



From the Commodore

A wonderful September, just like an early fall should be. We attended Tall Timbers Labor Day event, held Fellini on the Farm ... and planned for the General Membership Meeting and Change of Watch. Read all about it here! **THERE ARE SOME CHANGES IN THE LAST TWO EVENTS SO READ ON!**

The upcoming General Membership Meeting (GMM), will be held Oct 20 at Coles Point Plantation Marina. THIS IS A CHANGE in location ... take note. More detail on the event later in the newsletter.

The Change of Watch will be held at the **Lighthouse Restaurant in Colonial Beach. This is a change in location ... take note. More details later in the newsletter.**

And for the first time we have a contribution from one of our members, Vicky Enos. Don't miss her article later in the newsletter on her shop.

Don't forget you can view the majority of pictures we are taking for the web site ... some not used ... at our Flickr account. Go to www.flickr.com. Sign on using the user name wyamember@yahoo.com and the password 1234zxcv. Dick had a problem signing on so we are investigating. If someone else will test it and let me know their success I would appreciate it and we will find the problem.

As it is nearing the year of our fiscal year dues notices will be mailed in October. We hope you have had a great time this year and continue your membership.

Events

Labor Day Weekend Trip to Tall Timbers Marina, Aug 31 to 3 Sep. Nine WYA boats arrived at Tall Timbers for the annual Labor Day dancing, partying, fireworks, and boat burning. We were joined by the Rodriguez from Landmark Yacht Club and Norm and Lucinda Johnson. Pictures and details at our web site, www.wya-va.com.



2012 Bridge

Commodore – Phil Bolin
Vice Commodore – Chris Smith
Rear Commodore – Carey Bolin
Secretary – Nancy Vineyard
Treasurer – George Cajigal
Immediate Past Commodore – Diane Burton

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Fellini at the Farm. A new event this year was "Fellini on the Farm," held at the Bolin's farmhouse in Farnham.. The plan....a relaxing Saturday afternoon and evening, playing games, sampling delectable appetizers and gathering for a leisurely feast. Thanks to everyone for your contributions, great company and help.



Check out more pictures at www.wya-va.com. And I've just recently added new pictures taken by Dick Elmore.

New Members

Please welcome our newest members, Les and Hope Jackson, who are rejoining after a year or so off. They live in Kinsale, adjacent to Port Kinsale Marina and just purchased a 33' Cruiser, replacing their former "High Hopes." They're very active member and cruisers, and it's absolutely great having them back!

A Preview of Upcoming Events

There are two events left this year. AND THERE ARE SOME CHANGES ... read it all!

General Membership Meeting, Saturday, Oct 20. The membership meeting will be held **at Coles Point Plantation this year.** George Cajigal is the Float Captain and details have been emailed separately. Plan on a Saturday afternoon German Food buffet from 1:30 to 3:00 pm, followed by the General Membership Meeting. The lunch buffet will be \$12.50 per person, to include tax and tip. Pay at AC's restaurant by cash or check on the day of the event. There will be a cash bar. Stay for the evening and join a few of us for dinner at AC's restaurant. Dinner will be Dutch treat. There will be happy hour prices and dinner specials for the entire group. Dockage or Lodging is available by calling 804-472-4011 and talking to Beth, Teresa or Jamie, (5 brand new cabins available).

Diane Burton will pass out the Bridge slate soon and we'll vote on that at the GMM. In addition to the election we will discuss whether we want a "home port" marina. As you know, Port Kinsale Marina and Bayside Marina in Colonial Beach have offered their facilities for our use. There's been general, informal discussion on this topic over the summer. We don't have to make a decision at



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this time, but it's a good idea to see what you all think. It would give us a place to relax and socialize over the winter months, hold occasional meetings and events. It will be open for discussion at the GMM, so please express your thoughts.

