

LIFELINE



Did You Know??

Yes!! We have no bananas



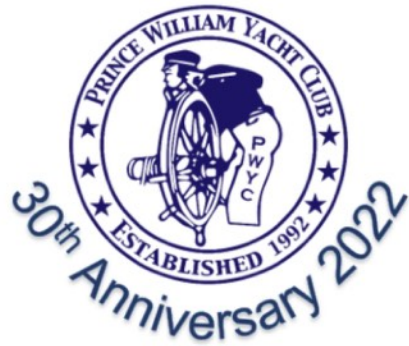
The Challenge Coin

Sure, our Yacht Club now has one, but what is a challenge coin and what is it significant? Our own Scott Parsons tells us in a great piece this month.



The Great Loop

I hope you've been following along Rick McHarg continues his story of the Great Loop. Part 5.



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



Once again, greetings to all you PWYC Boaters! It's a beautiful September day to start the second weekend of September - and school has just started. Today starts a big weekend for your Club and the Marina as we prepare to hold our 16th Patriot Cruise and Salute! This annual tribute to our wounded warriors, veterans, and first responders is a reminder of their sacrifice and is our chance to "give back" from a grateful nation. As such it takes a village of volunteers and we are grateful to have the dedicated folks like Doug and Jenna Burum, the directors of Patriot Cruise and Salute (PCS). In addition, former co-director Christine Mason, Rear Commodore Scott/Denise Parsons, Club Secretary Shannon Leydig and husband Jason, former Commodore Mike Connolly, PW Marina staff like Kelly Behm, Michele Price, Doug Phillips, Randy and Mike, and Carlton and Debbie Phillips and the rest of the staff all contribute. This year in a first, The Electric Palm is the site of all-hands Picnic. Thanks also to Cody and his crew.

The Marina is also a co-sponsor of "Pirates Night on the Hook" or PNOH. Former Commodore Jay Gaston was to be Raftmaster for this favorite cruise activity in Mattawoman Creek, but a family emergency came up and we needed a quick replacement for "King Pirate"...and Vicky Carr stepped up and with one day's notice took J's plan and mustered the forces necessary to conduct a flawless PNOH. She coordinated with Volunteers for minding the barge, tying up the 36 pirate boats, fixing those with mechanicals, and coordinating the activities to include grand feast put on by PWM. There were many dressed to kill as Pirates and Wenches and talking like parrots...er "Pirates" AArrrghh! Thanks to Vicky and her crew of volunteers for stepping up again and keeping the Pirates and Wenches safe and to Michele, Carlton and Debbie, Doug, DJ, Mike and Matt of PWM for the great food and assistance in many ways. For those that participated, it was truly a night to remember.

At the end of September, we have an "ad hoc" cruise to National Harbor put together by Judy Khoury, so I wish them well - last I heard there were 18 boats signed up for the one nighter Sept 30. Thanks Judy for filling a need to visit NH! Have fun at Bobby McKeys!

Coming up in October are two more Cruises and two more Shore celebrations. Right after Judy's trip to NH on Saturday, Oct 1 st is the October Board Meeting followed by the H Dock CAPTs Hour "Octoberfest" in the Blue Bath House. Then the next weekend is the Commodore's Cruise to the Tides Inn over Columbus Weekend. Slips are going fast for this - We haven't been able to make it the last several years due to weather and COVID, so it should be a great time. After that there's a Last Gasp Cruise to Colonial beach. See Rear Commodore Scott Parsons update on that event. And we will wrap up October with our Halloween party, so once again get your costumes out... There may be a boat decorating contest also... See the Vice Commodore and Social Committee column.

This edition of the Lifeline will feature an article on the traditions associated with organization "Challenge Coins" by Rear Commodore Scott Parsons. He should know - as he designed the PWYC's own coin. Didn't know we have one? Then you haven't met Scott. He'll Happily give you one for a small fee... And I will get through Part 4 of my Great Loop Adventure for your reading and dreaming pleasure.

Be sure to check our club Website (PWYC.org) often for event signups, photos, dates and times, and now we are live with ordering logo appare! That's right, you can get PWYC logo clothing and more from our affiliated vendor. Check it out! And a big thanks to past Commodore Mike Connolly!

Since we are always looking for energetic folks to volunteer for Dock Reps and to be Board members, see Mike Connolly if you are interested in serving with us. We have several positions to fill. And as always, Keep it safe out there. The tides will be greater this fall in the Hurricane season.

Rick McHarg
PWYC Commodore



NEWS FROM THE BRIDGE

Vice Commodore's Musings

Jim Khoury
vicecommodore@pwyc.org
Pegasus K-21



So... October is dawning and soon the cooler weather will be upon us.

It's time to look towards indoors fun and activities, but we'll all go out kicking and screaming!

Soon, the holidays will be upon us and in the blink of

an eye, we will be preparing our boats for next season.

