

LIFELINE



THE OFFICIAL NEWSLETTER OF THE PRINCE WILLIAM YACHT CLUB

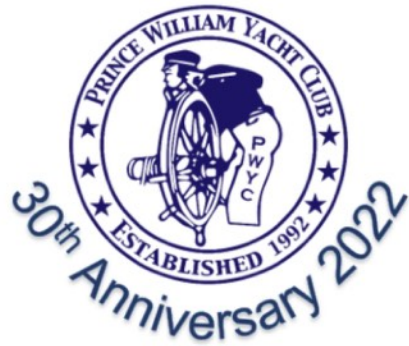
pwyc.com
NOVEMBER 2022

Fall Boating

The season isn't over, it's just changing.

The Great Loop

Rick and Kris make their final push for home on this epic journey.



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	Nicholas Roper
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



Fall greetings to you all. As I write this, the seasons have changed and we are in our first “cold snap” of Fall, with morning temps in the 40s, and lucky to reach 70 middays. Sadly, it means days of the trips to the marina to “pet the Baby”, wash, or just putter on

your craft are getting scarcer.... And days in shorts and short sleeve shirts are numbered. It also means we are in the thick of hurricane season and we must rejoice we only had a glancing blow from remnants of Hurricane IAN. West Florida was devastated in the Ft Myers region. Please think of how you can help the boating community to repair and rebuild – it will take years... Also time to start thinking of that bad word “winterizing” as a note from Austin in the PWM Service department recently stated. As we look to November the other “bad word” for us is “Closing Day”, indicating the boating season has come to an end. But enough of this dark thinking!

We had a mixed October for scheduled and unscheduled activities. An Ad hoc overnight cruise to National Harbor championed by Judy Khoury was cancelled by the bad weather, but I heard that about two dozen folks still made the trek by car to Bobby McKeys for an evening of fun. We'll be sure to add that event back to the schedule next season! IAN also cancelled the H-dock “Octoberfest” CAPT's Hour. Thanks to H-Dock rep Joy Heuer and the H-dockers for all their planning & preps. But the Commodore's Cruise to the Tides Inn in lovely Irvington, Virginia on the Rappahannock River over the Columbus Day weekend had wonderful weather for the boats willing to make the journey. There were docktails and wine-tasting and oysters and a great all hands dinner out on Saturday night. I'd like to shout out to Immediate Past Commodore Mike Connolly and his wife Sherri for taking the reins on this trip, as EAGLE ONE is on the hard for engine repairs. Mate Kris and I joined the group by car on Saturday. Thanks to PWM for their contribution for a round of drinks at the dinner

Saturday night. Rear Commodore Scott has one more trip to Colonial Beach to finish the month if he has enough interest. Finally, there's the Halloween party on Friday, Oct 28 th in the BBH. See the Flyer!

The October monthly Board Meeting was not cancelled by IAN, but we moved it to the Virtual realm. Your treasury is healthy and we noted that 2023 dues are now being accepted! As in previous years, those who pay their dues before December 31 for 2023 are eligible for the drawing to get your dues back! In other matters, Safety Bob has arranged for the Occoquan River Safety Forum to meet on Nov 9 at the Electric Palm 9 AM to Noon. A shout out to Bob, as it is his initiative to gather all the River user organization representatives in one place to discuss evolving safety issues on the use of the Occoquan. Reps attend from law enforcement, the Coast Guard, Yacht clubs, Marinas, Vulcan, and the town of Occoquan. Additionally, we have a Safety Zoom call with Vulcan Tug Capt Phillips scheduled for Tues, Dec 6, 7:30-8:30 for info and guidance on “Tugs and Barges in the Occoquan Channel”.

The November Yacht Club Calendar has the aforementioned “Closing Day” festivities and I'm sure you will find more info in Vice Commodore Jim Khoury's writeup. It all starts with an all hands meeting in the Blue Bathhouse. Make plans to join us for the meeting at 4 PM Sat Nov 5. At the meeting, IPC Mike Connolly will announce the slate of Flag officers for the 2023 Season as chosen by the Election Committee, and the membership will vote to approve. Each family or boat has 1 Vote. The Flag officers are the Commodore, Vice Commodore, Rear Commodore, Treasurer, and Secretary, and they are elected annually for a one year term. Flag officers are limited to two consecutive terms. Please attend the November 5 meeting and vote! You will find our other board reports inside for Membership, Treasury and Social, and my final Loop article, part 6.

