

LIFELINE



Did You Know??

Oh yeah, it's been hot, it's August and that can only mean one thing for sure...the hydrilla is back. But, what is it and why should you care?



A Visit To The Bay

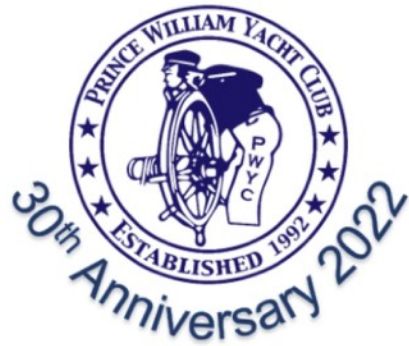
In this edition of the LifeLine, our own Mike Strano and his wife, Teresa, share their adventures on the Chesapeake Bay with a small flotilla from PWYC.



The Great Loop

I hope you've been following along Rick McHarg continues his story of the Great Loop. Part 4.

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



It is with a heavy heart that I begin this month's Commodores Corner with sad news of the unexpected and tragic loss of PWYC Members Kenny Simpkins, Elias Pimental and his son, Samuel. Let us also remember long time member, Bob Kirby, who passed away after a long illness. Please keep their families in your thoughts and prayers.

As we approach the end of summer and families start thinking about school starting again, it is important to remember that COVID is still out there when gathering. Don't forget to respect the decisions of others to not attend or wear masks as preventative measures.

I'd like to thank some folks for pitching in to help us hold some nice social events – L dock held a great Fiesta in Blue Bath House after the 4th of July. Thank you Arthur and Rebecca Fernandes and daughters, L-Dock Reps and your whole crew. I also led a Chesapeake Bay Cruise for EAGLE ONE and 4 other boats for a week. See the following article and Photos by Mike Strano about our trip – It was a hot one, but we had great weather and great Marina stops. Founders Day was a huge success by the Social Squad, Led by Denise Guess-Parsons. Good food (including an ice cream truck), fun activities, and a great turnout helped celebrate our 30th Anniversary.

And the rescheduled Pool Party, held on Aug 6th as the E/F/G Dock Captains Hour was a fun evening. Thank You to those dock Reps and DJ Kelly for the tunes...

And as I write this, final arrangements are in work for the Solomons Cruise Led by RComm Scott Parsons and VComm Jim Khoury and Jay Dowling. May they have "Fair Winds and Following Seas" for the dozen or so boats venturing out of the Potomac River and into the bay August 12-14. Then there's the PWYC Marquis event "Seafood Boil" on Aug 20th. The Khoury's, Parsons, and Vandevender families put on a feast for 175! Also in August if the weather holds, I will lead a dozen or so boats up to Three Sisters for a night or two "on the hook" on the upper Potomac.

For the month of September, our centerpiece event is the Patriot Cruise and Salute on Saturday Sept 10th. PWYC is one of the biggest sponsors of this event to recognize wounded warrior families, Veterans, and First Responders for the day with a cruise on the river, a picnic (complete with an Ice cream truck), and the traditional coin ceremony. Please sign up to help, either on the ground as a greeter or food server or on the water as a boat captain, crew, or escort. It is a fabulous way to give back to those who have given so much. If you sign up to help, you can attend the K-Dock CAPT Hour on Friday night September 9!

Our last activity of Sept is Pirate Week. Scheduled for the week of 12-17 Sept it culminates in a huge raft up in Mattawoman Creek where all pirates and wenches gather in costume for a fabulous celebration and feast! Those who wish may stay anchored overnight. I encourage Boatel Captains to participate. **You do not have to stay overnight!**

Finally, if you wish to participate on the PWYC Board in any capacity (and we are all volunteers), please let Immediate Past Commodore Mike Connolly know and we'll fit you in. See you on the docks...

Rick McHarg



NEWS FROM THE BRIDGE

Vice Commodore's Musings

Jim Khoury
vicecommodore@pwyc.org
Pegasus K-21



And just like that!
August is a memory. I cannot believe how fast the time is going by.

Summer is nearly over and with the exception of the ridiculous temperatures these past several weeks, it has been a very active

season for your Yacht Club!

Having said that, I would like to take the time to thank the folks from E, F, and G Docks for sponsoring our "First Beach Party" at poolside. The food in the BBH was terrific, followed by a fabulous party at the pool that carried well into the evening. Our resident DJ Kelly did a great job keeping all entertained while pulling tickets for great prizes (Mainly donated by PWM – Thank you very much!) and others like the EP, etc. Special thanks to Kelly for donating her time and equipment to the cause – Much Appreciated! By the way... The 50/50 drawing was quite profitable. So, if you are going to attend other events, I suggest you bring cash! You could be a big winner as well!

Even though I am going out of my lane here... I wanted to take a moment to thank all the members and friends that attended the Cruise to Solomon's Island at Spring Cove Marina. The weekend was an absolute success!

