



Lifeline

**Member Club Of: Chesapeake Bay Yacht Clubs Association (CBYCA)
&
Potomac River Yacht Club Association (PRYCA)**

INSIDE THIS ISSUE

From the Helm.....	2
From the Vice.....	6
From the Rear.....	8
Safety Officer.....	9
Membership.....	12
Treasurer's Report.....	15
Halloween Party + Boat Decoration..	16
Photo Contest.....	17
Chili + Mac&Cheese Cook Off.....	18
Wine Pairing and Painting.....	19
PWYC 2021 Calendar.....	20
2021 Dock Reps.....	21

PWYC



FROM THE HELM



Mike Connolly
Commodore
commodore@pwyc.org

The boating season is winding down, but PWYC end of year activities are ramping up! Please make sure you're keeping up with our club's scheduled activities via Wild Apricot.

If you haven't done so already, it's time to renew your PWYC membership for the 2022 calendar year!

Surprisingly enough for a social organization, the pandemic has not negatively impacted our club's membership renewal efforts over the course of the pandemic. Please keep in mind that your club dues are the primary funding source that we use to pay for the many outstanding events that PWYC hosts. **You can renew your membership on the club's Wild Apricot site** (yet another reason to use our new Wild Apricot site!). Please see the Membership Chair's (Amy Marshall) Lifeline page for other methods of renewing your membership or email Amy at membership@pwyc.org. If you are a new member who bought a boat or joined the club after 1 September, your dues are valid for this year and 2022 thanks to PWM! If you pay your dues prior to 31 December, you will automatically be entered into the "get your dues back" drawing that will happen at the Prince William Marina's slip holder appreciation party scheduled for early next year!

Hopefully, you had the opportunity to participate in this year's Pirate's Week celebration! Social Chair Denise Parsons and her husband Scott began Pirate's Week with a club members-only screening of the original "Pirates of the Caribbean" movie. Then, between 25 – 26 September, the club assembled "on the hook" at the mouth of the Mattawoman. This year, there was no single champion to bring this event together. Nevertheless, **in addition to Denise and Scott, I'll relay the thanks of the club to Rear Commodore Jim Khoury, Vice Commodore Rick McHarg, as well as Carlton and the rest of the staff of Prince William Marina for their outstanding efforts in setting-up this event!**

PWYC BRIDGE

COMMODORE

Mike Connolly
"Summer Daze" (D-9)

VICE COMMODORE

Rick McHarg
"EAGLE ONE" (K-40)

REAR COMMODORE

Jim Khoury
"Judy Blue Eyes" (K-20)

SECRETARY

Ralph Ocasio

TREASURER

Sherry Samar

IPC

J Gaston
"Patriot Dreams" (H-43)

MEMBERSHIP CHAIR

Amy Marshall

LIFELINE EDITOR

Frank Murray

SOCIAL CHAIR

Denise Guess-Parsons

CO-SOCIAL CHAIR

Sherri Connolly

CO-SOCIAL CHAIR

Beth Lu

CO-SOCIAL CHAIR

Carol Vasquez

CO-SOCIAL CHAIR

Jenna Burum

SAFETY CHAIR

Bob Schwartz

IT Services

Virginia Gaston

PRYCA DELEGATE

Sheldon Lu and Beth Lu

CBYCA DELEGATE

Tim Abel



A rag-tag group of pirates enjoy some camaraderie on the hook!



Even the local fish got into the pirate spirit during the early dawn on the Mattawoman.

Another club-defining event that we successfully executed this past month was the Patriot Cruise and Salute. This annual event always requires the combined efforts of the entire club, as well as Carlton and the rest of the Prince William Marina staff. **Of note, this was the first year that Doug and Jenna Burum, with help from Jason and Shannon Leydig, took over as the overall champions of this important event.** In addition to recognizing our nation's veterans, this year Doug and Jenna expanded the salute to include first responders. I'll share this interesting vignette that occurred during the course of the PCS: Three non-club members came up to me and complimented our club for what we were doing for our veterans and first responders. The entire club can take a great deal of pride in how we give back to the community with this annual event!