Stay Warm, and see you on the docks,

Rick McHarg
PWYC Commodore

NEWS FROM THE BRIDGE



Vice Commodore's Musings

Jim Khoury
vicecommodore@pwyc.org
Pegasus K-7



I told you not to blink! It's November and we are moving towards closing day!

Oh well... Let's switch gears and dig our heels in for the upcoming cooler weather. I'd say that we all had a fabulous season with more than enough activities,

cruises, parties, ad-hoc gatherings, and even a beach party by the pool!

Our club still has a few activities scheduled on the upcoming agenda that should keep us occupied and soften the blow of the inevitable winter season soon to be upon us.

On November 5th beginning at 4:00 PM, the PWYC will begin the process of closing out the season. We are going to have a general membership meeting which will include the election of Flag Officers for the 2023 season. Please mark your calendars and attend this important meeting.

Immediately following the meeting, we will be commencing the closing ceremony (5:00 PM) at the flag pole behind J Dock. The ceremony will include the lowering and retirement of the PWYC Flag(s) and the invocation and fanfare associated with this event.

At 6:00 PM we have our fabulous Chili Cook-Off. This is an annual event not to be missed. Our Chili Specialists all participate and compete with the best Chili and Mac; Cheese for the win! This is sponsored by I Dock and members from the Boatel. If you plan to participate in the competition, please register on the events page of our website and indicate what you will be making. Attendees should also register.

6:45 PM will ring in the Photo Contest Results, along with the prizes and accolades for the best photography work by our amateur photographers...

We have many truly artistic entries, so I am curious to see who takes home the "Gold"!

Finally, at 7:00 PM, the Chili/Mac; Cheese competition winners will be announced to close out the eventful evening. You should also note that the Social Committee has scheduled the Wine and Food Pairing with Art Lessons evening on November 19th at 5:00 PM. This event was quite a hit last year, and seats are limited. Please see the events page of the website for registration details.

Now it's time to prepare for spending the holidays with friends and family. Thanksgiving is on 24 November, and the PWYC Bridge wishes you all Peace and Joy throughout the upcoming season.

December will follow through with the Prince William Marina's Christmas Boat Lighting, as well as the last Board of Directors' meeting for the 2022 season. Those details will follow in the next publication.

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



And here we are, no more planned cruises for the year. The year has flown by! I want to make sure you all have the opportunity to get cruise suggestions in for next year. If you have locations you would like to see for next year please send your inputs to the Bridge at bridge@pwyc.org as we will be planning next years calendar of events between now and January.

One of the last planned cruises for the 2022 season was the Commodore' Cruise to Tides Inn, championed by Rick McHarg. And again enjoying great weather from the looks of things. It is great to see the participation we have had for all the cruises. Next year if this will be a planned cruise or not I would like to make the trip if anyone would be interested.

The last planned cruise headed to Colonial Beach, VA. This was planned on a weather dependent cruise; you never know what the weather may be at the end of October. We had five boats register. Plans will be to visit the new Ice House Brewery, tour the town in a golf cart, maybe a day at the casino, and catching up with friends we met at PWYC that moved down to Colonial Beach.



All photos for the events can be viewed on the Prince William Yacht Club website (pwyc.org)

And now for the sad news, some will wait until November to winterize, and some have already winterized their boats and tucked them in for the winter. If you keep them in the slip this should not mean locking the door and coming back in March to find your boat missing, canvas damaged, or ice scratches. There are plenty of us who still use our boats throughout the winter. If you to go out of town for a lengthy trip, please let someone know so they can check up on your vessel. There are several issues that you could encounter during the winter months, Snow, ice, debris, and harsh winds. All of which can cause damage to your boat. Love your boat all year long and she will love you back.