We still have some time to enjoy our passion for the water as the next two months should provide us with comfortable travels and the beauty of the Fall Season before the really cold weather sets in.

September was truly a busy month at Prince William...

I would like to congratulate Doug & Jenna Burum, and from afar, the Mason's for putting on yet another truly successful Patriot Cruise & Salute. Thanks to you folks and the many volunteers that put in the time and effort to make this event just as successful as all in the past. It's a very satisfying experience when you spend a day with the people that sacrificed so much for our country. Thanks to Laura Lee and the participating members of K Dock for helping feed the folks at the pre-cruise meeting by sponsoring the K Dock Captain's Hour.

And... Thanks to PWM for Co-Sponsoring the annual PNOH!

Now, on to October's events...

Your PWYC Board of Directors will hold its October meeting on 10/1 @ 4:30 PM at the BBH. All members in good standing are welcomed to attend. Please note that the time for this meeting has changed because of an ad-hoc cruise the day before.

Also, on the evening of October 1st @ 6PM, H Dock will be sponsoring Captain's Hour #6.

We are told that they are planning an Oktoberfest Celebration that'll be an event to be remembered! All are invited! Brats, dogs, pretzels and beer... Bring a six pack of your favorite brew and H Dock will do the rest! Main Bath House... Should be a great event. Please register on the website's events page.

Don't forget about the last two cruises scheduled for October... These will be the last for the season. Refer to Scott's column for details, and again, please register on the event's page.

If you are planning on entering the Photo Contest, the deadline for submission is 15, October.

Lastly... On October 28th @ 6 PM, your Social Committee is sponsoring the PWYC's Annual Halloween Party – Best Costume wins a prize!

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



Can you believe it's September already. If you're reading this its October. Where did the summer go? I know, it went for all the cruises throughout the months starting in April. Six months gone by!

As I had to please my first mate for her half a century on this planet with a great dinner and her family get together at a beer and wine fest we had to miss the Three Sisters

Raft up. Championed by Rick McHarg there were thirteen boats rafted up and enjoying a great weather weekend. From the picture it looked like a great time and Denise and I wish we could have been part of that. Priorities you know, they are first mate for a reason.

What a great time we had during the Patriot Cruise and Salute. Thanks to all who coordinated and helped out during this event. Thanks also to all the captains who volunteered their boats to take out the Veterans and First Responders. We pleased to see a returning vet who Denise and I the pleasure of taking out last year. Ryan was so excited for this event to come around again and he even mentioned this to others who signed up. One comment came from one of the Vets that we should have this event every month. That says a lot for all of us in the Yacht Club and the staff of Prince William Marina. And kudos go to the PCS organization and the Electric Palm. It went without a hitch and the safety vessels had a boring day on the water. Kidding there, any day on the water is a great day. All boats went out and came back with no issues and that is what I was referring to.

17 September was the Pirates Night On the Hook (or PNOH). This is always an energetic event with Pirates and Wenches dressed up for all of Mattawoman Creek to see. There were 31 vessels signed up at the writing of this article. Can't wait for the pictures and to see who wins the best dressed Pirate and Wench. This was the last event for September can you believe that?

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

Coming up in October we have the Commodore cruise to Tides Inn from of 07-10 October. The flyer is on the website and is attached to the September and this Life Line. Talk to Rick McHarg for more details. We also have the final planned cruise of the year to Colonial Beach. This will be from 21-23 October for those that don't mind a little cooler cruise. Planning has begun and I can't wait to tour the town in a golf cart and try the new Ice House brewery. I have heard the food there is good and what better to wash it down with an ice cold beer.. See the flyer in this Life Line or the September Life Line. The flyer is also on the PWYC Website (pwyc.org) For any of the land or on water event they all will be posted to the Yacht Club website (PWYC.org).

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

07-10 Oct Commodore Cruise to Tides Inn (Rick McHarg's)

21-23 Oct Final PWYC Cruise to Colonial Beach (Scott Parsons Championing)

Treasurer

SHERRY SAMAR
IRISH HAWK, E-6

PWYC Treasurer's Report
08/01/2022 – 08/31/2022



INCOME

Dues in Wild Apricot	\$ 100.00
Seafood Boil Guests	\$ 555.00
50/50	\$ 1,308.00
Interest	\$ 0.21
TOTAL INCOME	\$ 1,963.21

EXPENSES

Seafood Boil	\$ 4,474.00
Wild Apricot expense	\$ 78.43
TOTAL EXPENSES	\$ 4,652.83

Checking account balance	\$20,707.74
Long Term Capital Expenses	-\$ 4,750.00
Budgeted Expenses not yet spent	-\$ 4,313.35
Funds available	\$ 11,644.39

Ships Manifest

Membership Chair

Una Murphy

membership@pwyc.org



WELCOME NEW AND RENEWING PWYC MEMBERS!

All members who join or renew after September 1 are now automatically members for the 2022 AND 2023 season!