As is always the case, the Seafood Boil was a huge success under the pavilion! No shortage of food and drink there. Every year is gets better and better! Thanks to all for making it a success again! And again, thanks to DJ Kelly for donating her time and equipment to keep the party going.

September promises to be a full month as well...

In preparation for the Patriots Cruise & Salute, there will be a primary meeting on 9/6 (see the events

page on the website). If you are participating (and you should!) please attend these meetings so you are up to date on the goings-on for the upcoming event.

Your PWYC Board of Directors will hold it September meeting on 9/8 @ 7:00PM at the EP. All members in good standing are welcomed to attend.

Finally, in preparation for the Patriots Cruise, meeting #2 will be held on 9/9 in the BBH (all captains & crew must attend). Please see the events page for details.

Also, on the evening of September 9th, K Dock will be sponsoring Captain's Hour #5. In the past, K Dock was the group to beat... But with the amazing performance of all the Dock Members so far this year... They are going to have to step up their game! I think they will be a force to recon with, too!

On the 11th, PWM will be sponsoring Patriot's Day Fireworks at dusk. This is always an evening of fun, so please count on being there.

On the 17th, the Social Committee will be providing a "Pirates Movie" on the barge during the PNOH. Please see the event's page for the particulars.

During the weekend of September 17-18, the PWYC, and Prince William Marina are sponsoring the Pirates Night on the Hook (PNOH) cruise event. Please see the flyers placed throughout the marina and the events page to register.

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



The Solomons Island cruise was perfect. The weather was just beautiful. Of the 12 boats registered, we had 10 boats make it. There were three different departures with one showing up a day early as they were already on the bay and wanted to beat the winds. I would like to thank Jason and Shannon Leydig for hosting a happy hour on Nauti Pleasures Friday after arrival. Not only did we have PWYC members but some from the Spring Cove marina thought it

was a wonderful idea and ask if they could join us on their dock. They loved our camaraderie. Thank you, Jim and Judy, for hosting Saturday morning breakfast on Pegasus. Fresh Bagels and Coffee (Pronounced CAWFY) made a great start to the day. Many ventured out to see the sights of Solomons Island and some even went to see the Dragon Boat race on the Patuxent river. The Bugeye Grill accommodated 32 of us from PWYC with a three entree dinner. Great food and the best company (PWYC members) and a gorgeous sunset over the Patuxent river. Sunday was a relax day at the pool and a BBQ feast on the marina grounds. Rib, Potato salad, and

Coleslaw was purchased from Boomerangs and was delicious.



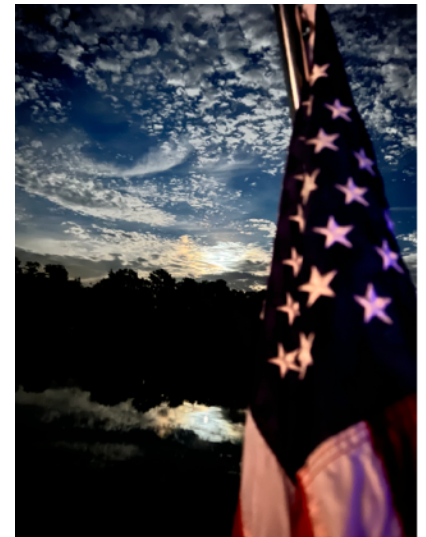
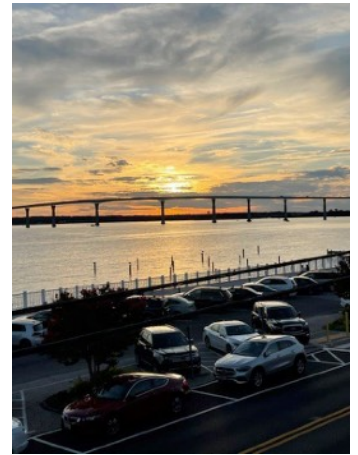
Most departed Spring Cove on Monday and we couldn't have asked for better weather. No winds made the Chesapeake Bay calm and allowed a speedy return. More photos can be viewed on the Prince William Yacht Club website (pwyc.org)

20 August was the sea food boil. Approximately 150 members were in attendance. All in all a successful event and I believe all were extremely satisfied with the food, music, and company. Thank you to Debbie Phillips for donating her winnings from the 50/50 drawing back to the club.

The last cruise for August was the Three Sisters raft up, with 19 boats signed up at the time of this article. Commodore Rick McHarg was the champion for this event and I'm sure took care of all those who went up. Can't wait for picture of the raft up. It is always an amazing sight to see so many vessels side by side on any body of water and Three Sisters make for a beautiful background.

Coming up in September we have the Patriot Cruise and Salute event on the 10th of September. The flyer is on the website and is attached to the August and September Life Line. Talk to Doug Burum for more details. This is a heartfelt event hosting veterans and first responders for a day out on the water, a hosted dinner by the Electric Palm and Recognition Ceremony for all supporting the event.

