



QYC Newsletter

QUANTICO YACHT CLUB, Inc.
P.O. Box 21 • Quantico, Virginia 22134

September 6, 2003

Volume IX, Issue 9

Summer!

Upcoming Events

September 1 – 3	QYC Labor Day Cruise
September 6 - 7	Leukemia Cup
September 13 – 14	Master of The Potomac Regatta
September 12 – 15	PRYCA End of Summer Party–Tantallon Yacht Club
September 27	QYC Annual Crab Feast
September 27	MVYC Fall Regatta
September 30 th	Executive Board Meeting
October 4	QYC Clean Up Day

Our Website: www.QuanticoYC.org

Commodore Ed Wright

(703)432-3098 Wrightee@mindspring.com

Vice Commodore Ann Sooby

(703) 730-8538 asooby@afmsecurity.com

Treasurer Mike Crouch

(703) 497-4674 rockcod@earthlink.com

Secretary Mike Fallon

(703) 670-4236 mikefallon@aol.com

Racing Rear Commodore Ray Boisvert

(703)730-1517 rdboisvert@erols.com

Cruising Rear Commodore Karen Crouch

(703) 497-8538

Social Rear Commodores

Roy & Sandy Cliff

Rear Commodore PRYCA

Randy Corey

Rear Commodores South Steve and Sharon Closson

(703) 670-3601 closson12@aol.com

Quartermaster Jay Nix

(540) 659-0159 nix@staffnet.com

Webmaster

Jay Hochstaine (703)594-2712 jayhoch@aol.com



Ed Wright

September is here, the kids are getting back to school, but the boating season here at QYC does not end with the end of summer. On the contrary, we have more cruises to take, some regattas to sail, and some crabs to eat before we start to think about the end of the season. What does end this month though, is our club's fiscal year. That means that it is once again budget time, and this will be the main topic of this month's club meeting on the 12th. Please plan to attend to voice your opinion on what our operating budget should look like for the next year. The Executive Board has established a couple alternatives for our budget plan, so bring your reading glasses!

September is one of our busiest months, with the establishment of our annual budget, and the various planned events. Our first event this month will be held as this newsletter will be reaching your mailbox, and that of course, is our annual Labor Day Cruise. Our club will again be cruising to Old Town Alexandria, and a new batch of QYC beer is expected from the brewery trip. The following weekend marks the 10th annual Leukemia Cup regatta at the Washington Sailing Marina. In addition to being a fund-

COMMODORE'S COMMENTS

raising event for a very worthy cause, this is the preeminent sailing regatta on the Potomac. If you are not at all interested in sailboat racing, please consider making a tax-deductible contribution to the event through one of our participating sailors... it could get them (and our club) some recognition at the event. The very next weekend, following our monthly meeting, is yet another sailboat regatta, this one being QYC's own Master of the Potomac Regatta. If you're interested in testing your distance sailing skills, tagging along on someone else's boat for a day and a half (or longer) sail, or just need to get away for the weekend, please call our Rear Commodore for Racing (Ray Boisvert), and he'll set you on course for this and more. Finally, the end of September means its time to sit down and get dirty with some local blue crabs. The annual Crab Feast is Saturday, September 27th, and I've already got my crab mallet ready. Cruising, racing, counting beans, making beer, and eating crabs... we've got activities for everyone this month. Please plan on coming out to join us, and bring a friend, neighbor, or potential new member along with you

As reminder to all, please make sure you clean up the clubhouse if you use it in any way. This time of year we have a lot of members dropping in during the evening or on the weekend to relax, cool-off, watch the news, or whatever. The club is always for your use, but if you leave a mess, it will likely remain there until the next time you return, and no one likes walking into a messy club. Also, there was recently an incident of vandalism to a boat in the storage lot, and a club window has also been broken, so make sure you look around when you are "in the neighborhood" and report any items needing attention to myself or another Board member.



**Vice Commodore
Ann Sooby**

Well, well, well, isn't life interesting? When we bought a 4 bedroom house and I retired from the Army I was sure my days of cramped living were gone forever. No more barracks rooms or GP Smalls. I could finally have furniture and clothes...LOTS of clothes!! I could save old paper bags and margarine tubs and never throw out another magazine! This looked promising. I was on my way to being an average American.

I was, that is, until 8 August when I walked into Mirage Mfg and encountered my first Great Harbor 47. POP! Visions of my new fall wardrobe burst like a used up balloon. The French doors I had nagged Larry about for 2 whole years vanished. Who needed French doors when they could have this?

As I gawked at this giant I suddenly remembered what I had liked the most about the Army and what exactly it is that I miss about it...the adventure. Here I was face to face with

a new and potentially better adventure! Why on earth would I want to live in a house with lots of "stuff" when I could go to new places in this?

So, instead of being a good wife and discouraging Larry's fantasy I've been happily adding fuel to the fire. For example, when I was contemplating what I would write this month Larry said, "Tell them were selling the boat." So, now I am. We are selling CAVU. If you know of anyone who is interested, please have them contact Larry.

