



~ ~ ~ *The Mooring Buoy* ~ ~ ~

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Commodore's Corner

Hi all,

Well, we did it again. Another great party for St. Paddy's day. Buzz and Shannon, with the help of Cary, Mary Jane, Katherine, and Sue, pulled off a great event. We had guests from Aquia Harbor join us again this year and all had a great time. Norma and I would also like to thank everyone who helped clean up on Sunday. It went well with many hands. Our club is made up of some of the nicest people I have been around in a long time. We work well together and enjoy each other's company. What more could we want? Now, let's set our sights to spring. Our Rear Commodore is Shannon Ritter, and along with his capable first mate Sue, I know Shannon will have a trip for us in April if the weather breaks. If not, read all about the events coming up that start in early May.



Yours,

Bob Blunt

Notes from the Web Master

I finally remembered to update the text box at right to reflect this is the 2014 Bridge. It is my age. I know it can't be the wine!

It looks like a good year coming. We had a great Pub Crawl and we have people seriously planning the following upcoming events:

- Derby de Mayo Party May 3 with our Flag Raising and Cinco de Mayo and Derby Party.
- Memorial Day Party at Coles Point on May 24-26
- Potomac River Festival Parade on June 6-8
- Cobb Island Summer Kick Off on Jun 21-22
- July 4th Celebration in Colonial Beach
- The PRYCA Float-In July 18-20 at Port Kinsale Marina

2014 Bridge

Commodore – Bob Blunt
 Vice Commodore – Bill Bukevicz
 Rear Commodore – Shannon Ritter
 Secretary – Norma Blunt
 Treasurer – George Cajigal
 Immediate Past Commodore – Phil Bolin

Contact WYA

Mail: PO Box 325
 Colonial Beach, VA 22443
 Web site: www.wya-va.com
 Email: commodore@wya-va.com
 Email all members:
wyamembers@wya-va.com



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- AND, a forward looking planning team of Janet Coleman and Kris Butera and Ralph Mason are already planning the Oct 18 General Membership Meeting.

More on all of these events later in the newsletter, but you need to mark your calendars and get ready to party. View more of the club's events on our web site www.wya-va.com at the 2014 Schedule Page.

Past Events

March St Paddy's Day Pub Crawl. Led by the able leader Buzz Buswell, the 2nd Annual Pub Crawl came off with plenty of smiles and full tummys. More pictures on our web site, www.wya-va.com.

We gathered Saturday afternoon at the Lighthouse Restaurant for a St Patrick's Day Welcome to the "CRAWL" ... had toddies to set us on our merry way.



Green turns out to be our color. With direction and hard work by Buzz and his helpers, WYA members were presented with a rousing event. We toured four local pubs (Dockside, High Tides, River Boat, and Hunan Diner) before returning to the



Captain's Lounge for an Irish meal well prepared by Buzz and Shannon. The weather cooperated and Bill Milliscent drove his super-cool "short bus" to deliver all of us to the local pubs, along with his able helpers Bob Swink and Freddie Ahern. Bob served as Safety Director. The Captain's Lounge at Bayside Marina was provided by the Blunts. Couldn't ask for a better scenario. We also had



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several of our friends from Aquia Harbour Yacht Club sail down to join us. We had about 45 people and picked up a few vagrants along the way.

Upcoming Events

Ok, let's get to what's happening the early part of summer. You need to get that boat ready! AND PLEASE send in emails of interest as requested below.

➔ **Flag Raising and Derby de Mayo Party, 3 May 2014.** Here is a teaser. More details forthcoming ... just put it on your calendar! This has always been a sell-out success.

Derby de Mayo

*Saturday, May 3 - Bayside Marina and Captain's Lounge
Starting with Flag Raising at 3PM followed by Fiesta then
Derby Viewing, Derby Hat Contest and Mint Julep Tasting at
5:30 PM*



➔ **Memorial Day Party at Coles Point, 24-26 May 2014.** Our Vice Commodore is planning this event. We have 7 couples signed up so far and slips are filling fast. Bill will provide more details on the plans soon, but if you want to attend a super party at Coles Point, email Bill at wbuke@aol.com now to reserve a slip.


➔ **Potomac River Festival June 6-8 at Colonial Beach.** Ok ... a new event for us and Vicky Enos is the Float Captain. Here's the plan. On Friday night, June 6, we'll have a cookout at Boat House Marina (hotdogs and hamburgers) and decorate a boat that Bill Bowman will tow in the noon June 7 River Festival Parade. We'll ride the boat and our golf carts, or walk if you want. Then we'll retire to Boat House Marina for another cook out while we watch the fireworks. On Sunday there is a boat parade in front of the Town of Colonial Beach -- We can decorate a






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fleet of boats and everyone pile on or people take their own boats. **WHAT you need to do is tell us if you are interested in any or all of the weekend events.** Just send an email to Vicky Enos at venos1@verizon.net . Come on ya'll, let's do the Parade trip this year!!! Send that email to Vicky.