WYA Change of Watch, Nov 10. We're planning a great Change of Watch at the **Lighthouse Restaurant in Colonial Beach.** *Most of our major participants in the club wanted the event near Colonial Beach to reduce the drive home after partying. We listened.* It will be a seated dinner, held in the waterside private room, with the dance floor and private bar. We'll enter through a separate door from the restaurant and have private access to the deck area. We'll dance to tunes spun by Joe Head, our DJ of last year, following cocktail hour, the dinner and brief COW ceremony. ***DO plan on attending. Mark your calendar.*** Guests will be welcome for this event. In fact, guests are encouraged. Guests will have a choice of prime rib, chicken marsala or seafood Norfolk for the main course. Pricing and full menu details will follow shortly. The Lighthouse provided a marvelous venue for the Flag Raising and Cinco de Maya in May and are being equally accommodating for this event. Remember, this is a semi-formal affair.

Coastal Chic ... a Vicky Enos Shop

Hello to all my fellow WYA Members. A few members have asked me about my shop and where it is located so the following is some info and background.

I have had the shop for almost 2 years and love it. It gives me almost as much pleasure as boating with all of you. The inventory is constantly changing and I do have a web site www.coastalchiconline.com.

Right now you can order a few items online, but I am working on making more items available online in the near future. I hand paint all of my furniture pieces and hand make all of the pillows and most of the décor and gift items. I also have wonderful seasonal items I make to keep the shop interesting and festive.

When you visit, you will find shabby chic, French country, nautical, beachy, handmade, vintage, repurposed and unique one of a kind items.

Inspired by living on the water and my





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love for Cottage, Shabby Chic and French Country decorating and the natural colors of coastal living, I was motivated to create what is today known as Coastal Chic. Drawing on my experience as a self-taught artist and decorator, my sense of style is reflected in the unique home decor products that I collect and in the



products I make. I love the simplicity of white painted vintage furniture and the artistic beauty of repurposing items in a way that makes them beautiful and unique. Coastal Chic is a retail store offering eclectic home accessories and gifts to consumers wanting to create a personalized home environment - that "I'm home" feeling for consumers who look beyond the national home accessory and gift chain stores for those expressions of individual personality and style. In addition to offering unique products, unparalleled customer service and quality, I complement the customer experience by offering items at a value that is affordable.

Coastal Chic is located at the Unique House Antique Mall,  
9600 James Madison Pkwy (RT301)  
King George, VA 22485.  
Booth #22.

I hope you come by and check it out. Vicky Enos

**Trivia**

Here are pictures from our past. Always fun! Norm and Dick aboard Liberal Leave during the Labor Day Tall Timbers Event. And just one of the pictures from the Fellini at the Farm event.





### ***Birthday***

Happy birthday wishes go out to Danny Spicer 10/6, Georgia Derrico 10/6, Peggy Saylor 10/17, and Carey Bolin 10/26,

### ***Anniversaries***

Happy Anniversary wishes go to George and Polly 10/9 and Stuart and Debbie Lindsey 10/13.

### ***Your Starring Role In Going Aground***

By Bob Adriance. Published: October/November 2012

*Sometimes, does it feel like you're hitting bottom? Well, in boating, that can be more than a feeling! Here are some proven techniques to free your boat.*

No matter if you've been boating 50 years or 50 minutes, whether you own a powerboat or sailboat, whether your boat draws two feet or six, or whether the tide is rising or falling; the first thought that pops into your head the instant your boat unexpectedly touches bottom is always the same: "Oh, &#@%!" If you're lucky, it's just a momentary annoyance the boat bumps and you continue safely on your way. But the boat could also be hard aground, with many hours of struggle ahead before it's freed. If you're going to get off lightly, you'll have to react quickly. A little luck won't hurt either.

