



~ ~ ~ *The Mooring Buoy* ~ ~ ~

Volume 3, No 3, March 2013

From the Commodore

Getting closer to boating season! Let's get those boats ready in time for our first cruise April 19-21 to Dennis Point Marina. We'll keep you posted on who's planning to attend.

Your RSVP is also needed for the St Paddy's Day event that Bob and Norma Blount and Ruth and Jean have planned. A great WYA gathering at Bayside Marina's Captains' Lounge and a good old fashioned St. Paddy's Day Bar Crawl. Make our club proud with your best "Wearing of the Green!"

I am including two articles in this newsletter deal with docking your boat using spring lines and dealing with difficult situations. Both articles are from BOATUS sources and we are allowed to reprint because we are a cooperating member of BOATUS.

On a business note, here are two reminders of past decisions we have made in WYA.

EMAILS: One method we have to get messages to all members of the club includes sending an email to wyamembers@wya-va.com. Ruth used this method when putting out word on the St Paddy's Day Party. The Secretary keeps our roster up-to-date and ensures the web master has a complete list of members' email addresses. If anyone in the club sends an email to wyamembers@wya-va.com, that email is forwarded via WYA's web site server to the web master. He, in turn, forwards the email to members, using the updated email list, ensuring that all receive the message. The only problem with this procedure is that the forwarding of the email may be delayed a bit until the web master checks his/her email. In the future, we'll have an automated system to expedite the process.

PAYING FOR EVENTS: In the fall of 2011, the club agreed that the annual fees would be lowered, which decreased the annual budget for events, but allowed for the club to adopt a pay-as-you-go policy for activities. We reasoned that it was a generally fair arrangement so that attendees covered the expenses, without those unable to be present helping to underwrite the costs. For boating events, the boaters pay for their own boats to the marina owner. For land and some water events, the Float Captain plans the event and arranges for food, drink and

2013 Bridge

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

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



~ ~ ~ *The Mooring Buoy* ~ ~ ~

Volume 3, No 3, March 2013

whatever. Once planned, the Float Captain informs the members coming to the event of their reasonable share of the expenses and collects same at the event. Other times, members will contribute "in kind" and BYOB for the event fare, thus no charges. When event arrangers have made necessary purchases, collected fees and their receipts for expenses must be provided to the Treasurer who ensures the Float Captain is reimbursed. It's our goal that the year's events and proceeds will balance out. It worked last year and hopefully it will continue. In the meantime, the club is building an inventory of event supplies and decorations, including glassware, flatware, tables, tablecloths, lighting, canopy, banners, etc. that will alleviate some individual event purchases. And, of course, the singular WYA plaque provided by Ralph and Kris.. Members have been most generous in donating items for the events, as well as their time, efforts, scrumptious foods and libitations....as well as sharing their homes with us for many of our festivities. Thanks to everyone for their gracious generosity. We invite any suggestions on how to improve this new approach.

New Members

We want to welcome two new memberships into the club. First we welcome Steve and Mary Ann Andrews. They are from Rixeyville, VA, in Culpepper County. They keep their 38' Ocean Yacht at Cole's Point Marina. We now have four memberships keeping their boat there (Rogers, Bukevicz, Vineyards, and Andrews). Welcome aboard Steve and Mary Ann. Secondly, we want to welcome Patti Woodside. Many of us have known Patti for years and while she lives in Manassas she spends a good bit of time in Colonial Beach. She does not own a boat but loves boating. Welcome aboard Patti.

Preview of Upcoming Events

St. Patrick's Day Party, Saturday, March 16. Jean, Bob, Norma and Ruth are planning our St. Patrick's Day event, scheduled to start at 4:00 at Bayside Marina in the Captains Lounge. They've planned to celebrate with a typical Irish Pub Crawl in Colonial Beach. Appetizers, beer and wine in the Lounge will get everyone primed for the crawl. If you'd like to bring something to share, please do so. They have other ideas, but can't expand on them until they have a head count. Please RSVP to njblunt@fcps.edu or ruteanpleasure@gmail.com or call Norma at 703/765-8880 or Jean at 804/224-6005. Please respond by Friday, March 1, so that plans can be finalized.

