from primarily a production facility to a highly technical engineering support operation. In 1987, the Naval Ordnance Station was established as a Center for Excellence to promote technological excellence in the following specialized fields: energetic chemicals; guns, rockets and missile propulsion; ordnance devices; explosives; safety and environmental protection; and simulators and training. Current Navy land uses are operations and training; production; maintenance and utilities; research, development, testing, and evaluation; explosive storage; supply and non-explosive storage; administration; community facilities and services; housing; and open space.

Today, Naval Support Facility Indian Head is home to six major commands. The military community on board the installation represents a diverse and strategically important mix of research and development activities, alongside operational support programs that are protecting the U.S. homeland from terrorist threats as well as serving U.S. Navy, Marine Corps, Air Force and Army forces deployed worldwide on a daily basis.

So, next time you're at Mattawoman Creek, realize you're looking at a pretty important piece of beach there. And now you know!!