Next up is the Pirates Night on the Hook. Another raft up at Mattawoman Creek. Some will be out on the hook on Friday, 16th September watching over the PWM barge. The raft up is starting at 11 o'clock on Saturday the 17th.



J. Gaston leading this event so if you have any question get a hold of him at the marina or talk with any of the numerous members who have taken part in this event. This is a co-championed event by PWM and PWYC. See the flyer in this Life Line or the August Life Line. The flyer is also on the PWYC Website (pwy.org)

For any of the land or on water event they all will be posted to the Yacht Club website (PWYC.org). Be safe and we will see each other on the water or around the marina. And don't forget the land events, as we always need volunteers.

UPCOMING CRUISES

- 26-28 Aug Three Sister's Raft Up (Rick McHarg) Backup date 3-5 September (Labor Day)
- 10 Sept Patriot Cruise (Doug and Jenna Burrum)
- 17-18 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 & Prince William Marina

2022

Pirate's Night on the Hook!

Saturday-Sunday

17-18 September

Join us at Mattawoman

for a night of AAAARGH!

Raft-up Begins Saturday between 11AM & 12PM

BBQ & Refreshments Sponsored by PWM

Evening Party Time Sponsored by PWYC

Event Departs for Home After Brunch on Sunday

OPEN TO PWYC Members & PWM Customers!



Register Online

Non-Members – Please RSVP to: Patriot.dreams@yahoo.com

Please RSVP by 11 September



Email Registration

Treasurer

SHERRY SAMAR
IRISH HAWK, E-6

PWYC Treasurer's Report
07/01/2022 – 07/31/2022



INCOME

Dues in Wild Apricot	\$ 100.00
Seafood Boil Guests	\$ 100.00
Founder's Day	\$ 40.00
50/50	\$ 55.00
Interest	\$ 0.21

TOTAL INCOME \$ 295.21

EXPENSES

Father's Day Cruise	\$ 441.63
June Captain's Hour	\$ 25.02
July Captain's Hour	\$ 150.00
Wharf Cruise (4 th of July)	\$ 150.00
Founder's Day	\$ 1,362.19
Wild Apricot expense	\$ 6.39

TOTAL EXPENSES \$ 2,135.23

Checking account balance	\$23,282.36
Long Term Capital Expenses	-\$ 4,750.00
Budgeted Expenses not yet spent	-\$ 9,874.46
Funds available	\$ 8,657.9

Ships Manifest

Membership Chair
Una Murphy
membership@pwyc.org



WELCOME PWYC MEMBERS!

Please help me welcome new and renewing Prince William Yacht Club Members for the 2022 season (*between July 11 2022 – August 10, 2022, Any membership payments received after this date will be listed in the October Lifeline*)**:

- Sal and Gina Speziale, Out There, I-12

MEMBERSHIP PACKETS ARE READY!

There are still more than 60 Membership Packets waiting to be picked up in the Blue Bath House. If you have you have any questions, please contact your dock rep or let me know.

TELL YOUR FRIENDS!

If you have friends who have a boat at Prince William Marina and are not yet members, be an ambassador for membership! Tell them about all of the great benefits of being a member! They can join online and set up a profile on Wild Apricot using this link: [Prince William Yacht Club - Join \(pwyc.org\)](http://www.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 4

Commodore Rick McHarg



CAPT Rick back with you for Part 4 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 trusty 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.



To refresh your memory, we were a month late now on our way South, as we stopped and left the boat in Grafton in a covered slip for October while we flew home for medical treatment of the mysterious virus that I had. So now it is

November and chilly on the Big Muddy. We will rejoin the journey on the Mississippi River and if you remember, **EAGLE ONE** was tied along with our new Boat Buddies Kermit and Katherine aboard "Good Karma" just South of Alton in the huge Mel Price Lock, waiting for the fog to clear. It took several hours, but there was no waiting

barge traffic, and the lockmaster was fine with us just sitting there. When the fog cleared at 1100, we were off and running. Through the city of St Louis, and farther South to Kimmswick, Missouri, the 2nd oldest town in the state. Our stop for the night was two barges lashed together called "Hoppies" that provide fuel and power and a place for the night for Loopers. This part of the Mississippi is no-man's land for recreational boaters. There are no services between Alton and Hoppies, and further on down to where the Mississippi meets the Ohio River. So Hoppies provides a valuable stop. We walked to town after fueling and the river briefing Hoppies provides and ate dinner at one of the two restaurants in town. The couple who owns Hoppies along with their daughter have been providing Loopers with briefings on the river conditions for years. They are aging and rumor has it they cannot provide fuel any more due to storm damage to the barges. We were up with Good Karma early the next morning, a Friday. Had good current at 5.5 kts due to the high water on the river. We met lots of barges – 10 tows, the biggest with 24 barges! We were dodging barges and river debris all day but made it safely to our anchorage for the night at Little Diversion Channel in Cape Girardeau, just off the river. Had a great Mexican dinner on Good Karma and turned in for the night. We were up bright and early on Saturday morning to get started and head South to the Ohio River, but our starboard engine would not start. No charge in the battery. Tried to jump – no go. Tried the booster, no dice, and now charging the booster. I contacted Boat US, US Coast Guard, and local law