**Powerboats:** A powerboat skipper's initial reaction should never be to push down on the throttle, either in forward or reverse, and hope for the best. The boat's engine gets its cooling water from somewhere under the boat, and if it sucks up enough mud or sand, the engine could be ruined. This could also damage or tear off the boat's running gear. Shut the engine down until you've ascertained how far the intake is from the bottom. A light displacement boat with a shoal draft can probably be walked to deeper water by the crew if they're good swimmers, wearing shoes if needed, life jackets, and if they're aware of any dangerous current or drop-off.

Check props and rudders (if you can, safely) to make sure they haven't been damaged. On most powerboats, underwater machinery is vulnerable and must be considered as you work to free the boat. Raising an outdrive or outboard slightly will reduce draft. If you decide to use the engine, check the exhaust and temperature gauge periodically to make sure it's pumping water and not sand or mud.

**Sailboats:** If a boat sailing upwind is to be freed quickly, the helm should be thrown over immediately, away from the shoal, and hopefully wind will heel you off. The crew should move to leeward to reduce draft and then, with a little luck,



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the wind will nudge the boat back to deeper water. If the boat is sailing downwind, the chances of getting free immediately are slim unless you happen to have bumped a very short shoal. The temptation will be to try and spin the boat 180 degrees so that it's heading back toward open water. This could work, but then again, it might damage the boat's rudder, especially if it's a deep, spade rudder. If the boat remains on the shoal, drop the sails immediately so that it won't be blown further aground.

If you use your engine, make sure it's pumping water. When a boat is heeled, the intake could be out of the water or, equally as serious, sucking up sand, mud, or gunk from the bottom. Check periodically to make sure water is flowing freely from the exhaust, and keep an eye on the temperature gauge.

#### A Few Considerations

Whether you're freed quickly or not, anytime your boat bumps bottom, check the bilge for rising water. Inspect rudder and shaft stuffing boxes, and on sailboats, the keel bolts. If the boat is leaking badly, man the pumps and call for assistance immediately. Even if the bilge seems dry initially, keep checking periodically to make certain it's still dry.

If wind and current are in danger of putting you further onto a shoal, you'll need to set an anchor to prevent the boat from going harder aground. The anchor can also be used as a kedge to free the boat (see "Techniques"). If a dinghy is available, the anchor should be hung on its stern and the line flaked in the boat so it will pay out smoothly as you row or motor. Whatever way you get the anchor set, you'll want at least 5-to-1 scope.

Next, take soundings of the surrounding bottom to learn what you're up against. Use a lead line (if you have one) or boat hook to measure water depth around the boat and, if possible, get in the dinghy and take additional soundings further away from the boat. While you're probing, find out what type of bottom the boat is stuck in. Boats aground in mud can be rocked from side to side to break the suction (see "Techniques"). Presumably deeper water is astern, and it's probably deeper to one side or the other.

Whenever you go aground, tide is an important consideration. Hopefully, the tide will be low and rising quickly. Consult the tide tables and/or jam your boat hook into the bottom next to the boat and mark the water level with tape. When the water has risen an inch or two above the tape, start working in earnest to free the boat. If it's anywhere near high tide, however, you'll have to work fast. A falling tide can leave a boat high and dry; if you can do so safely, put seat cushions, fenders, or extra life jackets between the hull and rocks to protect it from gouges. Things to check if the boat will be lying at an awkward angle include the battery,



fuel vents, any points where water could enter the boat, engine-oil dipstick, and propane bottles (which should be shut off).

### Techniques

Lighten the boat. If the boat is really stuck, empty water tanks; water weighs 8.3 pounds per gallon. Heavy objects (anchors, spare batteries, chubby in-laws, and so on) can be shifted to the deepwater side of the boat, or put into the dinghy temporarily. If you're anywhere near land, you may opt to use the dinghy to carry heavy gear ashore.

**Rocking The Boat.** Depending on the type of bottom (both the bottom of the boat and the seabed itself), rocking the boat back and forth while twisting the wheel can be effective. Start with the engine in reverse, but if the boat isn't pulling free after a few seconds, stop, as the wash from the prop can shoot silt up under the boat. Next, try going forward, rocking the wheel back and forth. Going from forward to reverse, rocking the boat, and twisting the wheel from side to side may also free the boat.