BOAT NAME	CAPTAIN	# GUESTS
At Ease	Mike Strano	2
Caroline	Billy Schridge	2
Buckeye Nation	Craig Chubba	3
Swine Intervention	Jon Cornbrooks	3
Dream On	Vandevender	6
Island Time	Scott Parsons	1
Judy Blue Eyes II	Jim Khoury	4
Land Escape	Matt Shaw	2
Lazy Day	Pete Marava	1
Liliana	Bill Jones	1
Murphy's Law	Steve Swenson	2
FREUDIAN SLIP	PHIL SUCHNYTA	2

Many thanks to all the PWYC members who volunteered to host Patriots on their boats! Keeping with the Patriot Cruise and Salute theme of 'Semper Gumby,' this wasn't the final list of everybody who volunteered their boat. **We also need to thank Jim and Dawn Brady on "In Spite Of," Pete and Michele Maravas on "Lucky Dog," and Laura Lee on "Hat Trick II."**



Our club's Closing Day is Saturday, 13 November...please mark your calendar! It's very important that all club members attend the Closing Day General Membership Meeting starting at 4:00 pm. During this meeting, the club's Election Committee, consisting of J Gaston and Doug Burum will present next year's Flag Officer's for the club's approval. A vote will be taken that requires a quorum of

**club members! Please make sure that you attend this meeting so that we can record an official vote!
The candidates for next year's flag officers are:**

Commodore: Rick McHarg

Vice Commodore: Jim Khoury

Rear Commodore: Scott Parsons

Secretary: Shannon Leydig

Treasurer: Sherry Samar

Please read the rest of the Lifeline to see the other scheduled Closing Day activities! As always, this will be an outstanding event!



Don't forget to use the club's Wild Apricot site in order to keep up with all the upcoming PWYC events!!!

Please be safe, remain healthy, continue to check on each other, and stay flexible.

See you on the water,
Mike Connolly
Summer Daze, D-9

...AND FROM THE VICE



Rick McHarg

Vice Commodore

vicecommodore@pwyc.org

Mid October as I write this and we have just Co-hosted the 2021 Patriot Cruise and Salute with Prince William Marina. A smashing Success as the Commodore has stated. A big thanks to Lou/Pat Ward on H-Dock for hosting the CAPTs Hour after the Patriot Cruise Briefing on Friday.

So now we turn the page and think about putting your baby (...er – “Boat”) to bed. Winterizing is a sad occasion because it signals the end of the boating season and oncoming winter (Ugh!). We generally don’t have a hard freeze (I define as longer than 24 Hrs of below 32 degrees F) at Occoquan until after Thanksgiving, but don’t wait til then as the Marina winterizes before that. And don’t forget to clean out the fridge unless you like Springtime surprises!

Coming up on our calendar is the **Halloween party** and Boat Decorating contest on **Oct 30**. Look for the details in a Flyer later this issue and on the docks. There will be prizes for best dressed and best boat! Following that, **Official Closing Day is Nov 13**, and activities start at 4PM with the General Membership meeting, a Flag lowering, Flag Retirement ceremony, and the combined **Chili/ Mac ‘n’ Cheese Cookoff (Sponsored by H-Dock) and Photo Contest results**. So let me make a shameless plug here for the **2021 PWYC Photo Contest**. Entries are due to me by Midnight on Sunday 31 October (vicecommodore@pwyc.org). There are **winners in 5 categories (Boats, People, Places, Humor, Wildlife) and an overall winner**. Prize selections include useful boating accessories and nautical themed trinkets plus you get a framed matted print of your photo on display in the Blue Bathhouse for a year. We have had such a wonderful boating year coming out of COVID pandemic that I’m sure there are hundreds of wonderful photos just waiting to be submitted... **So, what are you waiting for? Comply with the submission info, and email ‘em in to me by Oct 31!** ...And this just in : Your Social Committee led by Denise Guess-Parsons has just arranged for a **wonderful night of Wine Pairing/Painting on Nov 20 (Sat before Thanksgiving)**. No cost for the Wine/Food pairing but \$35/pp for painting. Look for the Flyer later and RSVP on the Wild Apricot Event page. The next shameless plug I’ll make is for the **Dec 11 Boat Lighting. Get your Dock Rep to gather the clan to decide on a Dock theme you can decorate to**. Remember, there is **cash prize awards** for the best individual boat on each dock as well as the best dock (as decided by PWM judges). Santa will be there as well as hot dogs, chili, hot cider, and Boatload of Hope for the local community (fill with toy donations/canned goods). Make sure to put this event on your calendar.