enforcement for an assist but like I said, this is a pleasure boaters No-Man's land. There were no Coast Guard boats in the Mississippi near us. If you have a barge tug and have a problem, you'll be fine as there are ports with services, but this is a long stretch of river where you are on your own. Fortunately for us, we had a Buddy Boat with us who stayed with us. We were safe in the protection of Little Diversion Anchorage, but it was a weekend, and the Coast Guard was calling us every 4 hours to check and see if we were "safe". Finally, after several football games on Sunday, the nearest Boat US operator called me from our Kentucky destination on the Land between the lakes at Green Turtle Bay. He suggested I call "Brandon" the next Morning at 0800 at his shop in Cape Girardeau. Brandon was a Commercial Tug Diesel mechanic who had inherited his dad's business. I called at 8 and spoke to Brandon and told him of my predicament and that I needed a battery and a new charger, and he said he'd call me back. 2 hours later, he called me back with the parts and a plan to get to us in the channel, and two hours after that, a barge towboat, all 3 stories high,



Phoning a friend

came rumbling around the corner into the channel! It

was a sight for sore eyes as it gently bumped up against my port side and Brandon came aboard with a battery, a charger, and a toolbox. 20 minutes later I cranked the starboard engine to life! Hallelujah! We tried to tip the tug crew, but all they wanted was some Halloween candy that Kermit had leftover on "Good Karma!" We paid the bill and said our farewells and got underway bright and early the next morning to continue our trek down the big muddy to the Ohio.

So we are traveling downstream at 8-9 kts with a kick of 5.5 kts from the current in the Mississippi and then we turned upstream into the Ohio R. against a 2.5-3 kt current. Things just got slower or we push throttles up, using more fuel. Our destination was 95 miles to Paducah, Kentucky, before 1600 when the new fuel docks closed. Made it and tied up on the new docks for the night. Did you know that Paducah is the world center for Quilting? Neither did I. We had a fabulous dinner at the Freight House Restaurant. With good weather the next day, we continued up the Ohio past the Kentucky Lock & Dam to the Cumberland River. The choice to go further to the Cumberland River was made because the Lockmaster at the Kentucky Lock would make recreational boaters (Loopers) wait for hours before putting them through



Dinner on Good Karma

– quite a difference from the Barkley Lock. We had a gentle journey to the Barkley Lock into Barkley Lake and our next marina stop at Green Turtle Bay (GTB) at Grand Rivers was just a coupla miles down the lake. Grand Rivers is adjacent to the Land Between the Lakes in Kentucky. That is, between Kentucky Lake and Barkley Lake. GTB is a Looper sponsor marina and the first thing I did was to thank the manager in person for connecting me with Brandon for the fix at

Little Diversion Channel. We also said farewell to “Good Karma”, as they wanted to keep moving on. We used the marina courtesy van to provision and pick up a rental car for our side trip over the following weekend, as we had been invited to Nashville for the Veterans Day NFL game between the Tennessee



What's a little snow?

Titans and the New England Patriots. So we left the boat at GTB and drove the two hours East to Music City. Our sponsors for the weekend were also Loopers who had finished their loop on “Kara Mia” a couple months earlier while we were in Canada. They came upriver to Nashville in their boat and tied up adjacent to the Nissan Stadium. We had 48 hours to tour and tour we did. Visited the Country Music Hall of fame, toured Ryman Auditorium, the “Mother Church of Country Music” and where the Grand Ole Opry got its start and had lunch at Blake Shelton’s bar “Ole Red”. At game time we pre-gamed aboard Kara Mia then joined the Tailgate party at Nissan Stadium. Such fun, but the Patriots lost the game to the Titans. A fun side trip and an uneventful return to GTB and **EAGLE ONE**.

After a weather day we left GTB with temps in the 20s. The following day it snowed overnight, and we had a brisk ride down Kentucky Lake, as we have only a canvas enclosure on the bridge and no lower station to drive from. So, it meant thermal underwear, winter hats and gloves and a ceramic heater on the bridge! Spent the night at Pebble Isle Marina, where they have warm cinnamon rolls in the morning for overnight loopers. The next day was snow/rain mix also, so this CAPT is hearing all about it from his

crew! Our next stop on the Tennessee river was a town called Clifton. Nice folks and new buddy boats, so we left as a flight of 3 to head to the next stop at Pickwick Lock and Dam. This is significant because it’s the last lock before the Tenn-Tom Waterway. And as we pulled into our next stop at Aqua Yacht Harbor in Iuka, Mississippi, we seemed to have an engine issue on the starboard side – decaying oil pressure and smoky exhaust.