Tony White and Tony White Jr., Boatel

Ruben and Melanie Acosta, Boatel

Daniel and Julie Yang, Anchor Management, Boatel

Michael and Debra Arrington, K-09

Ernest Woodward and Hanna Oyku, G-09

Wayne and Linda Sharp, FUNDAY I, II, III, and IV (retired), Off-site

MEMBERSHIP PACKETS

There are more than 60 Membership Packets still waiting to be picked up in the Blue Bath House. If you have not done so already, please make it a priority to pick up your packet next time you are at the marina.

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 5



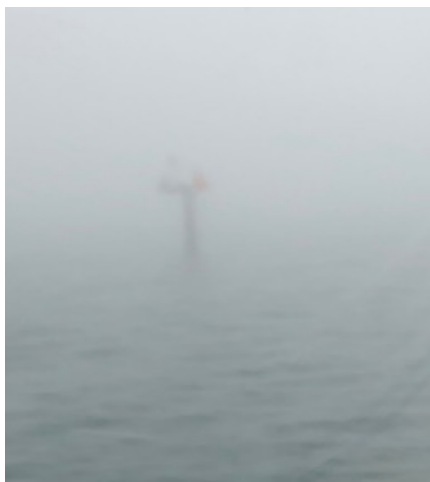
CAPT Rick back with you for Part 5 of **EAGLE ONE** on the Great Loop. As a short recap, America's Great Loop is a trip by pleasure boat around the Eastern half of the United States and Canada, approximately 6000 miles. We (my mate Kris and I) left on this trip in May of 2018 and returned home on May 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.

We pick up the trip in late January after leaving Pensacola, Florida, and rejoining the Intracoastal waterway. The temperature is rising, but it's still sweater weather in the winter in Northwestern Florida. We are headed to Niceville, a town East of Eglin Air Force Base just past the City of Fort Walton Beach about 60 miles East of Pensacola and the home of Bluewater Bay Marina, a Great Loop sponsor. The weather here is cold and rainy, so we stayed for 3 days and got chores done (laundry and oil changes). Bluewater Bay is also the home of fellow looper Eddie Johnson, famous for "Eddie's Weather Wag", an e-mail blurb regarding cruising conditions on the west Coast of Florida particularly for the crossing of the "Big Bend", a 170 mile stretch of the Gulf of Mexico from Apalachicola to Tarpon Springs. This overwater leg takes trawlers up to 22 hours and usually begins at night so you arrive in daylight. However, **EAGLE ONE** cruises at 20 knots and we plan to do it in daylight. More later. Back to Bluewater Bay, where the Harbor Host there had a Happy Hour for about a half dozen Looper crews and Wannabes. We were able to connect with old Navy friends and greeted our 3rd crew member longtime friend Eric Morton who flew over from Stuart, Florida to crew with us over the Big Bend. When weather finally improved, we set off on the ICW again for the 60 mile journey to Panama City, our next stop. As we ventured closer and closer to PC, the damage from Hurricane Michael in October became obvious.

There were numerous trees down and debris in the water. An occasional boat or other small craft was strewn along the sides of the canal, but luckily it was clear and passable. We tied up at a restaurant called the "Grand Marlin" and had a fabulous seafood dinner there, but only stayed one night as we wanted to keep moving due to our compressed schedule after the motor rebuild. We continued to see more damage as we left Panama City behind – many blue tarp roofs where the winds of hurricane Michael had taken their toll. We continued East to the historic town of Apalachicola, famous for its part in the cotton trade. The Scipio Creek Marina was within walking distance of downtown and several antebellum homes were open for touring. We ate out several times at the marina Dock bar and once for "Flights" of Chowder at another restaurant, but again, to keep moving, we left for the short run to Carrabelle, the departure point for

the “Big Bend” crossing. Since having the right weather is the key to a successful Gulf crossing, we spent 5 days in Carrabelle using “Eddy’s Weather Wag” and e-mails to get it right... This trip takes you 50 miles offshore, nearly out of radio range with the Coast Guard - but when we left Carrabelle at dawn on the morning Eddy told us to, there were calm seas and a following wind as the sun arose.

Other than the 9 hours of cruising on plane, the trip to Tarpon Springs was smooth and uneventful, just the way you want it. We found the Red #2 buoy to lead us in to downtown and located our slip after burning almost 270 gallons of diesel fuel. Then, while refueling and tending the filler hose, friend Eric was attacked by a very protective pelican, who thought our fuel drip pan was food for him! It made for some laughs... We also re-connected with our boat buddies



Bill and Bobbie on “First Forty”, who were celebrating their completion of their second Loop aka “Crossing you Wake” at Tarpon Springs. We toasted them with champagne and took photos of them swapping out their Gold AGLCA pennant for a Platinum one (White flag as a planner, Gold when you finish your first Loop, and Platinum for any subsequent Loop). Dinner that night was with a dozen other Looper crews in town. After a great farewell seafood dinner with Eric the next night, we said goodbye knowing we’d see him one more time as we made it up the Florida East Coast.