Finally, two events in 2022 you should reserve on your calendar are **the Marina Slip holders party at 1 PM on Feb 13** (Super Bowl Sunday) at the Marina Service bay, and the **PWYC Change of Watch (COW) Ball** on Feb 26 at Embassy Suites in Springfield.

Your Yacht Club Board of Directors is always working for you and we are always looking for more talent from the masses. You can help out as a dock Rep assistant and work your way onto the Board... and **don't forget to renew your PWYC Dues for 2022.**

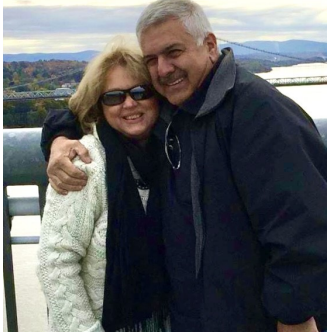
See you on the docks,

Rick McHarg,

Vice Commodore, PWYC

EAGLE ONE, K-40

...AND FROM THE REAR



James Khoury
Rear Commodore
rearcommadore@pwyc.org



Now that the '21 season is winding down and about to become a fond memory, I would like to take a moment to thank all that have participated in all the events sponsored by your Yacht Club!

Without the participation from members like yourselves, our club would not be what it has grown to be today. Our increase in membership, added events, camaraderie, and just outright enjoyment had by all, is a sure sign that our club is doing something right! Don't miss out on all the fun.... Participate and get the most out of your membership.

I would like to give kudos to all those that ran Captain's Hours, Dock Reps that kept everyone up to speed, and anyone that made this past season as successful as it turned out to be.

Many thanks to your Board of Directors, Flag Officers and appointed volunteers/committees that worked so hard making every event as enjoyable as it was.

As I pass the torch (and the cannon) to my successor as Rear Commodore, I want to bid you all peace, tranquility, and incredible journeys out on the water in the many seasons to come!

Hoping to see you all out on the water...

Jim Khoury

[PWYC Rear Commodore]

Safety Bob



Bob Schwartz
Safety Officer
 safety@pwy.org

A Two-fer: CA Drifting & The MD Conowingo Dam

Large Vessels Left To Drift. It is no secret that the major ports of Los Angeles, CA and Long Beach, CA are packed with large cargo ships waiting to come in and unload. One just has to review some Automatic Identification System (AIS) and satellite images.

Southern California ports are responsible for nearly half the goods coming into the US. Officials say there could be as many as 500,000 shipping containers on cargo ships off the ports of LA and Long Beach waiting to be off loaded. The number of ships anchored out and drifting may be as many as 80 at any one time.

So, if anyone is waiting for anything that is made in China or South Korea, it could be in a 40-foot container presently on a ship off the coast of California. That ship may be kept off shore for anywhere from a week to a month or longer depending, for example, on whether there are crew members testing positive for Covid.

Multiple factors contribute to this unprecedented situation. Dock and ground transport labor shortages, growing ship sizes, COVID-safety measures, big upticks in incoming cargo to meet Christmas consumer demand, a shortage of returned containers that are empty, and a lack of bottoms all enter into the equation.

Vessels waiting to enter the Ports of Los Angeles and Long Beach are assigned an anchorage as a first choice. There are some 60 of these. Ships are assigned a drift area when these anchorages are full.

Areas where large vessels are allowed to drift can be as far as 20 miles away from these two ports. It is a big ocean. There are plenty of places where ships can be allowed to drift. These locations are identified and assigned after discussions between the Coast Guard and local authorities.

The drift areas usually are further south from Los Angeles and Long Beach. They often are in water approximately 250 feet deep. Most ships do not carry enough chain to drop anchor in water this deep. Vessels may be allowed to drift for days until an anchorage opens up or they are called into port to unload.