 **Cobb Island Summer Kick Off on Jun 21-22.** The summer kick off has been the best event of the year for several years now. Mike and Vicky are the Float Captains. We already have 15 boats committed to attend, which is over 1/3 of the total boats in the past. Vicky is working with the Cobb Island Yacht Club to get us slips. **THE REGISTRATION PACKAGE JUST CAME IN. IT IS ATTACHED to the email that sent you this newsletter, and also on our website. Read all about the even, then fill out the 2 page form and mail it in THIS WEEK. Also, please send an email to Vicky that you have signed up.** Email her at venos1@verizon.net. You can't wait much longer if you want to attend. AN important note. There is a Texas Hold'em tournament you will read about in the info packages that requires a \$100.00 fee for \$20,000 of play chips. This \$100 is only for the Texas Hold'em tournament and does not pertain to the Black jack tournament or other Vegas type activities. More info on the other Vegas activities will be forthcoming later.


 **July 4th Celebration.** We don't have this nailed down yet, but we will have a party on the 4th. Save the day should you want to join us?

 **PRYCA Float-In, July 18-20.** Everyone knows the Float-In is a great event. This year it is at Port Kinsale Marina, owned by WYA members Rod and Georgia. Let's get out and support them and the club at this summer event. Registration is required and you must fill it in and send a check. Just make sure you tell them you are a WYA member.

Attached to the email that forwarded this newsletter is the information and registration package. It is also on the web site. We have had no problem letting members sign up individually in the past, so: All you need to do to sign up is:

- 1) Fill out the Registration Form, Sheet 2 in the attached info and registration package for your boat ... We'll take care of page 1. Fill in the one line on page that defines the cost and EXPLICITLY SAYING YOU ARE A WYA MEMBER and then
- 2) Send the one page form and a check to PRYCA Treasurer, Steve Preda, 112 Stafford Stone Drive, Stafford, VA 22554. AND THEN THE MOST IMPORTANT STEP
- 3) SEND AN EMAIL TO philbolin@mva-polonia.com SAYING YOU SIGNED UP!!!! A MOST IMPORTANT STEP!!!!

We came in 3rd for the CUP last year. Is this our year???? It will only be if we have a large attendance.

We hope to see a large contingent and please realize that taking a boat into the Float In ... if we even care about the CUP ... requires that your and every other



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boat already has a 2014 USCG AUX safety inspection sticker!!!!!! Big downer for our club last year. This year???? It is not good enough to pass the inspection at the event. BONUS points for the entire club having 100% stickers coming to the event. PLEASE plan on it.

The complete Float In registration and info package is attached to the email sending this newsletter. SEND IN FORM BY 7 APRIL 2014 TO GUARANTEE YOUR SPACE!!!!!! WHY NOT NOW? MY CHECK IS IN THE MAIL.



General Membership Meeting, October 18. We are planning for our October WYA event on Saturday, October 18, coupling it with the General Membership Meeting. The Mason-Butera's have generously agreed to host at their home. And here is just a teaser of what's to come.

Whose got booty? Mark ye calendars for Saturday October 18 at th' band 'o pirates Den in Colonial Beach to spy wit' ye eye. Pirates, wenches, and other treasured details to be revealed as they be discovered. Be that or walk th' plank when we find ye!!



And More. The details above get us to mid summer with some nice activities. We'll kick off the second half with a week long trip directly after the Float-In. So if you're interested in that, plan your vacation time for 20 to 27 July. Last year 7 boats participated and enjoyed a beautiful week on the water.

Quarter Master Items

Remember the WYA apparel web site. Many cool items for sale. Put it in your favorites tool bar!

<http://wya.logosoftwear.com/>



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## For Sale

Gary and Nancy Vineyard are selling their 32' Chris Craft Express Cruiser. See details below and note that it has a great aft deck for socializing. Call Gary or Nancy at 540-854-8353 and see the following info on the boat:

Gary and Nancy Vineyard are selling their 2000 32' Chris Craft 328 Express Cruiser. A beautiful boat that cruises comfortably at 24 knots and has 4 hours, yes 4 hours on new engines and refurbished outdrives. Competitive Priced at \$42,500. Call Gary or Nancy at 540-854-8353. Twin 5.7 Volvo-Pinta GFI engines. Outdrives with Volvo-Pinta duo-props. 5K Kohler generator. Heat, Air, microwave, and two burner stove. TV, built -in coffee maker, and two queen berths (front and aft).



## Boating Stuff

### *A Man-Made Wonder Makes an Ecological Connection*

By Loren Barnett Appel

Published in the Fall 2010 issue of [Save The Bay](#) magazine

Connections. They shape our watershed. Streams to rivers to Bay. Sunlight to underwater grasses to habitat. Zooplankton to forage fish to shorebird. Some are good; some are bad. Fertilizer to algae to deadzones. Development to sediment to smothered oysters. We think often of those man-made connections doing harm to the natural ones. And we spend a lot of effort trying to replace what man has taken away: trees, grasses, oysters. About 350 years ago, Augustine Herman, a Dutch mapmaker, had a crazy idea: Dig a canal—a short cut—connecting the top of the Bay to the Delaware River. It seemed impossible at the time, but human



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perseverance reigned. Today, the manmade Chesapeake and Delaware Canal reduces travel time for cargo ships, and in the process, saves over 40 million gallons of fuel oil per year. Not a bad outcome.