We headed out of Tarpon Springs on February 1st for our next stop in Clearwater Beach, a short 35 miles down the ICW and were met by former dockmate from Virginia “Scott the Pilot”. Scott made sure we were taken care of at the public marina and then we hit the beach! Temps in the 70s at last! Admiral Kris is in T-shirt heaven! While here in Clearwater we met old friends from our home Marina, attended a Super Bowl Party and stayed overnight in

Tampa, went in to see a Concert by a 50s group in town, visited with other old friends who live in Sun City and had the best Strawberry shortcake you can imagine. So when it came time to head on, we left the intracoastal to go on the “outside” down to the entrance to Tampa Bay to save some time. Not such a good idea... the temperature differential meant the fog was rolling in and after about 10 miles down the coast we lost sight of the beach. We turned around and headed back to Clearwater, only to find the inlet fogged in! Well, with the trusty radar a blazin’, we made it back in the inlet to the marina, but it would be an extra day of waiting before we could continue.



This time after leaving Clearwater beach, we made it on the outside down to Tampa Bay and once again entered the ICW headed South. Our new destination was The Moorings at Longboat Key, a resort on the barrier island across from the city of Sarasota. At Longboat Key we were met by our former Boat Buddies Ron and Faye O’Blenis, who were camped out here on their boat “Perelandra” for the winter. We spent several nights here and then moved to Sarasota so I could see a dentist and have a tooth rebuilt. I cracked a molar on an overdone French fry and needed it repaired. Kris found a great Dental Office for me and they agreed to fit me in. We also enjoyed Sarasota for its Circus Museum (was the winter home of the Ringling Bros, Barnum and Bailey Circus).

Our next stop was Boca Grande Marina on Gasparilla Island, a short 4 hour trek down the ICW. A beautiful place

on another barrier island. We biked to the beach, saw couples decked out in white playing croquet, and had a great Valentine's Day dinner at the Pink Elephant Restaurant. Great visit! The next day we left for Cape Coral near Fort Myers. On the way we stopped at the Cabbage Key Inn for Lunch. This is the place that supposedly influenced Jimmy Buffet to write his hit "Cheeseburger in Paradise". So of course, we had a cheeseburger and it truly seemed like paradise to the two of us.

Continuing on to Cape Coral, we arrived at the Tarpon Point Marina mid-afternoon. While there, we rode bikes, hosted Kris's Aunt Kathy and her side of the family – about 20 – for Docktails on **EAGLE ONE**, and met with Kris's former work friends for church and brunch on Sunday, and then got together with our first true Boat Buddies, Mike and JoAnn Feeney of "RULA BULA". They were escaping winter in Wisconsin in a rental house at Cape Coral.

Getting ever closer to the Keys, the temps have made beach time a great thing and that's what we did at our next stop – Sanibel Island. It's a very quaint little marina with a beloved seafood restaurant. The Marina delivered 2 warm Blueberry muffins and a Newspaper to your boat every morning! It made me want to stay another week...After Sanibel, we were cruising on the outside to Marco Island, and arrived on Feb 20 at our marina on the inside of the island, a bit of a trek but a nice place. We caught an Uber

to our restaurant of choice and got back early to rest up for tomorrow's trip to Everglades City. Everglades City is well inside on the Everglades River and depth in the channel is a concern, as it can get pretty skinny if you don't work with the tides. We were fine arriving on a rising tide, and never saw less than 5 ft below my keel (4 ft draft= 9 ft deep). We tied up at the Rod n' Gun Club on their wall.

We walked around town, found the best place to eat shrimp, found out where we were gonna get an Airboat ride the next day (Speedy's), and marveled at the woodwork inside the Rod n' Gun. You must go on the Airboat Ride and you must see the Rod n' Gun Lobby!

We swam in the pool and tasted the Key Lime Pie – Best in the Land!

We said our farewells at Rod N' Gun and departed at 6:45 on Feb 23 so we could have a high tide under us. The trip out to the Gulf was good and we had no problems until we approached the Florida Straits. Prevailing westerlies there resulted in 4-5 ft swells and slowed us down a bit. Nonetheless we made it the 80 miles across to Marathon and into our slip at the new, fabulous Marlin Bay Club. Marlin Bay had just opened in December, and featured a lagoon with about 30 slips and a beautiful pool with a "beach", whirlpools, a clubhouse with game room overlooking the pool and about 20 townhouse units up to 4 bedrooms you could rent by the day or week. We were within walking distance to 4 restaurants, and midway between two other marinas, Banana Bay and Faro Blanco, both traditional favorites for Loopers.