It’s now Thanksgiving week, and on Monday morning, the Aqua Engine Mech came down to look and hear and smell and feel my starboard engine – his conclusion was I needed a qualified Cummins doctor to take a look, and that meant a call to “Diesel Don”, a world-renowned expert in diesel engine repair who lived near Huntsville, Alabama. He agreed to come up to Iuka on Friday, the day after Thanksgiving at 8:15 AM. So, after breaking the news to the Admiral, I offered an all expenses paid trip to Memphis, Tennessee for two days, and we left on Tuesday for the Peabody Hotel. ADM Kris was not happy with the delay, but she didn’t know what I feared – an engine rebuild... and another delay. In Memphis we toured Graceland, the 13-acre estate of Elvis, and saw the march of the Ducks at the Peabody, visited the Pyramid, the largest Bass Pro Shop in the US, and the National Civil Rights Museum. We also walked along Beale St (home of the Blues) and had dinner at BB King’s. On Thursday, Thanksgiving Day, we had a Turkey Lunch and drove back to **EAGLE ONE** at Aqua Yacht Center to await Diesel Don (DD) on Friday morning. He was on time Friday after a 3 hour drive from Huntsville and quickly got to work. After 30 mins, we got the diagnosis: Oil Blow-by caused by a streaming fuel injector in one of the cylinders – requiring a rebuild of the starboard engine. 3 weeks... ough! **EAGLE ONE** thing after another.

We are 850 miles from Chicago, but have another 450 miles to go to Mobile, Alabama, and the warm waters of the Gulf of Mexico. The good news is we are halfway or 3000 miles This rewrites our tentative plan C (after the CAPTs illness) to a plan D. We decide to head home once again in Dec to join our family to fly to Florida for our planned Christmas week in Key West, just not on the boat. This delay cancels our thoughts of heading to the Bahamas, as we will need to spend January and February getting to the Gulf and on the Gulf Coast of Florida to the Keys, then March

through April cruising up the Atlantic Intracoastal Waterway to Norfolk and 1st week of May to the Chesapeake Bay and Potomac River and home.

While we were still at Aqua Yacht Center, we met several other Looper Boat Crews that were late heading down the rivers like us. Bill and Bobbie on “First Forty” were a couple we would see again. They took us to the airport in Memphis to fly home (again). They were also having DD work on their diesels. The trip home enabled us to connect with many folks during the Christmas holiday party season. We flew with the family to Florida and packed into the van for the trip to Key West and our condo. Had a great week in the Conch Republic, all the while keeping track of the repair job on **EAGLE ONE**, moving along as scheduled. We left Key West in the van again and headed to Fort Lauderdale Airport to drop off the kids, while we headed to Palm City, near Stuart, to spend New Year’s Eve with old friends. On New Year’s Day, we flew back to Iuka to Aqua Yachting Center, and **EAGLE ONE**, all ready for sea trial.



Leaving Little Diversion Bay

Sea Trial went well with DD, and we left the next good weather day (Thursday) for the 57 miles and 3 Locks of the Tennessee-Tombigbee (Tenn-Tom) Waterway to Midway, Mississippi, and we are joined by Kris’s friend Kay once again for the trip south. The river is high, so there is some debris, but the temps are 40-50, and so comfortable. We are so late there is not much other pleasure boat traffic. On Friday we cruised another 59 miles to Columbus Marina where we were reunited with “First Forty”. Bobbie is a great cook and had a fabulous turkey dinner waiting for us! We will travel with them to Mobile, so left the next day for

another 65 miles and 2 locks that were full of tree limbs and other debris that required us to clear with boat hooks. Fortunately, no damage and we cleared all strainers after anchoring at the Sumter Recreation area. Water level is 10-20 feet above normal and the reason for the debris. The next day we headed out at 0800 and it warmed up to 62 degrees as we made our way the remaining miles to Demopolis, Alabama. Stayed here for 3 days awaiting favorable river conditions, but had to say farewell to Kay, who took a bus to New Orleans. When we finally left Demopolis, although there was high water, the debris had cleared, so the 97-mile run to a place called “Bobby’s Fish

Camp” was uneventful. But the high water isolated the floating dock that we tied up to. Only way to shore was by dinghy, and no power was available. We had to tie up to the trees as a secondary method of securing our boats to the dock due to the high water and fast current, but it worked for one night.