Don't forget that there are still on land events throughout the winter months all of which will be posted on the Prince William Yacht Club website (PWYC.org). See the flyer in this Life Line or the October Life Line. The flyers for the land events will also be on the PWYC Website (pwyc.org)

If you have suggestions for the 2023 year cruises please contact me or any of the Board members. Planning will be accomplished from November through January with a finished agenda in January 2023.

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 2022 PWYC CRUISES

There are no more PWYC Planned Cruises for the 2022 season. Oh My!

Treasurer

SHERRY SAMAR
IRISH HAWK, E-6

PWYC Treasurer's Report
09/01/2022 – 09/30/2022



INCOME

Dues	\$ 300.00
Burgee sales	\$ 90.00
Interest	\$ 0.17
TOTAL INCOME	\$ 390.17

EXPENSES

Seafood Boil	\$ 321.22
Solomons Cruise	\$ 380.46
Gratuity for DJ services	\$ 200.00
Wild Apricot expense	\$ 25.43
TOTAL EXPENSES	\$ 927.11

Checking account balance	\$20,170.80
Long Term Capital Expenses	-\$ 4,750.00
Budgeted Expenses not yet spent	-\$ 3,317.07
Funds available	\$ 12,103.73

Ships Manifest

Membership Chair
Una Murphy
membership@pwyc.org



Welcome New Members!!

(between September 15-October 15)

All members who join or renew after September 1 are now automatically members for the rest of the 2022 AND 2023 season! Please help us welcome:

Chad Pessini and Ashley Alperin, Feelin' Nauti, Boatel

Alex Weinstein, Boatel

MEMBERSHIP PACKETS

Any 2022 Membership Packets left at the Blue bathhouse will be removed on closing day, November 5. If you want to pick up your 2022 Membership Packet before then, please make it a priority to pick up your packet next time you are at the marina.** Please note that all memberships and membership renewals after September 1, 2022 will count towards the 2023 boating season and will be scheduled for renewal on 12/31/2023.

TELL YOUR FRIENDS!

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

BURGEES FOR SALE!

It's never too late to show club pride with a brand new burgee! Get your replacement PWYC burgees for only \$30 – check out the [Prince William Yacht Club - Ship's Store!](#)

Renew Online

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

By Check

Send a \$100.00 check payable to PWYC to

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



The Great Loop Part 6

CAPT Rick back with you for Part 6 of **EAGLE ONE** on the Great Loop. As a short recap, America's Great Loop is a trip by pleasure boat around the Eastern half of the United States and Canada, approximately 6000 miles. We (my mate Kris and I) left on this trip in May of 2018 and returned home on May of 2019, all aboard our trusty 2000 Sea Ray 450 Express Bridge, **EAGLE ONE**. Parts 1 and 2 presented the background, preparation, and the journey up the East Coast to NY City and then on across Lake Ontario to Canada. Part 3 was the journey from Canada back into the Great Lakes, Chicago, and down the Illinois River to St Louis. Part 4 was the trip on the Mississippi to the Ohio to the Cumberland River, and on down the Ten Tom Waterway to Mobile and into the Gulf of Mexico to the Intracoastal Waterway (GICW) along the west coast of Florida. Part 5 Covered the trip along the Gulf Coast east to Apalachicola and Carrabelle, where we jumped off to the Big Bend Crossing to Tarpon Springs and Tampa Bay, and then all the way to Marathon in the Keys and then north on the Atlantic Intracoastal Waterway (AICW) to Stuart, Florida, where the St Lucie River joins the AICW.

A traditional weekend in March is my "Boys Weekend" with my brother Phil at his house in Newry, Maine. Newry is the base for Sunday River Ski area, and several skiing friends and my Brother-in-Law Mark join in at Phil's for 3-4 days of skiing and camaraderie. So when we arrived in Stuart, we left the boat at Sunset Marina, had a day with friends Eric and Renee, and then Kris flew home to Virginia and I went to Portland Main and drove up to Phil's for the weekend. "Vacations on our vacation" as someone quoted... Yes, I suppose, but all 3 of my siblings were there in Maine also, and Kris got her Baby fix.