Dennis Point Marina, April 19-21. We all heartily agreed to an early outing this year for the weekend of April 19-21 and we've set our sights on Dennis Point Marina, who welcomed the idea and are proving to be very accommodating and gracious hosts. We're inviting several other clubs to join us: Colonial Yacht Club, Aquia Yacht Club and Mount Vernon Yacht Club. Of course, other club boaters will receive a hearty welcome! Carey and I are



~~~ *The Mooring Buoy* ~~~

Volume 3, No 3, March 2013

currently in the Bahamas, but will be back stateside the last part of March and generally have email service. So, get your boats ready and let's join up at Dennis Point Marina on the St Mary's River for a fun-filled weekend. The adjacent campground will be open for those that want to cruise by land. Here is the weekend schedule:

Friday night, April 19

Eat on board or Dutch treat at the restaurant ... Tiki bar available for drinks and, after dinner, sit by the bonfire provided by the marina. Bring your musical instruments, favorite drinks and signing voices. Tall tales also encouraged.

Saturday afternoon:

Lunch at the restaurant/Tiki bar or onboard

Afternoon games of bocce ball, volleyball, kayak races, corn hole and horse shoes. We can drum up a bit of friendly competition between clubs.

Evening cookout of barbecued chicken and ribs, with all the fixings for \$18 per person, plus music at the Tiki bar. (I see a Tiki bar theme happening.)

Sunday morning:

Breakfast Buffet at the restaurant.

Special price for a haul-out and pressure wash ... \$3 per foot with the small lift; \$4 per foot if the 75 ton travel lift is required. If additional work is needed, such as zincs, the price is time and materials ... but they will be fair.

SO ... that's the plan and the price, in addition to above, is \$1.50/per foot per night for the boat and electric is \$5/30 amp and \$10/50 amp.

Please email me at [philbolin@mvpapologia.com](mailto:philbolin@mvpapologia.com) if you're planning to attend and if you want to join us for the cookout. We want to keep the marina management posted on how many folks to expect. Then, we'll give you final instructions to make firm reservations.

**Flag Raising and Cinco de Mayo, Saturday, May 4. Ole!!** We had such a great time last year for Flag Raising that we're going to do the same thing, but maybe even better. It'll be held again at Bayside Marina in Colonial Beach. The new restaurant there will be Seaside and that may cause a few changes in the actual schedule, but I know that MJ and Carey will plan and coordinate a great event. Beginning at noon with the appropriate flag-raising ceremony and rituals, we'll move along to the real business of the day---celebrating at the water's edge throughout the day, with South of the Border food, music, and, of course, those luscious Mexican libations. What could be better than Kathy Carroll's fantastic



~ ~ ~ *The Mooring Buoy* ~ ~ ~

Volume 3, No 3, March 2013

Margaritas? And Tom's roasted, stuffed peppers? The cannon will fire, signaling us to precede forward, in accordance with the WYA motto – "Party Like You Mean It!" If you come by sea...actually, by Monroe Bay..., remember that the water is a bit slim in the middle of the Bay in that area. We'll give you the local knowledge to get in safely if you want to bring your boat. More details to follow. And, we'll move along to the Captains Lounge, ready with drink in hand for the Kentucky Derby's Post time. Betting may be encouraged.

**May 24-27 Memorial Day Trip to Coles Point Plantation.** Bill Bukevicz will plan this event for the club, as he and Donna keep their boat at the marina. And, we have new members from there. Many improvements have been made there with the swimming pool and many of the piers having been redone. AND A SPECIAL NOTE ... new cabins have been built for rent. That means the entire club can attend, those wanting to come by boat and those preferring to drive. More details as the time draws near. There will be a bonfire on the beach and special activities. Let's plan on this one. And, if you want to rent a cabin, better reserve it now. This will be a very popular spot! Call 804-472-3955 to get your accommodations lined up.

### *Trivia*

Here are pictures from our past. Always fun! Buzz, Doris and Chris at the COW and Bowman's Burger Cherish on a trip to Tall Timbers.



