



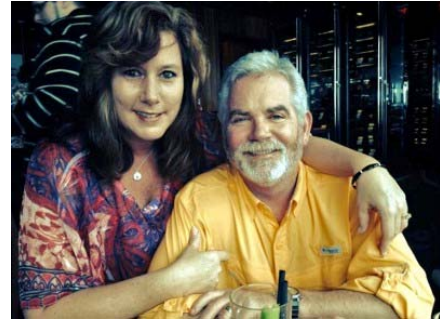
~~~ *The Mooring Buoy* ~~~

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### Commodore's Corner

Dear WYA Members:

Well, we made it thru February and it has been cold! Looking forward to March and hopefully spring weather. This month we will be having our St. Patrick's Day Pub Crawl in Colonial Beach on March 14, 2015. We will be meeting at Bayside Marina to start the Pub Crawl. More information later in this newsletter.



The club is sponsoring a Boating Safety Course at the Captain's lounge at the Bayside Marina on March 7, 2015 from 8:30 AM to 5:00 PM. This a one day course and upon completion of the course, you will receive a certificate showing that you have completed the safety course. Contact George Cajigal to register for the course. The class is limited to 30 people.

I would like to thank Tom Carroll for volunteering to be our PRYCA delegate for 2015. Also, I want to solicit information from members regarding our club history such as comments from the founding members, past Commodore's and longtime members. You can send me old pictures. Our club is celebrating our 10 year anniversary and I want to put something together to celebrate our tenure.

Signing Off,  
Bill Bukevicz, Commodore

#### 2015 Bridge

Commodore – Bill Bukevicz  
Vice Commodore – Shannon Ritter  
Rear Commodore – George Cajigal  
Secretary – Katherine Smith  
Treasurer – Anita Elmore  
Immediate Past Commodore – Bob Blunt  
PRYCA Delegate – Tom Carroll

#### Contact WYA

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Past Events

Plan Fest

The Plan Fest was held 31 January and this year's activities were planned. You can view the 2015 schedule at our web site, www.wya-va.com by clicking on the tab 2015 Schedule or reviewing the file attached to the email that sent this newsletter. Here are a few pictures of the event. See more at our web site.



Upcoming Events

Boating Safety Course

A boating safety course is scheduled for March 7th, from 8:30 AM until 5:00 PM at the Captain's Lounge, Bayside Marina, Colonial Beach. The course is free and will be needed by all of us by 2016 to be in compliance with boating regulations. Get it done now. There will be a 30 minute period for lunch. Bring your own or be prepared to order out. Details on the day of the class. You need to send an email to George Cajigal (georgecajigal@earthlink.net) if you want to attend. Please do it now.



St Paddy's Day Party – Saturday, March 14

The opening party of the WYA is the St Paddy's Day Party. It will be held at Bayside Marina, Saturday, March 14th. Bob and Norma Blunt need a head count, so it's RSVP to them now....if not sooner!! Their email is: robertblunt2@verizon.net. The party starts at 2:00 PM and dinner will be served at 5:30 PM. Further details will be provided soon. Bill Hall and Kenny are signed up as the cooks.





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**Sock Burning Cookout, The BoatHouse Marina – April 25**

There's a potential of an early April boat shakedown cruise to Cobb Island, but the details are pending.

What is on tap for sure is a Sock Burning Cookout at the Boat House Marina on Saturday, April 25. Mark your calendar. More details soon.

***And a Preview....***

Go to the other attached file on the email that sent this newsletter and you'll see the entire year's schedule that includes:

Cinco de Mayo May 2 at the Enos' residence

Flag Raising & Memorial Day May 23-25 at Coles Point

Potomac River Festival in Colonial Beach June 13-14

Cobb Island Summer Kick-Off June 20-21

Independence Day Party July 4, Bayside Marina

PRYCA Float-In July 17-19

Weeklong trip July 19-26 (or the week before the Float-In)

... and much more

The 2015 Schedule on our website will be kept current, with any new events or cruises posted.

***Other Events -- Cherry Blossom Festival***

While not on the WYA schedule, here is info on the Cherry Blossom Festival, March 20-April 12 in Washington DC.

There are numerous activities planned for the Festival period:

Blossom Kite Festival, 10 AM - 4:30 PM, Saturday, March 28

Saturday, April 4, features the highlights of the Festival with vendor tents, a beer garden, food trucks, arts & crafts, a stage with music, etc. All this prior to the fireworks and nighttime displays beginning at dark. It's all designed to entertain the whole family. Because of the construction in the area between the Fish Market and the Wharf Offices (old Channel Inn), all the Festival activities on April 4, will be between the area in front of the Gangplank Marina all the way down to the Harbor Police and Fire pier. Parking directly in front of the activity area is extremely limited. Those who attend should come by Metro or plan on parking in the lot under the Safeway at 4th Street or in the lot under L'Enfant Plaza. Both are just a few minutes' walk to the activity area.