At Marlin Bay there were 5 other Looper boats, two that we had met earlier in the loop. At Faro Blanco, we had a group dinner with 9 other couples we had met at various locations earlier. We got invited to a snorkeling trip aboard “Bandwagon” and dinghied over to to join them and another couple. We went Scuba Diving on Sombrero Reef. We did Sunset Happy Hour at the Keys Fisheries – right next to marlin Bay - they blow the Conch Shell at Sunset and pass a “sunset” cocktail around for all as you watch to the west. The day after we arrived was the “10th Annual Sunset Celebration” for Loopers hosted by the banana Bay Resort. There were 200 Loopers in attendance from as far away as Miami and others who flew in. We found even more folks we knew and could catch up with. A great event making our Marathon week one of the highlights of the trip. Its easy to see why many Loopers make wintering in the Keys an objective.

After the great week at Marathon, we left on a Saturday on the ICW headed for Key Largo, the northernmost island in the chain. You have to watch your depth on the inside waterway because it gets a bit skinny in places (3ft under our keel, so 7 ft depth). The Anchorage Marina is on one side of the Rt 1 highway bridge, so many boats were passing by. The next challenge was to pass through Miami, just not on the weekends because of the great number of boaters out. We waited until Monday, the 4th of March. Weather was great so we were able to get on the “outside” in the Atlantic Ocean for the 40 mile trek up to Government Cut to re-enter the ICW. So when you travel into Government Cut, if there are cruise ships moored there, it is closed to pleasure boaters. Ooops! Had to turn around and go through “Fisherman’s Cut” a minor aggravation but also easily fixed. Passing through Miami on the ICW had numerous bridges and fabulous big yachts and waterside mansions – making the sightseeing enjoyable.



We pulled into a high end marina in Aventura (the Florida Riviera) about 10 miles up the coast for the night. Full of high rise condos, a bar at the pool, a community sports center and restaurant complex... quite the place, but nice folks. We needed to rest for our next stop – Fort Lauderdale...And what happens in Fort Lauderdale in March? You guessed it.. College spring break! We found the Las Olas Marina without issue, but with quite a fast current at high tide, so we waited until slack tide to move from the T-dock to our slip. There were 4 other Looper boats there and we met for Docktails and dinner. Ft Lauderdale is a yachting center with 3 big marinas and many big boats wintering there.

Our next stop was at the Lighthouse Point Yacht Club, a posh place where our own PWYC buddies live now. Judy Austin and Rick Fisher call Boca Raton their home and they have a beautiful Preincess 55 Yacht they jump over to the Bahamas in. Went to the Pool, reconnected with another former Prince William member, and got refueled from a truck for the first time! Then, upon discovering that our nephew Jack the Opera singer was in town at West Palm Beach, we connected with him for a few days. He joined us on the boat for the cruise to the next destination Old Port Cove Marina on the IWC in North Palm Beach. While heading North, we passed Mar-a- Lago – it was heavily guarded by Homeland Security in fast RHIBs (that’s Rigid Hull Inflatable Boats). Jack stayed for Beach time and dinner at the on-site restaurant. We got ready for our next leg to Stuart Florida, where we planned to Leave the boat at Sunset Marina while we both traveled North for a week. On Thurs. 3/14, Friends ferried us to West Palm Airport for our week long breaks from the ICW. I’ll leave it there for Part 5 and we will continue the journey North on the ICW in Florida in part 6. Don’t forget our Blog at www.eagleoneadventures.wordpress.com

PRINCE WILLIAM YACHT CLUB

2022 PHOTOGRAPHY CONTEST



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

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

PHOTO SUBMISSION NO LATER THAN 15 OCTOBER 2022

YOU MAY SUBMIT MULTIPLE PHOTOS – MAKE EACH ONE COUNT!

Scan Here to Download
Contest Rules Document.



If you have any questions or
comments, please email:
vicecommodore@pwyc.org

Or Call:

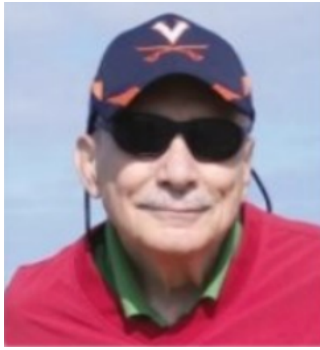
718-494-3365

Scan Here to Email Photos.



SAFETY OFFICER

BOB SWARTZ



Big Boy Power Boats (BBPBs) Wakes & The Narrow Occoquan River Channel

The wakes thrown off by BBPBs either leaving the narrow no wake zone on the Occoquan River toward the Potomac River or entering the Occoquan from the Potomac and heading toward the no wake zone frequently cause havoc with the small boats already in the narrow channel.

In simple words the wake behind a boat is mostly a result of water which has been displaced by a vessel moving through it. Propeller wash caused by a propeller churning may add to a wake.

The displaced water that is above its normal level position wants to fall back down to its normal locus. The wave (or wake) now has energy. The energy created by the movement of the water downward allows for the wake to spread until it dissipates.