Upon our return to Stuart, we headed up the ICW to Ft Pierce – A short trip to visit with boat buddies Kermit and Katherine of “Good Karma” and we visited the Triton Recreational Submarine Company with their friends, Triton makes recreational 2-person subs for the ultra-rich – because you must have a “tender” craft to put it on... a large tender craft – bigger than **EAGLE ONE**. I got claustrophobic when I sat in it as it was 2 seats in a 6 ft Plexiglas sphere.

The following day we headed north to Eau Galle Basin, a small marina outside the city of Melbourne, and stayed overnight there, but the real target was Titusville – 40 miles further North. While there, we visited with Kris’s Sister and Brother-in Law Vicki and Mike Cobian for lunch, while they were on a road trip to Palm Beach to see Nephew Jacks opera. We also rented a car and drove over to Orlando to meet Navy Friends from Atsugi, Japan for dinner and catching up. But the real Gem of the visit was the day we spent at Kennedy Space Center. We drove over to Cape Canaveral, got on a tour bus and went to the exhibits, saw the huge VAB (Vehicle Assembly Building), drove to Launch pad 39A, and had lunch over at the Saturn 5 and Apollo building. If you haven’t

been there, it is truly a fabulous tribute to the early days of our US Space Program.



The next day was another day on the ICW up past Ponce Inlet to Daytona Shores –We stayed at the Condo community right off the ICW where friends and boat buddies Chef Rick and Deedy of vessel “Rejoice” hosted us for a few days. We ate at seafood at Boondocks and the “North Turn” restaurant (Where the original Daytona Beach race was). The second day Rick drove us all to the Daytona Speedway and we took the tour. Another great American site to see. The museum is wonderful also. But unfortunately, we had to delay our departure for St Augustine by a day for winds and rain, and one day turned into two with wind gusts to 25 kts.

We finally got into St Augustine, arriving at the Municipal Marina at slack tide. We were advised that strong tides made docking nearly impossible unless at slack tide. And boy where we glad we planned accordingly. We watched as several large boats attempted to dock outside of slack tide. The marina was right off the downtown area, so a short walk to almost everything. We ate at Prohibition Kitchen, took a Trolley tour, had lunch the next day with former Prince William Marina Friends Mary and Greg Davis and Liz and Roddy, and joined boat buddies Jodi and Dan from “Done Diggin” for dinner on Anastasia Island, walked to the “Fountain of Youth”, toured the Castillo de San Marcos-the



Fort, and visited the St Augustine Distillery. As usual it seems, our departure was delayed another day due to weather, but that meant two of our Buddy Boats were arriving in the weather: Ron and Faye on “Perelandra” and Jim and Justine on “Knights Kingdom” who we had seen at our friends’ house in Stuart for New Years! We quickly arranged for Docktails and went out to dinner at Harry’s. Fun reunion!

Good weather finally on April 3 (my Birthday!) On to Amelia Island Florida. Long day on the ICW, and shallow entering the Marina (as it was low tide). We ubered to town with Jodi and Dan for a fabulous birthday dinner celebration. Left on the tides the next morning for Jekyll Harbor. Supposed to be a 3-hour trip but were hailed on VHF and stopped by the US Coast Guard to allow a Trident boomer submarine heading out to sea to transit across the St. Mary’s River in front of us from its base at Kings Bay, GA. As a national asset and part of the Nuclear Triad, these subs have a full complement of SEAL escort vessels and tugs as well as armed patrols on the shoreline when they deploy. Quite an eye opener for us.

Cost us an hour’s travel time but we arrived as one of a half dozen Looper boats there. We had an impromptu happy hour in the marina restaurant. Jekyll Island has 18 miles of bike paths, so we took advantage of them and biked to “Driftwood Beach”, and from one end to the other. The forecast for our departure day was once again shaky with thunderstorms, so we delayed again and it just ended up being windy, but no storms.