The purchase of this new treasure is still out there in the future a year or 2...just enough time for me to sell and/or give away all the extra's I've accumulated (Boy! It sure heaps up fast!) But, I assure you, I am ready to resume my somewhat spartan, and cramped old ways!

Ann Sooby



**TREASURER'S BOTTOM LINE
Mike Crouch**

We have a plan! At least we have two courses of action to present to the regular members at our September meeting. You say, "Get to the point." O.K., it's time to discuss and approve our FY04 budget. Should we add, delete or modify sponsored cruises? What building maintenance projects should we plan for? And what about the building fund? Come participate because the following month membership dues are due.

Take care, Mike



**SECRETARY'S SCRIMSHAW
Mike Fallon
"Oh go row your own damn boat!"**

After last month's meeting, I was having a conversation on the deck with several members about my previous articles on sound signals and their meanings. I began these little dialogues to try to help people feel more comfortable about maneuvering in our some what more congested Marina. These little monthly articles have taken on a life of their own however.

Any way, our discussion turned to safety underway and the reasons for sound signals.

Lighting performs a similar function during periods of limited visibility and at night. One of the most dangerous encounters you can have on a dark night on the river or the bay is an encounter with a tugboat that is engaged in towing by either pushing ahead or towing astern. In either situation the wider berth you give him the better off you are. Tugs with barges in tow cant possibly maneuver well enough to stay out of your way and in fact since they are constrained by their draft in their ability to maneuver and since they are engaged in commerce they have the right of

way anyway in almost all cases.

If you look closely at the mast on a tug boat the next time you see one at the marina you will notice a series of three white lights in a vertical column showing forward and two yellow and one white light in a vertical column facing aft. These lights are designed specifically to inform you what the tugboat is doing and how long the tow and the tug together are.

For the sake of this little article, I will discuss the three most commonly found towing situations in our area.

1. Towing by Pushing ahead (any length)
2. Towing astern less than 200 meters length
3. Towing astern more than 200 meters length

Towing by pushing ahead is the most common practice on the river and upper bay because the tow is by far much more manageable. In this situation, in addition to red and green sidelights the towboat must show two white lights in a vertical column forward and two yellow lights in a vertical column aft. In addition, the barge (or towed vessel) must show red & green sidelights and a special flashing yellow light in the centerline of the barge showing forward.

Because all the lights on the barge are normally battery powered independently of the towboat's power plant, they are often quite dim or completely extinguished. If you can't make out exactly what is going on the best tactic is to steer 90 degrees away from the tow and barge until he has passed safely. In addition, never ever try to pass close astern of any towboat!

Towing astern under 200 meter's length (under 600 feet) is the second most common practice around here. Such a tow must show, in addition to the red & green sidelights, two white vertical lights forward and a yellow over white light in a vertical column showing aft. The barge or towed vessel must only show red and green sidelights and a single white light showing aft.

That means that if you are towing some broken boat home as a good Samaritan should you should do two things. 1. Ask the captain to turn on his running lights and 2 cover or turn off the bow light.

If you do not turn off or cover the bow light you could confuse someone into thinking that he is looking at two independently operated power boats. If he tries to go between you and the tow he will be surprised. Better that he understands that the boat with the bow light is towing the boat without the bow light.

If you can't do arrange the lights properly the safest thing then is tow along side if the weather permits.

Thirdly, towing astern over 200 meters the lights are exactly the same as under two hundred meters except that the tow boat must show three white lights in a vertical column forward and a yellow over white light in a vertical column showing aft. Barges in this configuration must also show red & green sidelights and a white light aft.

Two other notes about towing lighting requirements if

the tow boat itself is over 50 meters in length (150 feet) it must show an addition white light in the centerline of the boat at the bow and lower than the mast head lights in order to form a range with vertical white lights in the mast (generally around amidships). This helps all observers understand the vessel's relative heading and rate of closure when underway. The other note is that public safety boats and police boats as well small craft commercial towboats such as Boat US "Tow Boat one" all display in addition to standard lighting flashing lights of the appropriate color for their purpose.

So to recap and set basic rules.

1. Always keep alert for traffic at night or periods of limited visibility.
2. Know your lights and recognize what they are telling you about the towing configuration, its length and relative heading
3. Do not go near any towed vessel and always yield right of way to them.
4. If you are caught in a situation and are confused about what to do, steer ninety degrees away from the towboat's red or green sidelight (which ever one you see) until the towboat and its tow have safely passed.

Good luck and be safe out there.

Cruising: Karen Crouch

At the last executive board meeting we decided to cruise to Cobb Island for Columbus Day. This, hopefully, we'll entice QYC south to venture Northeast for a weekend of festivities. I'll have the sign-up at the September meeting.

We had a fun weekend at Alexandria for the Labor Day cruise. Seven boats and nearly two-dozen members made the trip North...and made the weekend something to remember. We had new members, members from QYC South and several guests. We had storms, sunshine and nearly ideal temperatures. Some of us even took the Mathew Hayes to Georgetown. Too much fun...but there's one cruise left this season to have your fun too.

See you, bye. Karen