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Southwest Waterfront Fireworks Festival, 1 PM - 9 PM, Saturday, April 4

Cherry Blossom Festival Parade, 10 AM - Noon, Saturday, April 11

Japanese Street Festival, 10:30 AM - 6 PM, Saturday, April 11

Quarter Master Items

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

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



Share & Sell(TM) - LogoSportswear.com

Fifteen Laws of Boating... Enjoy Reading Them on Next Page





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**Law of Belowdecks Repair:** As soon as your hands become coated with grease, your nose will begin to itch and you'll have to pee. The possibility of this occurring is greatest when you are trapped in the engine room.

**Law of Biomechanics:** The severity of the itch is inversely proportional to the reach.

**Bilge's Law:** Any tool, nut, bolt or screw, when dropped, will roll to the deepest and least accessible part of the bilge.

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**Law of Docking:** The probability of being watched as you completely screw up a landing is directly proportional to how bad your docking is. A corollary to this law states that the worse the docking disaster, the more people will be watching. The inverse of this law dictates that no perfect docking shall ever have anyone in attendance to prove you actually did it.

**Wake's Law:** The percentage probability of being waked is increased by the size of the power boat coming up on you, and further increased by the narrowness of the channel.

**Law of Crossed Legs:** The likelihood of having another boat nearby increases directly with the urgency of your need to pee over the side.

**Law of Close Encounters:** The probability of meeting someone from your yacht club or marina increases dramatically when you are out on a PWC and going crazy with it.

**Service Department Law:** When you try to prove to a mechanic that a machine won't work, it will. Every time. The inverse of this law states that the likelihood of the machine's failing again approaches 100 percent as you board the boat.

**Law of the Anchorage:** At any anchorage, the possibility of you getting a spot close in is inversely proportional to your boat's draft. The possibility is further decreased by the imminence of bad weather and high winds.

**The First Beer After Anchoring Law:** As soon as you sit down to a cold drink after anchoring, your boat will begin to drag. This is especially true if you have shut down the engine.

**The Law of 0300:** The likelihood of your boat dragging anchor is greatest at 0300.

**The Law of Thunder and Lightning:** The odds of a major thunder and lightning storm occurring are greatest at 0300 if your boat is dragging anchor.

**Murphy's Law of Proximity:** If you and your loved one are the only boat in a beautiful, remote anchorage with a gorgeous sunset coming on, the possibility of a powerboat filled with noisy obnoxious teenagers and PWCs approaches 100 percent.

**Law of Physical Surfaces:** The chance of your smartphone landing on the deck and sliding overboard is directly correlated to the newness and cost of said phone.

**Oliver's Law of Public Speaking:** A VHF will always be keyed open when you least expect it. A corollary to this law dictates that the dumber your remark, the greater the number of people you know will be listening.



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Birthdays & Anniversaries

We wish Happy Birthdays to Anita Elmore and Kris Butera 3/4, Patti Rogers 3/16, Mike Rowzee 3/22, Chris Smith 3/24, Tim Fields 3/25, Shannon Ritter 3/28 and Gail Mayer 3/31.

Happy Anniversary to Christopher Vazquez and Katherine Smith on 3/25.

Keeping An Eye On The Weather (printed by BOATUS)

Back in the days of iron men and wooden ships, weather predictions were made with a barometer, good eyesight (a weather eye), and maybe a little intuition. Today's mariner is more likely to predict the weather by glancing down at a computer screen than up at the sky. But when clouds start building and the sky's growing dark, having at least a basic understanding of how the weather works can give you a valuable head start on preparation.



Photo: Albert Bartkus

It was a typical hot and humid summer day when member Jerry Whitlock took his 27- foot sailboat out on the Intracoastal Waterway near Merritt Island, Florida. By afternoon, some ominous dark clouds began building and seemed to be heading his way quickly. Jerry lowered his sails, donned a lifejacket, and started the engine. He decided against running for cover at his marina because he didn't want to be docking single-handed during a thunderstorm. It turned out to be a wise decision.

Jerry says he felt a refreshingly cool breeze, which he learned later was being caused by water vapor drawn up to the thunderhead where it froze and then returned back to earth. Shortly after the cool air, the breeze picked up to a brisk 15 knots. In the distance, Jerry could see spray being kicked up by even more wind. In an instant, his boat, with the sails down, was knocked onto its beam ends. Jerry said he'd never been hit so hard by a gust, but what really surprised him was the duration — the "gust" didn't last for the usual few moments, but went on for nearly



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40 minutes. Soon, the VHF was crackling with boaters who were caught in the storm and being blown ashore. The wind — a downburst, later estimated by meteorologists to be around 60-70 knots — quickly kicked up short steep waves. Jerry tried to keep his bow pointed into the wind and waves, knowing that if he got broadside to the wind, he'd probably lose control. Soon, there was so much spray that he could barely see and when the rain started, the drops stung like needles. Jerry grabbed a dive mask so he could peer over the dodger, but he said there was nothing to see except blowing rain and spray, and he could only hope he was still in deep water. The radio was filled with cries of panic as boats were knocked around, but no rescue vessels could be launched in the heat of the storm. When it was finally over (Jerry said it seemed like hours), he could see sailboats with shredded sails and some powerboats on the lee shore. A pontoon tour boat had been overturned but fortunately was empty except for the operator who was unharmed. Later, he heard of boaters trying to anchor in the tempest only to have anchors drag or anchor lines part. In addition to numerous boats being driven ashore and damaged, several people were injured trying to douse sails or lower anchors.