Off to Kilkenny Marina with “Done Diggin” still. Kilkenny marina is a small wooden dock tucked into the Creek of the same name. However, it has a great seafood restaurant next door. We planned to leave the following morning on the high tide to get through “Hell’s Gate”. “Hell’s Gate” is the shallowest point in the Atlantic ICW, so we planned to cross at high tide, and didn’t see any depth lower than 13 ft. At low tide, it would have been 6-7 feet. On to Savannah at Isle of Hope Marina (Just South). We went into the city and had a hop-on, hop-off tour with Jodi and Dan and stopped for lunch at Léopold’s Ice Cream (#5 in the world!). In the afternoon, we got Peach Sangrias to walk around with and had dinner at the Olde Pink House on opening day after the fire. The lines to get in went around the block and the opening was covered by three TV stations. We were lucky and ducked down the outside stairway to the basement bar at opening time, which had open tables! Fabulous opening night! After checking the weather once again, forecasted thunderstorms delayed us a day (again), so we borrowed the loaner car and visited Bonaventure Cemetery.

On to Beaufort, SC. Pronounced like “Beau-ti-ful” and not “Bo-Fort” like the NC town. Stayed at the Port Royal Marina, and it’s near Parris Island (We Make MARINES!) and USMC Air Station Beaufort. It is also home to the only U.S. Kazoo Factory – When you take the tour, you get souvenir Kazoos to play and take home. We toured there the second day, along with a wildlife preserve and the historic district of town before another fabulous seafood dinner at the “Dockside”. We left early the next morning for the 70 miles to go to Charleston, and an F-35 “Lightening” fighter jet was practicing his air demo over our heads as we cruised past the Marine Corps Air Station. We had rain on the way out of Beaufort and on the way into Charleston.

The Charleston Marina is known as the “Mega-Dock” because it is almost a half mile long. We were assigned an inside slip just adjacent to the centrally located heads/showers, but the trick was getting into it. Had to do some tricky maneuvering, but we made it in. Old Navy friends Kim and Joe O’Donnell met us on the dock after driving in from interior SC. We went out to dinner at “Blossoms” and they spent the night aboard. Jodi and Dan Joined us for the

excellent walking food tour (Savor the Flavors) as well as Italian dinner at Fulton Five. We met neighbors Steve and Beth Adams in town for dinner night 3 at the Fleet Landing Rest. Yes, Charleston was an eating carnival! As with almost every stop in the East so far, tides and winds delayed us a day. Took advantage of the one-day delay and being next to the pumpout boats to pumpout, so we left on Tuesday 4/16, on a rising tide, with 600 miles to go. Made it through the shallow waters in McClellansville on the ICW with 3 ft under the hull and no problems in Georgetown, SC, a typically treacherous shallow spot, where we docked at Harborwalk Marina. There were 4 Loopers there so we had docktails on “Done Diggin’” that afternoon.

Headed out to Myrtle Beach SC on Wed. Nephew Greg Petros joined us for a few days. We were met by Prince William Marina buddies Nate and Tracy, who retired there. They picked us up for the short golf cart ride over the ICW to their beautiful house/pool, and then we all went out to the community beach club for a look see before dinner at Rockefeller Bar with Greg for shrimp and oysters. Wonderful seaside bar with great food! And once again, as if right on schedule, weather was driving our travels – a nor’easter was making its way up the coast, so we planned one night instead of two to stay ahead of it.

The trip to Southport, NC was uneventful except for a 3-mile stretch of the ICW called the “Rock Pile”, but other loopers had filled up Southport Marina. Luckily, we could get in to Harbor Village Marina a coupla miles south of Southport. From there we got a ride to the Southport Marina where Dan and Jodi were tied up. Had docktails on “Done Diggin’” again before the nightly Southport Harbor Host route briefing (a real plus of this stop), and then dinner at favorite “Fishy Fishy” seafood restaurant. Friday was crappy weather, so we stayed local at the marina and did lunch at the onsite fish restaurant and dinner at the onsite classy Italian place Joseph’s Bistro. Saturday was a “touring day” at the local arts and crafts festival.

Easter Sunday 4/21 **EAGLE ONE** departed the Southport area on a 5 hour trek to Topsail Marina in Surf City NC. Cool 62 degrees as the nor’easter passed by. Found an Asian/Sushi restaurant to celebrate Jodi’s B-Day and then a surprise “Thai Ice Cream” place that wowed us with their “freeze pan” for making “roll-up” ice cream. Nice small Carolina Beach town.