### *Birthdays*

Let's say happy birthday to Anita Elmore and Kris Butera on March 4, Patti Rogers March 16, Nina Young March 19, Chris Smith March 24, Tim Fields March 25, and Shannon Ritter March 28.

### *Anniversaries*

Congratulations to Christopher Vazques and Katherine Smith on their anniversary March 25.



## No-Drama Docking With Spring Lines

By Greg Jones

Published: February/March 2013

*You don't need a bow thruster to gracefully bring your boat alongside or to leave the dock, you just need to master the use of spring lines.*

Most boaters use spring lines when tied up to the dock to limit fore-and-aft movement, but that's not all they're good for. They can also be used to take much of the drama out of docking and to help you get into or out of a tight space with ease. Once you grasp the few principles involved, you'll be able to use the force of the prop to pivot the boat around the spring line. Even in contrary currents or with a wind blowing you onto the dock, it all comes down to balancing opposing forces.

### *Spring Line Basics*

Spring lines run diagonally forward or aft from the boat at a shallow enough angle to limit the boat's fore-and-aft movement. Sounds simple enough, but spring-line terminology can be confusing. A forward spring line is tied to the dock forward of where it is tied to the boat; it stops the boat from moving aft. An aft spring line stops the boat from moving forward, and it's tied to a point on the dock aft of where the line is attached to the boat. Whatever cleat on the boat the spring line is attached to will become the pivot point for your maneuvers. Spring lines can be attached at the bow, at the stern, or in the middle of the boat, at the midship or spring cleats. The force of the prop against the spring line will cause the boat to rotate around that pivot point. Don't expect your first few attempts to go smoothly. Docking well does take practice. But the following tips could help you avoid some of the more common problems people run into when they first try getting on and leaving a dock using spring lines.

**Check your cleats.** Your boat's cleats need to be properly sized and securely attached. At a minimum you need four cleats, one on each side of the bow and stern. Midship cleats are very useful, especially on boats over 20 feet in length. If your boat lacks them, installing a pair (backed properly) is a simple upgrade.

**Your spring lines should be as long as the boat, plus a few feet.** They should be made of nylon, which stretches under tension to reduce shock loads, and large enough to grasp easily.

**When leaving a dock, double the spring line back to the boat.** When you're getting ready to cast off, take the spring line off the dock cleat and run it around the base of the cleat before bringing the bitter end back onboard. Cleat off the end or hand it to the crew member who'll be in charge of that line. When the time



comes to release the line, no one needs to be on the dock. A crew member need only release the bitter end and pull the line aboard as quickly as possible.

**Make prop walk work for you.** Most boats have right-handed props (when looking at the propeller from the stern, it spins clockwise in forward, counterclockwise in reverse), which "walk" the stern of the boat to port in reverse. Prop walk can be used to help get off the dock, particularly when springing the stern out first.

**When you apply throttle, do it gently.** Wait until the spring line is taut before you apply enough throttle to begin the maneuver.

**When you're coming alongside the dock, make sure the crew keeps clear and stays on the boat.** To avoid serious damage to stray body parts, make sure that fenders are the only things that ever come between your boat and the dock. Heroic leaps, dockline in hand, may provide comic relief if all goes well, but they can also result in serious injury. All crew members should learn to accurately heave a line to someone on the dock and practice this skill until it becomes second nature.

### *Springing Off A Dock*

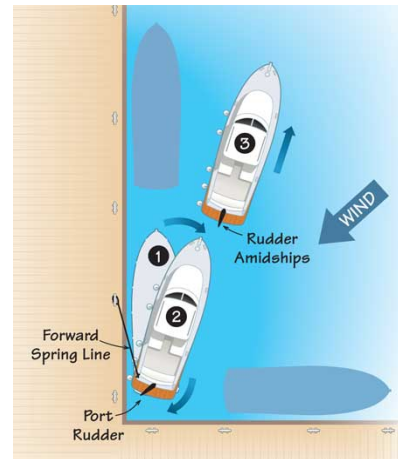
Leaving the dock bow first.

Let's go through, step by step, how to get off a dock where you're tied up with a boat directly in front of you. The dock is to port, and a breeze is piping up from the starboard-side bow quarter, pushing you aft and onto the dock. You need to swing the bow out while keeping clear of the boat in front of you.