**Shifting Weight.** With powerboats, try moving the crew to the section of the boat that seems to be in deeper water. This may lift the section that's aground off the bottom slightly. A sailboat with a full keel and a cutaway forefoot can sometimes be refloated by moving the crew forward. Fin-keel boats are most likely to be refloated when crew weight is moved to the rail. Which rail depends on where the water is deepest; the keel should point toward deeper water. To gain another degree or two of heel, try swinging the boom out with one or two volunteers clinging to the end.

**Employ The Dinghy.** If you're skilled at small-boat handling and have a dinghy with a motor, use it as a tug to push against the bow from the shallow-water side to move the bow around to point to deep water. Wear a life jacket. Beware the danger of flipping should your dinghy bow slip and the dinghy lose the "square on" position of being perpendicular to the side of the bow. Helmsman, be prepared to throttle up as soon as the bow swings.

**Boat Wakes.** A passing boat can send up a wake that can give your efforts a momentary boost, literally. If you're not on a rocky bottom or reef, using the engine, time your bursts on the throttle with each passing lift. As noted, be sure the engine is pumping water and keep an eye on the temperature gauge.

**Set A Kedge.** If you've shifted weight, gunned the engine, and tried the various maneuvers, and the boat remains stuck, you've got some work to do. Setting a kedge (anchor) out in deeper water can help free the boat and will prevent it from being nudged further onto the shoal. A windlass gives a terrific mechanical advantage pulling the boat out to deeper water. However, don't overload it. On



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sailboats, snatch blocks can be used to lead the anchor line from the bow to your largest winch, usually at the cockpit. One proven trick involves running the halyard over to the anchor line, using the halyard winch to heel the boat. If or when the keel floats off, use the engine to work the boat out to deeper water. If you can't pull the boat off, at least try and get the bow headed back toward deeper water. You may then be able to use the kedge together with wave action, the occasional wake, and even your engine to free the boat.

**Your Next Steps** It's a good idea, if you're hard aground and can't free your boat quickly, to issue a securit call on your VHF to let other vessels, and the U.S. Coast Guard, know your position, and that you're dealing with a situation just in case things get more serious. Also, if any of your passengers has a medical condition, call the Coast Guard or local authorities immediately if the situation turns into an emergency.

**Call BoatUS, TowBoatUS, Or Vessel Assist.** If the tide has come and gone, you've tried everything, or bad weather or other adverse conditions are threatening, use your VHF or cellphone to call for commercial assistance. You can call the BoatUS National Dispatch Center 24/7 (800-391- 4869), or ask the Coast Guard to contact BoatUS on VHF. If the call is for a basic tow or soft ungrounding, a towing representative will assist you. If your boat is insured with BoatUS and the case appears to be salvage related, call our Marine Insurance Claims Office (800-937-1937); a claims adjuster will then coordinate your salvage assistance.

If you call for assistance, prepare by getting life jackets on, and keeping your crew calm and informed. If your boat is drifting in an unsafe direction, deploy your anchor and line as quickly as possible. Make sure your GPS is working and relay your exact coordinates and depth. Keep your VHF radio tuned to Channel 16 to ensure you have communication with the towboat captain while they're on their way. Make sure when a towboat arrives, you verify it's the same company you called on the radio or phone so you won't get billed for two competing companies responding.

## *Sign Off*

Signing off for another month. Come on folks, send in those articles if you have something to pass on, a boat story to tell, or a boating related matter. Have a special skill or business that would be of interest to your fellow WYAers? Let us know. Something to sell or give away? Consider this newsletter as your personal classifieds, you may just have a boat or equipment that your fellow members would be interested in. We need short bios of our members to post. We've got an infinitely interesting group...so tell the folks about you.