It was not without years of effort, however.

Dutch envoy Augustine Herman, in the mid-1600s, was the first to suggest that a canal joining the upper Bay and Delaware River would reduce the length of water travel from Philadelphia to Baltimore by almost 300 miles. It was about a hundred years later before the first surveys were done—and decades more before any solid plans were made.

In 1802, after prodding by prominent Philadelphians Benjamin Franklin and Benjamin Rush, the legislatures of Pennsylvania, Maryland, and Delaware incorporated the Chesapeake and Delaware Canal Company. More surveys were completed and ground was broken in 1804. Work was halted just two years later due to lack of funds.

In 1822, the canal company was reorganized. The cost to complete the canal was estimated at \$2 million dollars. Monies were raised through the sale of stocks. Contributing were the federal government (\$150,000), Pennsylvania (\$100,000), Maryland (\$50,000), and Delaware (\$25,000). Public contributions made up the balance.

Construction resumed in 1824. Labor was intense. Thousands of men worked picks and shovels for an average daily wage of 75¢. Five years later, the canal—then 10 feet deep and 66 feet wide—was open for travel.



Image credit [Lucidity Information Design](#)

### The Chesapeake and Delaware Canal at a Glance

LENGTH: Approximately 14 miles.

WIDTH: Approximately 450 feet.

DEPTH: Minimum of 35 feet.

TIDAL FLOW: Chesapeake side is 1.5 feet higher. Tidal change is about 3 feet.

TRAFFIC: The Chesapeake and Delaware Canal is the busiest in the world with about 15,000 crossings per year. Forty percent of traffic to the Port of Baltimore passes through the canal.



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Several locks were used to compensate for water-level changes. Mules and horses towed barges and other vessels through the canal carrying everyday supplies from lumber to grain.

Passengers also traveled the canal. The Ericcson Line (a cruise line servicing Philadelphia and Baltimore) became hot competition for railroad travel until the 1940s.

When steam power became common in the 19th century and boats became larger and unable to navigate the locks, canal traffic declined. President Theodore Roosevelt took notice and appointed a commission to study the feasibility of converting the canal to a "free and open" waterway.

The canal became "sea level" after the elimination of the locks in 1927. Today the 35-foot-deep, 450-foot-wide canal and non-railroad bridges are owned and maintained by the U.S. Army Corps of Engineers.

Traveling the Canal Today

My daughter Helen and I traveled to Chesapeake City, Maryland, (on the west end of the canal) earlier this year. The town is charming, hugging the canal with lots of pretty Victorian "painted ladies," boutiques, restaurants, and inns.

In the morning we wandered through the nearby Chesapeake and Delaware Canal Museum. The self-guided tour includes plenty of old photographs, information on the history of the canal, a monitor showing realtime locations of the ships passing through, the original pump house waterwheel and engines, and a small working lock.

Next to the museum, a U.S. Army Corps of Engineers office is home to the main control center for the canal. We were welcomed by Resident Engineer James Tomlin, Jr., who has served at this post for 25 years. He was pleased to talk about his canal, the yearly maintenance dredging, the tidal flow, the mildly brackish water, and where we should grab lunch.

Almost as an afterthought, he asked us if we'd like to see the control room. Helen's eyes lit up. Neither of us was disappointed. On duty as Marine Traffic Controller was ex-Navy submariner Joseph Brennan (one of five controllers who cover continuous shifts). Joseph was perched in a long room of windows paralleling the canal. In front of him was a row of live images from the 29 monitoring cameras positioned along the waterway. Another tower with GPS is located on the Delaware side. Data, including real-time water depth and bridge height, are transferred with fiber optics.



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Helen, especially, had many questions for Joseph. We learned that fog shuts down the canal and that ice is "tricky," requiring cutters to precede convoys of boats. Joseph's favorite ship, the *Proof Gallon*, a huge vessel filled with rum had not come through since 1997, but was still on his mind.

I asked Joseph what made a bad day on the canal. "An accident," was his answer. Luckily, they are few and far between. "Mostly," he said, "I watch the seasons change and the water go by."

His job didn't appear so laid back to us. Joseph was constantly watching the comings and goings of canal traffic on a monitor and stopping now and then to speak to ship captains.

After our visit, Helen and I traveled down the canal maintenance road heading east. We stopped at the Summit Bridge which crosses the canal near the border of the Chesapeake Bay watershed. Local legend says that water sent over the east side of the bridge will flow to the Delaware River—and that water sent over the west side will travel to the Chesapeake. We laughed aloud at the thought, giddy from the wonder of this man-made marvel and the warmth of a special day together.

It was the perfect spot to end our adventure: in the middle of a great connection. Read more destination articles at: <http://www.cbf.org/about-the-bay/more-than-just-the-bay/chesapeake-destinations-and-wildlife>

Birthdays & Anniversaries

We wish Happy Birthday to Christopher Vazques on April 2 and Bruce Kasold on April 26.

And we congratulate Dan and Elaine Braud on their anniversary April 1.



Signing Off for another month! See you on the water.