We had wanted to make the long run to Mobile the next day, but a barge backlog at the Coffeeville lock at 0630 meant we would have to wait. Well, the lockmaster called us down at 0830,

surprising us, but we jumped, untied, and were underway in a jiffy for the 3 miles to the lock. Just for reference, the lock took us down distance of 2 ft depth, normally 30 feet. We kept going but opted to stop for the night and anchor at the Old Lock One instead of heading all the way to Mobile. We anchored bow-to-stern and explored the beautiful calm area in our dinghies before dinner and Euchre aboard **EAGLE ONE**. The next day we were Mobile bound early, only to be thwarted by a down railroad bridge that we couldn’t get under. So, we found a side port wall to tie up to while we waited for it to be fixed – and it only

took an hour for the call to proceed. After many switchbacks and barge traffic (even in the high water) and 10 hours, we tied up at the Mobile City Convention Center. We were met by friend and former Navy Pilot Gray Morrison who joined the crew for the next week of travel down Mobile Bay to the Gulf Intracoastal Waterway. After dinner out in town and a rockin' rollin' night on the wall as many barges and freighters passed us by, we started engines for Mobile Bay.

As we headed out to cross Mobile Bay we left "First Forty" and headed for the town of Fairhope City Docks for fuel on Sat morning. After that, it was South a few miles to Point Clear, where we spent 2 nights at the iconic Grand Hotel, circa 1830s, now operated by the

Marriott Corporation. The hotel has a marina and is famous for use as a Civil War hospital in the 1860s when ADM Farragut brought his fleet into Mobile Bay to defeat the Confederate Fleet. Gray, our new crew member, has been coming here summers since childhood, and sponsored us for two days of pampering, great food and entertainment. On Monday, Jan 14, we left Point Clear for Orange Beach, Alabama, eastbound on the intracoastal waterway. The trip was quick and painless to the Wharf, where we met up with 6 to 8 other Looper crews for cocktails and were able to re-provision at Walmart and have some minor water system work done. On Tuesday night we "Ubered" to our old beach hangout, the FloraBama Lounge, on the border of Florida and Alabama. Fun live music and world famous bushwhacker cocktails. On Wednesday we headed east on the ICW again for the 3-hour trip over to Pensacola, Florida, where I met Kris at the Pensacola Naval Air Station Mustin Beach Officers Club at Happy Hour in 1981. We tied up at the Palafox Pier in Downtown Pensacola and visited many old haunts for the first time in many years!



I'll leave it here for part 4, but Part 5 will cover our trip across the Florida's Big Bend, down to Marathon and start up the East Coast. Once again, if you want more detail and photos, visit our blog:

[Eagle One Adventures](#)

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!

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vicecommodore@pwyc.org

Or Call:

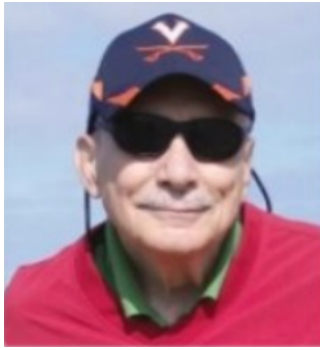
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SAFETY OFFICER

BOB SWARTZ



Der Teufel steckt im Navigieren in großen geschäftigen Marina

There are Rules to follow when in any marina. The

International and U.S. Inland Navigation Rules are set up with the idea of avoiding collisions between vessels. The Chesapeake Bay and its tributaries are classified as inland waters. The Rules concerning inland waters control our responsibilities.

In most cases, what follows is a review of what is contained in each applicable Rule. It would be best for everyone to review all of the Rules in their entirety because as the German poet and philosopher, Friedrich Wilhelm Nietzsche (1844 – 1900) was reputed have been one of the first to have said, “Der Teufel steckt im Detail, or “the devil is in the details.”

There are all kinds of marinas out there. Some are pretty simple to enter, leave, and tie up for an evening or so. Prince William Marina (PWM) is an example. Most of us are used to navigating PWM fairways. We know where everything is located. There are no large or small sailing vessels arriving and leaving, there are no Chesapeake Bay work boats, and there are no ferries or tour boats keeping a schedule. We usually know what to expect.

Not all marinas are as easy to navigate as is PWM. There are marinas that cater to a large number of different types of vessels.

There are 40 or 50 or 60 foot plus sailing vessels coming in to settle for the night and leave in the morning, there are handsome Chesapeake Bay work boats leaving at 0400 and coming back at 1600, and there are ferries and tour boats coming and going all day. Additionally, there are different types of recreational vessels of all ages, sizes and capabilities.

All in all, there may be a real dog’s breakfast of vessels coming, going, and moving all over the place at any hour of the day or night. Most of us are not used to

navigating around this type of traffic. There also may be people with a wide variety of skill driving these vessels.

At the same time, we might be looking for a who-knows-where fuel dock and then for a who-knows-where tie-up slip. Because of all these things, we can be put in unique situations quickly.

What follows may be of some help. All sources are at the end.

Rule 2. EVERYONE has the responsibility to avoid an accident. Nothing in the Rules exonerate any boat driver from the consequences of any neglect to comply with the Rules. The same goes for the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.