We departed early Monday morning to get thru the Camp Lejeune (USMC) firing range enroute to Beaufort, NC. The range is sometimes closed for training exercises 1-4 hours, but you can call the range officer, and he tells you if the range is cold or hot. Luckily for us it was cold, and we proceeded to Beaufort (pronounced BO’-Fort). Quaint little town across the river from Morehead City, where the US Marine Corp loads tanks trucks and cargo onto cargo carrying Maritime support ships. Nephew Greg departed **EAGLE ONE** here heading to New Bern, NC, to catch a flight back home. Enjoyed having him for a few days of cruising while he was between jobs. We joined Jodi and Dan and went to “City Kitchen”, a five-star local restaurant famous for its cuisine and the view of the sunset for both the sunset and a farewell dinner as we planned to leave them to head up the river and sound to the quaint little town of Belhaven.

Belhaven – Toured River Forest Manor, a 9-bedroom mansion built as a private residence for John Aaron Wilkinson, a local lumber company owner and VP of the Norfolk and Southern RR. Stayed a couple of nights as once again the weather was closing in with winds and rain. Bike toured the small town. On Fri while winds howled, we got haircuts and hunkered down – boat was rockin’ and rolling at the pier! We left Saturday 4/27 weather permitting for the Alligator River Marina in Albemarle sound. Plan to arrive back home on Sat May 4 at PW Marina.

Arrived at the Alligator River Marina in gusty winds but made it into a slip at the no frills stopover. Here you must order fried chicken at the convenience store/gas station /takeout restaurant before 6 PM closing to have dinner outside on picnic tables with a fabulous view of the Alligator River as it empties into Albemarle sound. We planned to depart early the next morning to cross the sound in reasonable winds headed for Coinjock Marina on the ICW.

We left Alligator River Marina at 6:15 AM 4/28 to beat the winds across Albemarle Sound and we still had 3-4 ft seas, but we made it across. The destination is Coinjock, NC on the ICW. The word “Coinjock” is the Indian name for Mulberries. The marina itself is a 1200-foot-long concrete wall you tie up to and the office/restaurant/gift shop is right



in the middle of the span. The big attraction at the marina is of course the restaurant because of their world-famous Prime Rib – which comes in as large a cut as 32 ounces. It is legendary on the Great Loop as an equal to Kathy Donovan’s Seafood restaurant on the Hudson River at Donovan’s Shady Harbor Marina, an AGLCA sponsor.

You can order your

plates to go (to eat aboard) or sit outside or sit inside. We had drinks outside listening to the guitarist and went inside to eat. We ordered the 16 oz cut and split it between us –delicious - there was enough left over to have sandwiches the next day! It was a real treat. Every bit as good as the Shady Harbor prime rib.

We headed out the following day Monday, 4/29, for the trek up to Norfolk. At 8 am, the temp was 50 degrees with 15 kts of wind. Colder than the day before, the wind wasn’t so bad. The challenge of the day was the 4 low bridges that needed to open for us to get to Norfolk and the final lock (#107). So, the first 3 bridges were no problem – we showed just before scheduled openings and got through as one of several boats. But the last one was an active railroad span stuck with maintenance crews inspecting it. We would wait 50 mins with 4 other boats to see the crews walking off and the light change to green. From there, the scoot to the Norfolk Waterfront was a trip through the Portsmouth Naval Shipyard. We had just been at the Norfolk waterfront one year earlier at the AGLCA Spring Rendezvous, so the marina was familiar, but we had traveled by car, not by boat.

We have many friends in the Norfolk-Virginia Beach area, most are Navy shipmates. We had dinner with our Japan buddies Kevin and Kathy McNamara and another dinner with Kris’ Navy Nurse buddy Ellen and husband Chris Tolton, and we visited with Kris’s Japan based sponsor Trish Boyer and husband Bob.