Begin by briefing your crew on the maneuver. Double back the forward spring line (the one running from the stern diagonally forward), and cleat off the bitter end on the stern cleat.

Designate one crew member to handle the forward docklines and to be ready to deploy a fender if you get too close to the boat ahead. Designate another crew member to handle the stern docklines and to be ready to deploy a fender between the stern and the dock. Now you're ready to spring off the dock, which you do in three steps as shown in figure on the last page.

**1.** With rudder amidships, start the engine and put the transmission into reverse. When the boat comes up against the forward spring line, all of the other lines





# ~ ~ ~ The Mooring Buoy ~ ~ ~

Volume 3, No 3, March 2013

should be slack and can be retrieved. The only line left holding the boat to the dock is the forward spring line.

**2.** Have the stern crew take the fender and place it between the boat and the dock, holding on to the fender's line. With the engine still in reverse, steer as though to back down into the dock. The boat will want to back to port, and prop walk will exacerbate that, but the spring line will prevent the boat from moving backward and pull the stern into the dock. Apply gentle power astern. The bow will slowly pivot out, away from the dock, and the stern crew's job is to keep the fender deployed properly.

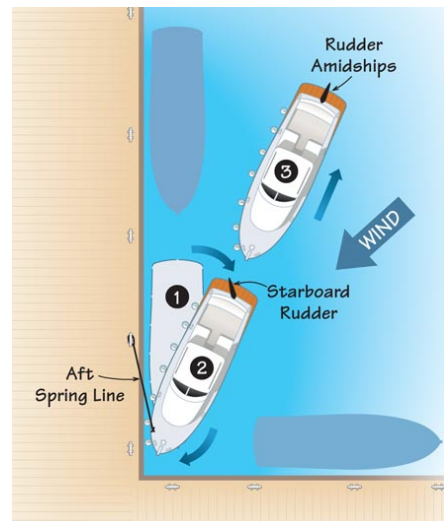
**3.** When the bow has fully cleared the boat ahead, bring the rudder amidships and shift into forward as the stern crew pulls in the spring line. Steer to starboard if necessary to clear the boat in front of you while the bow crew stands by with the fender until you are past.

Leaving the dock stern first.

If it's the stern of your boat you need to move out first, the technique is the same but now you pivot on the aft spring line. Prop walk can make a big difference. If the boat is lying starboard side to (with the dock on the right), the prop walk on most boats will swing the stern away from the dock, accentuating the pivot around the spring line. But if the boat is lying port side to with the dock on the left, the prop walk will pull the stern into the dock, and the spring line may not be able to overcome the prop walk to swing the stern out. So when you're docking, think ahead and try to put the dock to the right of the boat. The figure to the right shows how to leave the dock stern first.

**1.** When the boat comes up against the aft spring line, the bow crew releases the bow line and mans the fender, keeping it between the boat and the dock. The stern crew retrieves the other lines, leaving the boat held in place by the engine and the forward spring line.

**2.** Turn into the space with the bow at a 45-degree angle to the dock. Have your bow crew pass the spring line to a person on the dock, who should secure it on a cleat near where your stern will end up. As the line is secured to the dock, ease back on the throttle and turn away from the dock. Your boat will come up against the dock.





3. When the stern is clear of any obstacles aft, retrieve the aft spring line, bring the rudder amidships, put the engine in reverse, and continue astern until you are clear.

### ***Cruising Problems ... from a BOATUS article***

You're cruising along in a rather narrow channel. You know that the sides come up steeply and that there's no "wobble room" if you get out of the channel. You've got some very expensive running gear down there which certainly won't take kindly to hitting the bottom. But it's no problem because you clearly see the aid to navigation marking the edge of the channel to your starboard. You also clearly see the next one ahead which shows that the channel wall shifts to port and that you're going to have to alter course to port to head to that next marker and avoid running up on the shoal. The wind, on your port beam, is blowing you toward the shoal. Before swinging the wheel, you look around to make sure no one is overtaking you and that your necessary course change won't cause a problem with another boat. Problem!