In complying with the Rules regard shall be had to all dangers of navigation and collision and to any special circumstances, including the limitations of the vessels involved, which may make a departure from these Rules necessary to avoid immediate danger.

Rule 5. Every vessel must maintain a proper look-out appropriate in the prevailing circumstances and conditions. A boat driver must be able to make a full appraisal of what is happening around her/him and of the risk of collision. Vessels with fitted and operational radar have extra responsibilities under the Rules.

Rule 6. Every vessel must proceed at a safe speed when entering, traveling in, or leaving a busy marina. In determining safe speed factors such as the state of visibility, traffic density, the state of the weather/seas, and vessel draft should be considered.

A safe speed is one that allows for proper and effective action to avoid collision. It also allows for stopping within a distance appropriate to the prevailing circumstances and conditions.

If necessary, to avoid collision or allow more time to assess the situation a vessel must be able to slow down, take all way off by stopping, and/or reverse propulsion.

Rule 7. When using any busy marina, a boat driver must assume that there is a danger of an accident. If there is any doubt such risk shall be deemed to exist. Be prepared to use the five short and rapid blast warning signal as described in Rule 34.

Rule 8. Any action taken to avoid collision shall be taken in accordance with Rules 4-19 and shall if the circumstances of the case admit, be positive, made in ample time and with due regard to the observance of good seamanship.

When deemed necessary to avoid a collision, any alteration of course and/or speed shall, if the circumstances of the case admit, be large enough to be readily apparent to another vessel observing visually or by radar. There should not be any small alterations of course and/or speed.

If there is sufficient room, alteration of course alone may be the most effective action to avoid a close-quarters situation provided that it is made in good time, is substantial and does not result in another close-quarters situation.

Action taken to avoid collision with another vessel shall be such as to result in passing at a safe distance. The effectiveness of the action shall be carefully checked until the other vessel is finally past and clear.

Rule 9. Some busy marinas have narrow entrance channels. Herrington Harbor South on the Chesapeake is a good example. As is Cole's Point on the Potomac. The best bet probably is to either follow along behind or wait outside until the vessel(s) has/have cleared.

Basically, a vessel proceeding along the course of a narrow channel or fairway shall keep as near to the outer limit of the channel or fairway which lies on her starboard side as is safe and practicable. Large-beamed boats, however, don't leave much room,

Not only can the inland narrow channel rule(s) be tricky but Bernoulli's Principle and how water behaves in restricted waters may come into play. Look up squat effect, bank effect, and bow cushion.

Requesting passing by using either one or two toots may not work as described in Rule 34. However, provision is made for reaching agreement in a head-on, crossing, or

overtaking situation, by using either Channel 13 or Channel 16 then transferring to Channel 13. Thirteen is for Bridge-to-Bridge communication.

Permission for an act is requested and either given or not given. Whatever the stand on vessel decides is accepted and followed.

Rules 32,33, 34, 35, 36, and 37. The information in these Rules reveal the daytime sounds and/or night time light signals that can be expected to be heard/seen in large, complicated to navigate marinas.

Granted many/most vessel drivers won't use them. Nor, might they know what they mean. However, they are important.

- One prolonged four to six second blast when leaving a dock.
- One prolonged four to six second blast when making way but not sure what may be coming around a blind corner. Wait for, but don't expect, a return.
- One prolonged four to six second blast plus three short one second blasts. These are heard from a vessel, usually a ferry or a tour boat, that is leaving a dock. One prolonged blast means leaving the dock. The following three short blasts mean that the vessel is operating in astern propulsion. Three short blasts DOES NOT mean that the vessel is moving backwards, only that its engine is operating in reverse. Sometimes, a commercial vessel may make a Sécurité broadcast over VHF 16.
- Five rapid short blasts when unsure about what another vessel is going to do or

when danger is perceived to be imminent

<https://www.navcen.uscg.gov/navigation-rules-amalgamated>

<https://www.theidioms.com/the-devil-is-in-the-details>

Here are a couple of Navigation Rules of the road sources.

[Inland Nav Rules](#)

[The Devil is in the Detail](#)

The 2022 Chesapeake Bay Cruise

By Mike and Teresa Strano

The 2022 Chesapeake Bay Cruise took place from July 17th through July 24th. Five boats from Prince William Yacht Club joined in for this great time on the Chesapeake! After departing PWM, we all headed south down the Potomac River to our first stop at the Corinthian Yacht Club. The boats that embarked on this trip were *EAGLE ONE*, *Star Cruiser*, *Taiwan-On*, *Alexandra* and *At Ease*.