We left Norfolk on May 1st, Wednesday, headed for Deltaville in the Southwestern Chesapeake Bay. On the way up to Hampton Roads, we passed the massive Navy Atlantic Fleet, and Rick saluted the Carriers as we passed. From there, the trip up to the Marina was uneventful... Only 3 legs left.

The next day (5/2, Thursday) we left Deltaville and headed up the bay to the mouth of the Potomac River, where we will “cross our wake,” the term given to returning to familiar waters by crossing our path when we exited the Potomac River. It was choppy 3-to-4-hour ride transitioning from the Bay to the Potomac, but we managed and arrived as planned at Coles Point Marina, a place we have visited many times on the River. We went to the beach, rode bikes,

and ate dinner at Tim's at Coles Point – our favorites: Crab dip, peel and eat shrimp, and fish tacos, of course! Two legs to go!

5/3 was Friday, and we cruised the 20 miles west on the Potomac to Colonial Beach Yacht Center, another familiar Potomac marina. After fueling and securing the boat, we walked to town and met our shipmates Vicky and Bob Carr of Prince William Yacht Club for lunch. Vicky was the Rear Commodore and wanted to be the first to welcome us back. They were also the last to see us off, if you remember, because they drove to Coles Point to deliver our Dinghy Cover the day after we left a year ago. It was a great reunion. We stuck close to the marina for dinner and headed to bed at Looper Midnight! A busy and bittersweet day ahead...Just the final leg to get home!



We were up early and underway for the 2.5 hr cruise up the Potomac a half hour early at 0900. It seemed like it took forever to get to the 301 Bridge, then the big bend at Fairview Beach, past Quantico, the Power lines, Tim's, Mattawoman, and into the Occoquan Channel! I had to slow down because we were early ...As we passed Belmont Bay, made the turn & entered the no-wake zone, the magnitude of our trip hit me. We had been gone just short of a year, and our nearly daily routine of "up and underway" would soon be over as we settled into a home schedule. We passed the Belmont Bay Marina, then Fairfax YC, the RR /Route 1 bridge and then Occoquan Harbor Marina and the I-95 bridge. Almost there... As we made the turn at Hoffmasters, I could see a small crowd gathered on K-Dock to welcome us home – and a dinghy escort led the way for us to turn into the Fairway. When we made the turn there was a water salute and confetti across the the fairway. I needed it to be the best slip entry ever with people cheering and family and friends all clapping. It was a wonderful homecoming!

So, the summary: we traveled 5400 miles, put 590 hours on the engines and used about 8,000 gal of diesel at an average of \$3/gallon. We went through 107 Locks. We stayed at 109 different marinas or town docks or canal walls and anchored 6 nights. We were actually on the boat for only 252 days, due to family weddings and visits, engine issues, or CAPT's health issues. We had 9 guests stay overnight with us and be part of the crew.

There is a Looper Toast often heard during "Docktails" – *"There are good ships and wood ships and ships that sail the sea, but the best ships are friendships, and may they always be!"* Shout out to our buddy boats: Ron and Karen (Kara Mia) of Nashville, TN

Mike and JoAnn (Rula Bula) of Green Bay, WI

Rick and Deedy (Rejoice) of Orlando, FL

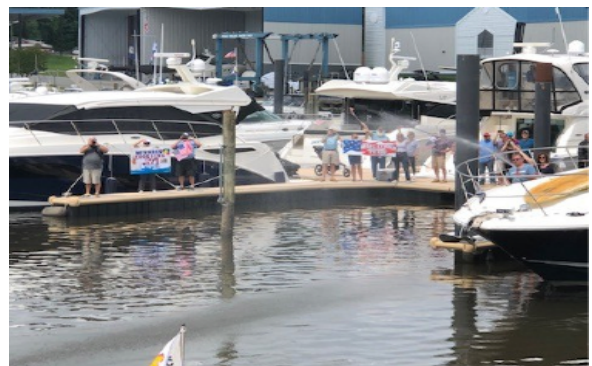
Ron and Faye (Peralandra) of Litchfield, NH

Kermit and Katherine (Good Karma) of Canton, OH

Bill and Bobbie (First Forty) of Boulder, CO

Jim and Justine (Knights Kingdom) of Brighton, MI

Dan and Jodi (Done Diggin') of Marblehead, MA



You can see more in our blog: www.eagleoneadventures.wordpress.com. Thanks for hangin' with us for this tale...