A vessel not at anchor, nor made fast to the shore, nor aground is considered to be underway (Rule 3). If a vessel is drifting with a normally functioning engine(s) that is shut down and not driving a propeller(s) and moving with the current and/or wind she is underway but not making way.

If a vessel's propeller(s) is stopped but she is still moving through the water with engine-supplied momentum, she is underway and making way.

We should not confuse a vessel that is underway but not making way with a vessel that is not under command. Navigation rules governing the responsibilities of a vessel underway but not making way are different than the rules governing a vessel that is not under command.

Rule 3, definitions: A vessel not under command is a vessel which through some exceptional circumstance is unable to maneuver as required by the Rules and is therefore unable to keep out of the way of another vessel.

A number of vessels anywhere from two football fields to four football fields long drifting with the wind and current with engines off that turn the propeller(s) must be quite a sight. Of course, engines that turn propellers will be started if repositioning is necessary.

Remember, that different ships may react to wind, current set, and current drift differently. We can wonder how happy a Captain or an Officer of the Deck can be when surrounded by other large vessels that also are underway but not making way.

Allowing drifting is considered to be safe because ships are assigned areas that are far enough apart. A safe distance may change, quickly, however, depending on what nature decides to do. Fortunately, there are formulas to provide accurate assumptions of a safe distance.

<https://www.thedrive.com/the-war-zone/42612/satellite-images-show-massive-armada-of-idle-cargo-ships-waiting-to-dock-in-long-beach>

<https://www.popsci.com/technology/record-breaking-container-ships-awaiting-entry/>

<https://www.businessinsider.com/shipping-containers-stuck-california-ports-combat-shortages-2021-9>

<https://www.oocities.org/mpaoral/ch12/UnderwayMakingWay.htm#:~:text=The%20word%20%22underway%22%20means%20a,underway%20but%20not%20making%20way.>

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

https://en.wikipedia.org/wiki/Set_and_drift

The Conowingo Dam & Mine Fields

The Chesapeake Bay is an estuary. According to Wiki, an estuary is a partially enclosed coastal body of brackish water with a number of rivers and streams flowing into it. Fresh water from rivers and streams mixes with salt water from the Atlantic Ocean.

Brackish water occurring in a natural environment has more salinity than fresh water but not as much as sea water. There is a free connection to the open sea.

The Susquehanna River supplies about 50% of the Bay's fresh water. The James and Potomac Rivers supply about 30%. The rest of the fresh water comes from a watershed that has another 147 major rivers and streams but contains more than 100,000 smaller tributaries.

Needless to say, the Susquehanna River plays a major role in anything that winds up entering the Bay and occasionally either around the mouth of the Potomac where it enters the Bay or into the Potomac itself.

There are three major dams along the lower Susquehanna River. The Safe Harbor and Holtwood Dams are in Pennsylvania. The Conowingo Dam is in Northern Maryland. We are going to focus on the Conowingo Dam because it is nearest to the Bay and larger than the other two.

The Conowingo was opened as a hydro-electric facility in 1928. It is about 10 miles upstream from where it flows into the Chesapeake Bay at Havre De Grace, Maryland.

There are differences of opinion between Exelon (the present owner-operator) and various Save the Bay organizations as to who should be doing what and paying how much to ensure that the Chesapeake is protected.

One thing for sure, however, is that when there is a heavy rainfall, such as that which occurred from Hurricane Ida, Exelon is forced to open flood gates to protect the dam and potentially whatever is down river from the dam.

At one point, for example, the rainfall from Ida led to the decision that that 16 of the 53 flood gates of the Conowingo had to be opened. When gates are opened whatever debris that has been piling up behind the dam is likely to pour out of the gates, roar down the Susquehanna River, and wind up somewhere in the Chesapeake.

For example, some twelve hours after the flooding peaked because of Ida and the gates were opened, the Coast Guard issued an advisory warning of a 40-foot-long, 12-inch-thick tree in the Elk River. Boaters around the Elk and Sassafras rivers and in the area of Turkey Point reported trees, stumps, and plastic trash littering the water.

Even after the closing of six spill gates within a few days and after a few days later when all the gates were closed, there was still a danger of Conowingo debris causing damage to boaters on the Bay.