Generally speaking, the heavier a power boat, the more water is displaced and the bigger the wake. The more stern squat of a power boat the bigger the wake. An example of this is a ski/wake board/wake surf boat that can adjust its wake by regulating the amount of water in its ballast tanks.

A power boat's wake size and distance of travel may be increased, for example, by speeding up or trimming to bow up and stern down. A wake may be decreased, for example, by slowing down or trimming to a level hull (with no trim tabs). Normally, leveling a vessel without using trim tabs and the slower it goes the less wake it will throw. All things being equal, the deeper the water usually the less wake. The shallower the water, the more wake.

The hull design of a vessel may also affect the wake it causes. Sailboats, for example, when under power often throw less of a wake than the same size powered vessel.

The height of a wake above the normal level of the water is called amplitude. The distance between any two successive crests is the wavelength. Wavelength is the same as the distance between any two successive troughs.

These two links provide a not-so-simple technical discussion of wakes:

[https://phys.libretexts.org/Bookshelves/Waves_and_Acoustics/The_Physics_of_Waves_\(Goergi\)/14%3A_Shocks_and_Wakes/14.01%3A_Boat_Wakes](https://phys.libretexts.org/Bookshelves/Waves_and_Acoustics/The_Physics_of_Waves_(Goergi)/14%3A_Shocks_and_Wakes/14.01%3A_Boat_Wakes)

[https://en.wikipedia.org/wiki/Wake_\(physics\)](https://en.wikipedia.org/wiki/Wake_(physics))

It Is Important To Remember: Those driving BBPBs or any size power boat through the narrow Occoquan Channel are responsible for any injury or damage caused by their wake to any other vessel and/or persons on that vessel. Even a 20-foot vessel in a stern down position can throw enough water to swamp a small fishing boat, a stand-up paddle boarder, or a kayak.

Basically, everyone is responsible for their wake whether inside or outside of a no wake zone. Under the law, damage or injury caused by one's wake is treated exactly the same way as damage caused by a fiberglass-crunching collision.

According to BoatUS, nowhere in the Inland Rules of Navigation can be found any mention that anyone must control their wakes. Courts applying the General Maritime Law are entitled to interpret the rules of the road to reflect their understanding of the norms of maritime navigation. The Rules of Navigation are interpreted by the courts as a court understands them to mean, not necessarily as they are written.

Courts have used at least two of the navigational rules to hold operators liable for the damage caused by their wakes. These are Rule 6 and Rule 2(b).

Specifically, when a vessel's wake collides with another vessel and causes damage, Rule 6 of the Inland Rules applies. This rule provides that each vessel "shall at all times proceed at a safe speed so that she can take proper and effective action to avoid collision." The courts have read the word "collision" to include both a collision with a vessel's hull and a collision with its wake.

Courts have used Rule 2(b) of the Inland rules, to hold operators liable for their wake. Rule 2(b) provides that "due regard shall be had to all dangers of navigation and collision and to any special circumstances ... which may make a departure from these Rules necessary to avoid immediate danger." Courts have read this rule to require an operator of a vessel to do anything and everything to prevent a collision (including a collision with a vessel's wake).

If still in doubt about the potential of not watching one's wake, take a look at 46 USC 2302(a). To wit, "[a] person operating a vessel in a negligent manner or interfering with the safe operation of a vessel, so as to endanger life, limb, or a property of a person, is liable for a civil penalty." As used in 46 USC 2302(a), negligence is a failure to use that care which a reasonable person would exercise under similar circumstances.

As is normal, any decisions as to guilt, innocence, or responsibility for an issue caused by one's wake are for the appropriate authorities to determine. However, why look for trouble when a little common courtesy and common sense can avoid the problem?

Here are some links:

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

<https://www.unitedmarine.net/blog/index.php/2014/10/15/watch-your-boats-wake/>

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

For many boaters, crossing over a BBPB's wake can be a scary proposition. Improper wake crossing is the second leading cause of personal injury to boaters and their guests, following only behind dock-related injuries sustained by falling during boat entry or exit.

Some Tips. Here are tips to help prevent wake damage and potential injuries from the BBPBs moving up or down the narrow Occoquan Channel. Remember that the wake may be coming either from a vessel behind passing or approaching from the front.

- *Pre-Launch Safety Briefings.* It may be wise to include instructions on what to do if a large wake comes at the boat during the initial safety briefing before leaving the dock.
- *Personal Flotation Devices (PFDs).* Everyone should be already wearing a PFD whether in a big boat or small boat.
- *Timing.* Avoid the BBPBs as much as possible by choosing arrival and departure times through the narrow Occoquan Channel. It is simple math: fewer BBPBs, less of a chance to have to deal with BBPBs and the wakes they throw.
- *When in the narrow Occoquan Channel.* Be prepared to deal with BBPB skippers that are not as courteous as they should be. Be prepared to encounter wake(s) with the potential to do damage to your nervous system, passengers, and boat. The larger the other boat's wake and the smaller your boat, the more important it is to lessen any impact.
- *Situational Awareness.* Remember the adage that your mind should be there five minutes before your boat. Focus on potential dangers.
- *Passenger Warning.* Warn passengers the moment you realize the possibility that you will be crossing a potentially dangerous wake. A reminder to, "Sit down and get ready for a big wake." should suffice. BoatU.S. insurance claim



files show that persons over the age of 50 have the highest incidence of personal injuries, mostly as a result of being seated near the bow when the boat slams into a wake. It may be best to seat older passengers amidships.