Another boat is indeed behind you, just off to your port. It's gradually overtaking you. You can see the skipper easily because he's up on a fly bridge. He has a drink in his hand (probably not milk) and two very close "friends" cuddling very close on each side. He's looking more or less straight ahead. But "straight ahead" isn't good, because his boat is heading toward the shoal. It's clear that he doesn't see the aid ahead to port which is mandating a course shift to port. And it's also clear that he isn't planning any such course shift. He's going straight ahead, toward the shoal. You could be thinking, "Great, let him go. One more Turkey off the water, at least for a little while."

But you can't think that, because he's in the process of cutting you off from the change that you must make to stay in deep water. You call him on the VHF but of course he doesn't answer. You have a crew member at the stern hail him and vigorously wave to attract his attention, but his attention is apparently already attracted elsewhere. You hail him on a loud hailer and he doesn't respond. (You can already hear his stereo blaring.) Your depth finder alarm is going off and you start to gradually move to port into deeper water, hoping he'll see you and get it. He doesn't. He's coming closer and closer. You're afraid to speed up because that'll dig your stern into the water and maybe take out your props and rudder. You can come to dead stop but then you'd have no steering control and the wind would take over, blowing you into the shoal. You can slow down but at this point you're not sure this would give you enough time. You can and should start sounding 5 short blasts on your horn, but will he hear it, and if he does, will he have a clue as to what it means? What do you do?

I can't tell you. I've been in similar and worse situations many times over the years. I've always managed to scrape through (no pun intended) with no damage





~ ~ ~ *The Mooring Buoy* ~ ~ ~

Volume 3, No 3, March 2013

to any vessel or any person. I'm not bragging, I think luck may have had something to do with it. I can't tell you because I'm not running your boat and because there are usually, in each situation, innumerable variables particular to the event, the boats, and all the other circumstances. This scenario, and many others, frequently imposes a threat to you and me involving having a collision on the water, hurting someone, doing severe damage to boats and getting mired in horrible legal hassle. And the person at the wheel has to utilize his training, skills, on scene observations, on scene judgments, knowledge of his boat and many other things to make the right decision. However, there is help.

The "Rules of the Road" can be found online at <http://www.navcen.uscg.gov/?pageName=navRulesContent> . They apply to inland and international situations, but the distinction is clear from their layout. Obviously we're talking here about inland rules, such as would pertain to traveling, for example, the AICW (Atlantic Intra Coastal Waterway). These rules go to great length to help, to provide guidance and to direct. We're all supposed to be familiar with them and to have a copy aboard depending on the vessel. The "familiar with them" part is important, because even if you had a copy aboard in this example, you wouldn't have time to search through them hoping to find a solution.

Following are some sections (not necessarily the only ones) that may apply to this situation. Notice I said "may." This is because I'm not on your boat and even if I were, I certainly can't give legal advice. It's tempting to interject, in context with the rules, my thoughts as to how the rules help. But you can do it probably just as well and, if you don't already appreciate the rules, you probably will grow to appreciate them as you read the selections below, keeping the above hypothetical in mind. **Rule 2 — Responsibility**, which I cited out of order at the end, is, to me, an "Ah Ha—these guys really get it" rule. I'm so glad it's there.

Several things (among many others) come through to me. The rules are the culmination of a huge amount of study, research and thought by some very knowledgeable people. Those who wrote the rules take due note that being on the water in boats is an exercise in variables and doing the right thing involves skills and judgment calls that you can only get from experience. It's often unrealistic if not impossible to remotely prescribe a specific set of actions to deal dispositively with any hypothetical or actual situation. There are many "sea lawyers" who love to spend innumerable hours throwing rules about in heated arguments. If this is helpful, so be it. But the bottom line is that it comes down to the person at the helm at the time the stuff is hitting the fan. And if we know the rules, we are much more likely to come out well.