Rick and Kris McHarg, **EAGLE ONE**

Discover Fall Boating



It's about that time. The kids are back in school and Fall sports have begun. After Labor Day, it seems summer just packed her bags and headed elsewhere. All of this usually means one thing for sure, winterization season is upon us. I've spoken to so many boaters who are about do or already have tucked the boat away until next April or May. What a pity, because the crisp days of Fall bring some of the nicest boating. Here are just a few reasons to extend your season just a bit longer and it's not about big boat vs little boat.

The Colors

When I was a child my mother would take us for car rides in the country to see the beautiful colors. It was a painting come to life. I always enjoyed those trips and to see the giant leaves of red or yellow. Now, seeing those amazing colors reflect upon the calm waters of the Potomac is magical. Just gliding along at nearly idle speed and getting lost in the majesty of it all is amazing.

The Quiet

The Fall does bring fewer boaters and those who venture out discover a whole new river and for the most part, they aren't sharing it with anyone. No longer needing to "tuck" back up into your favorite anchorage to avoid the rough and tumble of the main channel, you discover new favorite spots right in plain sight. Places to sit and read a book, take a nap, cuddle up with a loved one and just listen to the sounds of silence.

The quiet also means you can practice docking, emergency procedures, anchoring or anything else you want without fear the audience judging panel back at the dock.

Bird Watching

I actually know nothing about birds beyond big and little. I mean, I can tell you what a goose is or an eagle, and I'll admit that for about 3 years I called Cormorants "Skinny Ducks" because I didn't know what they were. But, I do know I love watching the birds migrate. The large flocks (they're flocks, right? Herds? No,

they're probably not herds of birds) that pepper the river always captivate me. I love watching a group of them, seemingly resting, just start calling out to the next group that flies in. It's as if they're all saying "Hello" and catching up on the latest bird news.

I get lost in imagining what they're saying, where they're going and what adventures await them. Yes indeed, the skyway is extremely busy in the Fall with the travelers and the local crews doing their last minute prep.

Sweater Weather

We all love the warm summer air, but face it, by September, we're ready for a break from the 3 H's of DC summers....HAZY....HOT....HUMID!! Welcome to crisp, clear, sweater weather. Not much for laying out perfecting the tan, but it is rather refreshing. Just remember, pack extra stuff to bundle up and pull the speed back, you'll love it.

Sunsets

Do I really need to say anything? We love going out to Occoquan Bay and just drifting. Turn the boat off and just drift on the wind. If that's a little too risky for you, just idle around and just as the sun begins to disappear, start your journey back to the dock.

Fall boating is a very different experience. It's not hard, but it does take a little planning. So, if you haven't done the "W" word yet, give it a try. I'll bet you discover a new way to love the water.



DID YOU KNOW?

Chill is in the air, there's no question that winter is on the way, but just how cold can it get here and has the Potomac River ever frozen solid? Well, the answers are **VERY** and **YES**.

When I was kid living in Washington DC, I remember one absolutely bitter winter and the river froze solid enough to skate on. As an adult, I'd talk about these memories and was often met with "Nah, that didn't happen!! You're exaggerating." So, I decided to do a little research and to all of my doubters I proudly say, "HA!"



Over the years there have been several winters which were cold enough to freeze the Potomac, but the freeze of 1977 was so complete that the Potomac River at the 14th street bridge was turned into a playground for ice skating, sledding and epic snowball fights. The ice was thick and glass smooth. In fact, the Chesapeake Bay froze so thick that ice breakers were needed to keep the shipping lanes open.

We've had the river freeze since then, but never quite the same. However, to really see just how cold it can get here, you need to look way back to the winter of 1899. That winter saw ice floes enter the Gulf, blizzards as far south as Florida and 10 foot snow drifts in the streets of Washington.

We've had big snow and bone chilling cold here and it will likely happen again. But, fear not (as long as you've taken care of winterization), Washington never stays cold for too long.