- *Move Out Away From The Wake As Is Safely Possible.* The farther away from the BBPB that is producing the wake, the smaller the wake becomes. It may be difficult to move as far away as one would like. Some of the BBPBs pushing water like to take their half of the Occoquan Channel out of the middle. While we would like to stay in the deep water ourselves, we should also know our boat well enough to decide how much water beneath our bottom we safely need.
- *Slow Down.* Don't wait to pull back the throttle until being launched in the air off of a wake. Bringing the boat to a complete stop is counterproductive. Vessels are far more stable when they're moving then when stopped and you must also be careful not to lose steerage. If your boat is on plane, reduce speed to where the boat just comes off plane or depending on your boat perhaps slower than that. This will keep the bow up and help to create a cushioned effect on the wake. A bow high position also reduces the chance of diving the bow onto the second wave. Small boat drivers do not get trophies for launching off a big wake and getting big air.
- *Approach The Wake At A 45-Degree Angle.* Different boats exhibit different characteristics. When the BBPB wakes come calling small boats shouldn't be taking them on the beam or head on at 90 degrees. Start at approximately 45 degrees and work from there. Continue heading parallel to the other boat. This allows the boat to roll a bit over the wake rather than jumping over it. By staying parallel to the other boat, it also keeps us positioned correctly on our side of the channel. And it keeps passengers from being thrown into the air.
- *Resume Speed.* Once a wake is crossed, accelerate to return the boat to plane.

Here are some links:

https://www.leeroysramblings.com/boat_wake.html

<https://www.freedomboatclub.com/learning-center/---crossing-over--safely---five-important-tips-for-crossing-wake.html>

<https://www.boatus.com/expert-advice/expert-advice-archive/2011/august/boat-wakes-and-bad-tempers>





Rear Commodore Scott Parsons

The Challenge Coins

Although the challenge coin is something that few people know about, these coins are very symbolic and meaningful among those who have received them. The challenge coin is meant to instill unit pride, improve esprit de corps, and reward hard work and excellence.

If you receive a challenge coin today, you'll likely get it via a secret handshake. This isn't always the case, but it is a tradition upheld by many. The challenge coin has become a highly collectible and long-lasting way for people to show their allegiance anyplace and anytime.

The Coin's Origination

It's not exactly clear where and why the challenge coin tradition began. However, we do know that military service and coins go back much farther than the modern age, possibly as far back as Ancient Rome. In Rome, if soldiers excelled in battle one day, they would receive their typical day's wages along with a separate bonus coin each. According to some accounts, these bonus coins were specially minted, featuring the marks of the legions from which they came. As a result, some soldiers apparently kept their coins as mementos, instead of spending them on wine and women.

These types of coins are still handed out today to reward people for jobs well done, particularly in the military. However, some administrators treat them much like autographs and business cards that they can store in their own collections. Some members of military units use challenge coins today as identification badges proving that they served in certain units. Meanwhile, other challenge coins are distributed to the civilian population for publicity purposes or are sold as fundraising tools.

Another well-known story about the emergence of the challenge coin dates back to the First World War. At that time, a rich officer gave his men bronze medallions featuring the insignia of their flying squadron. Not long after that, a young flying ace was shot down and captured. Germans are said to have removed everything from the ace's person except for a pouch he was wearing -- one that held his medallion. After he escaped to France, he was sentenced to die, as the French labeled him a spy. However, the ace presented his medallion as proof of his identity. Because one of the French soldiers recognized the insignia, France delayed the ace's execution. After his identity was confirmed, the ace was returned to his flying unit. Later, holes were drilled in these types of

medallions so that military men could place them around the neck rather than inside leather pouches. There are a ton of stories as to how the Challenge coin became to be and I have only put the most acknowledged of those. So we just became part of history with the first PWYC coin representing our Thirty years of being a club.

The Challenge

One story of how "the challenge" started, was after the Second World War in Germany. Americans stationed in Germany began to conduct "pfennig checks," or checks for this low-denomination German coin. If you couldn't produce a pfennig when someone else called a check, you had to buy the beers. The pfennig check later evolved to a unit medallion check, with unit members challenging one another by slamming their medallions down on a bar. Any member who lacked his medallion had to purchase drinks for everyone else who had their coins. Meanwhile, if everyone could present a medallion, the challenger was the one who had to buy the drinks. The same essentially applies today. However, instead of firmly placing your challenge coin on the bar to initiate a coin check, you can raise your coin in the air and shout that you're initiating a check. You could also accidentally initiate a check if you inadvertently drop your challenge coin. In addition, to succeed in a challenge, you must have your challenge coin within arm's length from you.