Where exactly and how quickly the debris will travel depends on wind speed, wind direction, and the set and drift of the current in the Bay. It is possible that any debris encountered after a heavy rainfall around where the Potomac and Chesapeake Bay meet or the Eastern Shores of Virginia or Maryland originated from somewhere in Pennsylvania, passed through three dams, and wound up dinging our prop(s) and/or causing issues with anything hanging below our hull.

<https://www.cbf.org/issues/polluted-runoff/conowingo-dam.html>

<https://www.exeloncorp.com/locations/power-plants/conowingo-hydroelectric-generating-station>

<https://chesapeakebaymagazine.com/conowingo-floodgates-opened-causing-flooded-roads-and-bay-debris/>

<https://waterkeeperschesapeake.org/waterkeeper-groups-file-legal-challenge-of-federal-order-to-relicense-conowingo-dam/>

https://en.wikipedia.org/wiki/Conowingo_Dam

<https://www.chesapeakebay.net/discover/facts>

Ship's Manifest



Amy Marshall
Membership Chair
membership@pwyc.org



As we head into the month of gratitude, take time to reflect on what we have to be grateful for.

Renew your \$100 annual membership by December 31, 2021 to be eligible for the "Annual Get Your Dues Back Drawing", held at the PWM Slip Holders Party. If you paid via PayPal, you may be subscribed for auto-renew.

Memberships paid from this point forward (new or renewing) will be counted towards the 2022 Boating Season! Now is also the time to update your record if you moved slips, bought a new boat, changed your email address or anything else that changed in 2021.

We are excited to have implemented a new more streamlined process with the installation of the app Wild Apricot!

Not only can you keep up with all the events going on in Wild Apricot, but you can also find all your boating friends, update your profile and pay your dues! So convenient!

If you are a new member that joined after Sept 1, your dues are valid for this year and 2022!

You can also mail a check to:

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

**Please help me welcome new PWYC members from
9/1 – 10/1/2021**

Brad Boston & Karen Knutson

Matthew & Laura Mitchell

Janine Moore & Debra Blaylock

Stephen & Anne Straub



Prince William Yacht Club

2021 MEMBERSHIP RENEWAL



MEMBERSHIP DUES: \$100.00

Last Name (Captain) _____ Home Phone (Captain) _____

First Name (Captain) _____ Home Phone (Co-Captain) _____

Last Name (Co-Captain) _____ Work Phone (Captain) _____

First Name (Co-Captain) _____ Work Phone (Co-Captain) _____

Cell Phone (Captain) _____

Address _____ Cell Phone (Co-Captain) _____

City _____

State _____

Postal Code _____

E-mail Address (Captain)

Boat Name _____

E-mail Address (Co-Captain)

Dock _____ Slip Number _____

PWYC Burgee's are available for \$30 and payment can be submitted with your membership renewal. Burgee's will be delivered to your boat unless other arrangements are made.

**PAY ONLINE AT PWYC.ORG OR
Make Check Payable To: PWYC**

New/Renewal Membership: \$100.00

Return to:

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

E-mail: membership@pwyc.org

Treasurer's Report



Sherry Samar
Treasurer

Treasurer's Report

Opening Balance (checking and PayPal) on 09/01/2021:	\$ 23,510.52
Receipts (Seafood boil guests, 50/50, donations, interest)	\$ 703.24
Expenses (Seafood Boil, burgees)	\$-5,334.00
Final balance (checking and PayPal) on 10/01/2021:	\$ 18,879.76



When: October 30th

Where: Blue Bath House

Time: 6PM

Please Bring A Dish To Share

Best Costume Wins A Prize!!!

Best Decorated Boat Wins a Prize!!!

Email social@pwy.org if you have any questions

PRINCE WILLIAM YACHT CLUB



Contest Rules

There will be FIVE (5) categories of contest entries based on the MAIN SUBJECT of each photo:

Boats Places Humor People Wildlife

Photographs must be taken in the Chesapeake Bay, Potomac River, Occoquan River region.

Email photos (high resolution), with the following information to Rick McHarg at vicecommodore@pwyc.org.