After refueling at the Point Lookout Marina, we all docked at the Corinthian Yacht Club, just across the harbor. Some enjoyed the pool there, and then we all joined on the dock for “docktails” that evening, courtesy of Rick and Kris McHarg. While enjoying docktails, the weather looked a little threatening but luckily the storms went around us. The yacht club did not have a restaurant but we were given the name of a local restaurant, Courtneys, close by in Ridge,

Maryland. Thanks to a phone call by Sheldon Lu (Taiwan-On), the restaurant provided us with a private “shuttle”. The driver ended up being our waiter!! This restaurant looked like something out of a 1970s movie set, and turned out to be fabulous. The restaurant was opened

by a waterman and his wife in 1955 and has been in the family since. They ran out of Oyster Stew, but made a special batch to ensure we had it and then gave an extra container to Sheldon for the next day. Tempura zucchini was a highlight, and they also had homemade lumpia. The homemade blackberry and peach cobblers for dessert were a hit as well. Our waiter and the chef went out of their way to make our evening memorable, and provided us a ride back to our boats!

The next morning we all sailed around Point Lookout and headed up the Chesapeake to Herrington Harbor South. A little choppy around the Point with winds out of the Southeast from across the bay, the seas became calm as we headed North, and stayed flat the rest of the week. *EAGLE ONE* diverted to Spring Cove at Solomons Island for an overnight quick repair and joined the rest at Herrington Harbor the next day. Herrington Harbor South is a great resort with beaches and a large pool. The restaurant on the grounds, Ketch 22, had great seafood for dinner for both our nights there. While there, we had drinks and light hors d’oeuvres hosted by Sheldon and Beth Lu under the trees with picturesque grounds.

On Wednesday morning, we all set sail for St. Michaels on the Eastern Shore. About an hour and a half ride across the bay, the Eastern Bay, and down the Miles River, we arrived around 1pm. The dockhands at the St. Michaels Marina expertly helped all of us get settled in short order so we could get a little relief



from the heat in the pool. We enjoyed cocktails hosted by Brad Boston and Karen Knutson on Star Cruiser. Bob Schwartz (Alexandra) provided the beer and wine on Star Cruiser. The next night, we were able to listen to a performance by a local and his band that travel around the country performing. They just happened to be in town performing at the gazebo. We enjoyed an Italian dinner at Limoncello Restaurant and Wine Bar out in town later that night, and had our last-night group cocktails, also hosted by Brad and Karen.

Friday morning we departed St. Michaels, with Star Cruiser headed for Point Lookout and then back to Prince William Marina. At Ease headed to downtown Annapolis for two nights. EAGLE ONE, Alexandra, and Taiwan-On headed to Coles Point for the Potomac River Yacht Clubs' Float-In. All the boats were safely back at the Prince William Marina by Sunday, July 24th for what turned out to be a great one-week adventure on the Chesapeake Bay!



Thomas Point Light



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 G-25

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
August	
20	Seafood Boil
26-28	Three Sisters Raft Up
27	Poker Run (PWM Event)
September	
6	Patriot Cruise Meeting #1
8	PWYC Board Meeting 7p @ The E Palm
9	Patriot Cruise Meeting #2 followed by Captains Hour #5 (K-Dock Sponsored)
10	Patriot Cruise
17-18	Pirates Night on the Hook
October	
1	PWYC Board Meeting 4:30 PM
1	Captains Hour #6 @ 6 PM (H-Dock sponsored)
7-10	Commodores Cruise Tides Inn
21-23	FINAL CRUISE - Colonial Beach



DID YOU KNOW?

From the Editor

This month's "Did you know" is a little different.

In 1982 the waters of the Potomac discovered a non-native or invasive new plant. It loves the fresh waters that make up our waterway and in 10 years, it covered over 3,000 acres. If you boat on these waters you know it well...HY-freaking-DRILLA!!

Hydrilla, considered to be a nuisance species, thought to have arrived in the US from Asia on a boat, has rapidly spread across the waters of the Chesapeake and its freshwater tributaries. Hydrilla has also been discovered in western Maryland's Deep Creek Lake. Depending on where you find it, determine whether it's good or bad for the environment. In the fresh water lakes, it spreads so rapidly that it pushes out native grasses and interfere with boating. But, in the Bay and faster moving rivers, hydrilla is actually creating habitats for crabs and other aquatic life. It also helps to filter and clear the water.



But, for us boaters, we pretty much hate hydrilla, however, if we're careful, we can live with it with little issue. As you're approaching a big patch of hydrilla do so with caution, as large logs etc can be hidden by the hydrilla. If you do go thru a patch, especially with an outboard or I/O, monitor your temp gauges. If they start to rise, you may have wrapped some vegetation over the water intake. Stop the boat and back up slowly. This should release the hydrilla from the drive and restore normal water intake. When you're on the hook, pay attention to water flow from the generator and the AC discharges. If there's a change in flow or sound, check those sea strainers (which you should be doing anyway).

Fortunately, our primary waterways are very well traveled and the hydrilla is growing best in the less traveled waterway. With a little caution and attention to your boat, you'll find that living with hydrilla isn't all that difficult. And, if it is actually helping our waterway, then maybe something good is coming from the invasion.