Now, naturally, you may refuse to buy drinks for everyone if you end up losing the challenge. Note, however, that this is a detestable crime -- one that may require you to return your coin to the agency that issued it to you. And another thing: Challenge coin checks are allowed anytime and anyplace. So, be prepared.

Purpose and Appearance

Many traditions have helped to build camaraderie among military personnel over the years. However, carrying challenge coins is one of the most well-respected ones. And

today, they are not restricted to just the military. There are many businesses, clubs, and organizations that have designed challenge coins to hand out for recognition or becoming a member of a club or organization. The diameters of challenge coins are usually between 1.5 and 2 inches, and these coins are typically around 1/10 inch thick. However, the sizes and styles vary greatly.

Some may even take the shapes of dog tags, arrowheads, pentagons, and shields. Challenge coins are usually made of nickel, copper or pewter and feature various finishes. Some feature simple designs, whereas others have more elaborate designs and highlights. In Nevada, specifically Las Vegas, coins take the shape of a casino chip. Made of the same ceramics with unit designations.



Prince William Yacht Club Thirtieth Anniversary Coin Design



The design is fairly basic compared to some Challenge Coins. On the front is the PWYC logo with the year established as a club. On the back is the Chesapeake Bay and Potomac River Water shed. The red star represents the Prince William Marina location on the Occoquan River one of the tributaries of the Potomac. The four nautical flags on the top are the flags for PWYC, below them are the nautical flags for 2022. The flags on the side are the Commodore, Vice Commodore, Rear Commodore, and Immediate Past Commodore flags. The coordinates on either side are the Latitude and Longitude coordinates for the Flagpole at the PWM. If you ever get lost, you can find your way back to the marina by enter those into you GPS. The information on the top and bottom are self-explanatory.



CHECK OUT THE SOCIAL SCENE



The days are getting shorter but the fun continues on!! Don't just watch, be a part because nothing is going to stop the party!!

Denise Parsons

ISLAND TIME G25

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
<u>October</u>	
1	PWYC Board of Directors Meeting @ 4:30PM
1	Captains Hour #6 @6PM (H-Dock sponsored)
7th-10th	Commodore's Cruise Tides Innes Cruise Tides Inn
21st-23rd	FINAL CRUISE - Colonial BeachFINAL CRUISE - Colonial Beach
<u>November</u>	
5	PWYC Closing Day
5	PWYC General Membership Meeting @ 4:00 PM
5	Closing Ceremony @ 5:00 PM (including flag retirement)
5	Chili Cook-off @6:00 PM (Host: I/J/Boatel)
5	Photo Contest Results @ 6:45 PM
5	Chili and Mac N Cheese awards @ 7:00 PM
19	Wine and Paint Night starting @ 5:00 PM

DID YOU KNOW?

Depending on how long you've been boating or who your training captain was, you've likely heard someone say, "Absolutely NO bananas on board!" But, where did that come from? This one is thought to have started in the 1600's and still persists to this day. Many sailors thought bananas were responsible for the sinking of ships, as they were often found floating near wreck sites.

So let's explore some of those rumors

We might die - When the cargo ships carried tons of bananas from the Caribbean, unbeknownst to the crew, they were carrying stow aways. Spiders, many venomous, would be in the stalks of bananas and lay their eggs. Some crew members would get bitten and, with little medical knowledge, the ship would arrive in port with several dead or very sick. It's easy to see why sailors grew suspicious of the yellow cargo.

Bad Rations - Back in the day, many sailors would store bananas in the hold to supplement their normal rations. But, when the journey ran long, they discovered they were short on food, as their primary sources of fruit etc had spoiled.

Turns out, bananas release a gas called Ethylene and they make other fruits ripen much faster than normal. But, before you blame it all on the banana, there are other fruits that release Ethylene as well; apples, melons, apricots, tomatoes, avocados, peaches, pears, nectarines, plums, and figs.

Fires - As sailors explored new lands, they would often bring local fruits and vegetables aboard and store them. As these foods ripened more quickly and began to stink and ferment. That fermentation produced alcohol which would combust, causing the ship to be engulfed in flames. The lucky few sailors who survived simply added fuel to the fire that it was all the fault of the banana!!

Banana Flotsam - When ships would sink for 100 different reason, often there were bananas floating near the site. That's right, bananas float! So, with no way to call for help and explain what happened, other sailors would find these floating bananas and draw the "logical" conclusion that it was the banana's fault!!

Today, bananas are blamed for mechanical failures, injuries, and poor fishing. Whether you're superstitious or not, the history of bananas and boating has been around a very long time and doesn't seem to be going away anytime soon.