Not all thunderstorms are as intense and potentially dangerous as that one, but, as vulnerable as boaters tend to be to the weather, it pays to have some basic weather-reading skills — in addition to official forecasts — so you can be prepared.

The Basics

Clouds

Whole books have been written on how to predict the weather by looking at clouds, but since most people have a hard time remembering all the different types and what they signify, a simple rule of thumb is that if flat clouds get lower, or puffy clouds grow and get higher, keep an eye out for rain or a storm. Generally, the slower the clouds change, the longer the duration of the weather change.

Thunderheads form quickly and dissipate quickly while slowly thickening low clouds associated with a cold front often mean a soaker. When you're looking at the sky, it's helpful to remember that most weather changes come from the west (as it did in Jerry's case), so keep your weather eye in that direction.

Wind

Most of the time, winds are light in the morning and pick up in the afternoon, then get light again as evening approaches. This is a typical wind pattern, but if you find the wind speed not following the usual local pattern, suspect a change coming. The direction of wind changes can also give you a heads-up as to what's coming. If the wind changes clockwise — say, from the south to southwest to the west — it usually means fair weather on the way. If it changes counterclockwise — say, from the west to southwest to the south — it usually signifies the approach of foul weather (remember that a wind is named for the direction from which it comes).



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During the formation of a quick thunderstorm, the wind doesn't usually follow that rule since it often comes straight down from the clouds and spreads out in all directions, so if you feel a sudden cool wind, check the sky for towering clouds. Something to keep in mind: When the speed of the wind increases, its effect on your boat increases exponentially. For example, a 20-knot wind has four times the force as a 10-knot wind.

Barometer

Barometers are more than just pretty brass instruments that look "shippy" on a bulkhead. Knowing what they're saying can alert you to the advancing weather. Barometers are typically marked one of two ways: solely with numbers, or with areas of the face declaring "fair," "changing", and so on. The wording is misleading since reading a barometer is about noting changes. A falling barometer usually means bad weather is approaching, but it's as much the speed of the change as the change itself that's important to note. A rapid fall means bigger changes (barometers normally go through a small daily up-and-down change that should be ignored). An especially rapid rise may indicate fair weather with strong winds. Usually, checking a barometer every couple of hours is adequate.

Thunder

If a thunderstorm is approaching, listening to thunder can tell you a lot about it. Counting the seconds between the flash of lightning and the boom gives you distance—five seconds equal about a mile. Comparing the times between the various flashes can tell you whether the storm is heading toward you or away. This takes some practice, as you're likely to be counting while also dashing around trying to prep your boat.

Radar

If your boat is equipped with radar, you can see the rain produced by thunderstorms. Radar can give you the range and movement of the rain, allowing you to change course to avoid the worst. Keep in mind, though, that while radar will tell you where the rain is, it won't give you any information about wind.

While using your own senses to look for signs of a weather change is a good idea, knowing the forecast before you head out is equally important. The U.S. is blessed with dozens of outlets that forecast and report the weather, most of them free of charge.

Professional Forecasts



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NOAA

The most prominent weather data gatherer is the U.S. government's National Oceanic and Atmospheric Administration (NOAA). NOAA's National Weather Service (NWS) gives forecasts for all parts of the U.S. via the Internet (www.noaa.gov/wx.html) as well as regularly updated VHF broadcasts. All modern VHF radios can tune in to the forecasts, which operate on one of seven frequencies. Scan through the channels to find the best reception; the signal's computer synthesized voice can typically be heard for 25 miles or more from the transmitter. The NWS also makes their forecasts available via telephone (go to www.weather.gov/om/marine/noaatel.htm for a list of numbers). If you have a smartphone, go to: mobile.weather.gov. Something else NOAA provides is a website that lists current wind speed, wave height, and more at a nearby weather buoy. Go to: www.ndbc.noaa.gov for a look.

Weather.com

The online counterpart to television's The Weather Channel, weather.com has its own army of forecasters, though much of their raw data comes from NOAA. Weather.com offers a text subscription service for smartphones (go to: www.weather.com/mobile/textmessaging.html) as well as apps that can be downloaded to provide video forecasts for any area (www.weather.com/mobile/).

Weather Underground

Weather Underground (www.weatherunderground.com) also gets much of its data from NOAA, but supplements it with thousands of local amateur weather stations. The site features an informative blog from founder Dr. Jeff Masters that includes details about the various weather events. For those who use Twitter, Weather Underground offers Twitter feeds with local forecasts and severe weather alerts for specified locations. This website, like others, also allows smartphone users to see animated local weather radar, which can be used to track storms. 🗼

Signing Off for another month!