- photographer's name
- boat name
- category entered
- camera used
- title of each photograph
- brief description of photograph



Sample submission:
 Photographer: John Doe
 Boat Name: Goin' Down Slow
 Camera used: Canon, Nikon, Sony, Cell phone, etc...
 Title: "The Good Life"
 Description: photo taken of Mt. Vernon on trip to DC

Entries must be submitted by *October 31, 2021*.

There is no limit to the number of photographs you may enter. Professional photographers are not eligible to participate in the contest. By entering the contest, you automatically convey PWYC and its affiliated publications and websites, unlimited, nonexclusive publishing rights, to each photograph submitted.

Judging and Prizes

Judging Criteria:

1) Image clarity & quality 2) artistic impression 3) color, lighting, exposure, focus 4) adherence to category
 Grand Prize and winners in each category will receive a prize and will be published in the LIFELINE newsletter.

Winning photos will be enlarged, framed, and exhibited in the Blue Bathhouse at the marina. Winners will be announced at the 2021 Closing Day Ceremonies on November 13th, 2021.



**PWYC ANNUAL
CHILI AND
MAC & CHEESE
COOK OFF**

Saturday, November 13th, 2021

6:00 PM

Sponsored by I Dock, J Dock and The Boatel

**Please login to the PWYC Website to
register. <https://pwyc.org> or Scan this QR**



Contestants: Bring your BEST pot of Chili or Mac & Cheese.

Members/Attendees: Maybe bring a side or dessert to share.

Awards for the Best Chili and Mac & Cheese

As judged by PWM Staff

Most Popular dish voted by the membership in attendance!

Registration Deadline November 6th, 2021

Need more Info? Email: Bethlu28@yahoo.com

pageborders.org

Prince William Yacht Club

Wine & Food Pairing

Art Lesson Night



Saturday, November 20th @ 5PM

Blue Bath House 2nd Floor

Cost: \$35 PP (Paint Supplies)

Please RSVP for this event. Payment made through
Denise Parsons' Venmo Account: [deniseparsons2](#)

Please RSVP on the PWYC Website Events Calendar

Denise Parsons Email: deniseguess77@gmail.com

Important Note: Check the *PWYC.org* website for updates or changes to the calendar.

2021 PWYC CALENDAR

Contact Denise Guess-Parsons, Beth Lu, Carol Vasquez, Jenna Burum, or Sherri Connolly social@pwyc.org, to help with an event or captain a new one.

OCTOBER

30 Halloween Party

NOVEMBER

13 CLOSING DAY General Membership Meeting 4pm, Closing Ceremony 5pm, Chili Cook-off and Photo Contest 6pm (Captain Hours #6) (Host: I/J/Boatel)

DECEMBER

4 Board Meeting 10am

11 Christmas Boat Lighting @ 5pm

18 Wreaths Across America at Arlington National Cemetery

2021 DOCK REPRESENTATIVES

A	Vacant			adockrep@pwyc.org
B	Vacant			bdockrep@pwyc.org
C	Matt & Lisa Shaw	“Land Escape 4”	D-13	cdockrep@pwyc.org
D	Matt & Lisa Shaw	“Land Escape 4”	D-13	ddockrep@pwyc.org
E	Craig & Lisa Chuba	“Buckeye Nation”	E-12	edockrep@pwyc.org
F	Charlotte Blane	“At Last”	F-6	fdockrep@pwyc.org
G	Mike Strano	“At Ease”	G-21	gdockrep@pwyc.org
H	Lou & Pat Ward	“Perfect Timing”	H-30	hdockrep@pwyc.org
I	Chris & Sabrina Salter	“Salty Breeze”	I-29	idockrep@pwyc.org
J	Vacant			jdockrep@pwyc.org
K	Jim & Judy Khoury	“Judy Blue Eyes”	K-20	kdockrep@pwyc.org
L	Arthur & Rebecca Fernandes	“The Getaway”	L-17	ldockrep@pwyc.org
Boatel	Joe Peruzzi	“Out of the Blue”	Boatel	boatelrep@pwyc.org



Frank Murray

Lifeline Editor

Coming in Hot!!! (G-27)

Monthly publications of Prince William Yacht Club

All articles, photographs, and announcements must be received by the 10th of each month. The Lifeline will be published on or around the 20th of each month.