Let's look at some of the rules that may apply here. And you'll find others if you study them all, which you can do at the URL given above. As I write this, it's



winter for many of you. It may be enjoyable to sit back, learn the Rules and apply them as you envision hypotheticals or recall actual experiences.

### **Rule 13 — Overtaking**

(a) Notwithstanding anything contained in the Rules [of Part B, Sections I and II | 4 through 18], any vessel overtaking any other shall keep out of the way of the vessel being overtaken.

(b) A vessel shall be deemed to be overtaking when coming up with a (sic) another vessel from a direction more than 22.5 degrees abaft her beam, that is, in such a position with reference to the vessel she is overtaking, that at night she would be able to see only the sternlight of that vessel but neither of her sidelights.

(c) When a vessel is in any doubt as to whether she is overtaking another, she shall assume that this is the case and act accordingly.

(d) Any subsequent alteration of the bearing between the two vessels shall not make the overtaking vessel a crossing vessel within the meaning of these Rules or relieve her of the duty of keeping clear of the overtaken vessel until she is finally past and clear.

---

### **Rule 17 — Action by Stand-on Vessel**

(a) (i) Where one of two vessels is to keep out of the way, the other shall keep her course and speed.

(ii) The latter vessel may however take action to avoid collision by her maneuver alone, as soon as it becomes apparent to her that the vessel required to keep out of the way is not taking appropriate action in compliance with these Rules.

(b) When, from any cause, the vessel required to keep her course and speed finds herself so close that collision cannot be avoided by the action of the give-way vessel alone, she shall take such action as will best aid to avoid collision.

(c) A [power-driven vessel](#) which takes action in a crossing situation in accordance with subparagraph (a)(ii) of this Rule to avoid collision with another power-driven vessel shall, if the circumstances of the case admit, not alter course to port for a vessel on her own port side.

(d) This Rule does not relieve the give-way vessel of her obligation to keep out of the way.



### **Rule 9 — Narrow Channels**

(i) In a narrow channel or fairway when overtaking, the power-driven vessel intending to overtake another power-driven vessel shall indicate her intention by sounding the appropriate signal prescribed in Rule 34(c) and take steps to permit safe passing. The power-driven vessel being overtaken, if in agreement, shall sound the same signal and may, if specifically agreed to take steps to permit safe passing. If in doubt, she shall sound the danger signal prescribed in Rule 34(d).

---

### **Rule 2 — Responsibility**

(a) Nothing in these Rules shall exonerate any vessel, or the owner, master, or crew thereof, from the consequences of any neglect to comply with these Rules or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.

(b) In construing and complying with these Rules due regard shall be had to all dangers of navigation and collision and to any special circumstances, including the limitations of the vessels involved, which may make a departure from these Rules necessary to avoid immediate danger.

---

So there you go. Spend some time with the rules and your imagination. Have discussions with friends. It's seldom that any one person has all the right answers. This could be fun and it could also save your boat and your butt.

---

**Boating and water sports involve risk. Any comments herein should be followed at your own risk. You assume all responsibility for risk or injury to yourself or others. Any person or entity that uses this information in any way, as a condition of that use, agrees to waive and does waive and also hold authors harmless from any and all claims which may arise from or be related to that use.**

### ***Sign Off***

Signing off for another month. Send in articles if you want. We also take classified ads for no charge. Want to tell a sea story ... give it to me and I'll publish. Got a boat to sell? A business to advertise? Need some advice on maintenance and repairs.....or tips to share? Just send 'em in.