

Potomac River Yacht Clubs Association



www.PotomacRiverYachtClubs.org

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Officers 2001

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From the Commodore

Phil Bolin

There is nothing—absolutely nothing—so worth my time as messing with boats.

And this year, 2001, is going to be a great year to boat. I wish all of you a great boating season. I've seen some of the PRYCA clubs' activity plans and Anne and I wished we could attend all of the events. But we'll have to pick and choose—there is only so much time.

PRYCA has planned, with the help of several clubs, some great events for you all to consider.

Cobb Island Days is first on 15-17 June. Information packages were handed out at the April PRYCA delegates meeting.

Next is the Float-In on 20-22 July. *It will be different* this year—you'll have fun and add more to your boating knowledge. Read about it in other articles in this newsletter.

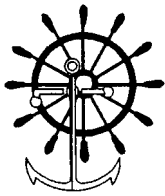
Next we have Dog Days—it's a down river event in its second year. It's at Colonial Beach Virginia on 22-24 August. A pig roast and band are among the activities.

In keeping with our goal this year to improve training and safety PRYCA will start a "Boat Training & Safety Passport Program." A committee has been formed and details will be forthcoming, but what we are going to do is provide to each member of PRYCA an opportunity to improve their boating training and improve their ability to remain safe on the water. The kick off of this program will be at the Float-In with safety and training seminars Saturday morning at the Float-In. We will search for the best training and provide you with the information. The committee is dedicated to provide a valuable service to you, its members. We'll ask you how we did next year.

I honestly think we are in for a great year. Thank you all for your support in the past and I hope we can earn your continued support.



"Cheering for their team at the Float-In"



From the Vice Commodore

Curt Johnson

A Salty Tail or an Oily Yarn?

In the days of wooden ships and iron men, and before steam and diesel power, whalers brought their catches alongside. The crew would rig platforms that hung over the side for the men to stand on while they attended to the business of stripping the carcasses of their valuable layer of blubber. After making initial incisions, a hook rigged to a tackle going up to one of the ship's yard arms, then down to the deck, was stuck through the resulting tab. As the men on the platforms cut away, another team on deck would haul in on their tackle, drawing a long strip of blubber upward and rotating the whale carcass as the cutters ("flensers") continued their work.. The resultant strip was laid on deck, cut into chunks, and "tried" (reduced by boiling) in the huge vats of the "tryworks" from which the desired oil could be taken.

While the principal quantities of oil came from this process, a certain amount of this natural oil flowed from the carcass into the surrounding water. It was noted that when the waters were choppy, the area where this natural oil flowed tended to make the water smoother and less prone to whitecaps and spraying wave tops. In time, in order to protect their boats when launching and retrieving them in rough waters, whaling skippers took to dumping some of their lower grade oil over the downwind side in order to provide a less hazardous area when their boats were alongside. As late as World War II, seaplane equipped battleships and cruisers sometimes used the same procedure, pumping some of their fuel oil over the side to provide a smoother area on which their

aircraft could land before being hoisted aboard.

From all this maritime activity comes, of course, the phrase "to pour oil on troubled waters" is to provide a calming effect on people in tense situations.

Last year's Float-In could have used some "oil on troubled waters" during the competition events. I personally apologize to any one or any yacht club that might have been offended by decisions that were made. But, that's in the past and should have no bearing on this year's Float-In. RC Randy Semper and his committee have put together some exciting new events as well as variations on some old ones. The theme will emphasize safety, including some very interesting seminars. Of course, there will be plenty of time set aside for the usual fun, camaraderie and competition. I'm excited about what the committee has planned and look forward to seeing the Float-In moving in a fresh new direction.

The 2001 PRYCA Float-In

Randy Semper

The PRYCA Float-In will be held at Fort Washington Marina again this year. The dates are July 20-22, but it won't be the same old Float-In as last year. This year things will be different. We are promoting boating safety and adding some events that really sound like fun. There will be competitive events and educational opportunities too.

The biggest change is the addition of boating seminars on Saturday morning. We are planning to offer several seminars covering different topics. There will even be a seminar that is geared toward the first mate on your boat. The concept we have in mind is similar to the seminars that have been presented at the Solomon's

Island TrawlerFest the last few years. One big difference is we will not charge for attendance at a seminar, they are provided as part of your Float-In registration fee. MAL Toby Jarman is working hard to arrange the seminars and he already has commitments from several interesting speakers. I'm sure everyone on your boat will find at least one seminar that appeals to him or her. See Toby's article for more details.

The seminars are one major change in the Float-In. Here is another: we will have model sail-blow boat races on Friday night and, using the boats, a regatta on Saturday afternoon. The course will be in a house rain gutter!. The model sail-blow boats come in a kit you assemble. The kit includes a wooden hull, mast, sail, rudder, and a keel. They are easy to assemble. I'm still pursuing the costs, but anticipate selling the kits under \$4.00. There will be a blow-boat race Friday night, with people allowed to modify their boats and make multiple runs to achieve their best times. You provide the propulsion for the boats by blowing on the sail through a straw. We are still developing the Friday night race details, but we will identify the champion blow hard in PRYCA. The first PRYCA Regatta, using the model sailboats, is scheduled for late Saturday afternoon. As we currently envision the regatta, each club will choose a blow-boat competitor to represent their club. The winning club will receive the PRYCA Regatta Cup to keep in their clubhouse. This is in addition to the traditional PRYCA Cup.

There will also be a blow-boat-decorating contest. If you don't want to enter the blow-boat races, you can decorate your boat and enter it into the decorated blow-boat contest, or do both if you like. The decorated boat rules will be simple so we don't have questions about disqualification.



We will also hold the annual PRYCA Cup competition on Saturday. Again, we hope to promote boating safety as part of the competition. One of the events will be based on the percentage of boats attending the Float-In from your club that have a USCG Auxiliary 2001 Vessel Safety Check sticker. There will also be a boating safety and navigation test, a scavenger hunt along with a couple other events.

The Saturday evening dinner will be catered by the same people that have catered the meals at the last few Float-Ins. After dinner Saturday night we will have a DJ for your dancing or listening pleasure. Breakfast will be served Sunday morning, before we conclude the Float-In about noon.

If you question the cost of attending, here is some information that may help you understand the registration fee of \$44.00 per person. The tent, along with tables, chairs, and lights for 250 people will cost \$3,986. If 250 people attend, that averages out to \$15.95 per person. The caterer charges \$25.10 for dinner and breakfast. The DJ charges \$620 or about \$2.50 per person. PRYCA makes a little money on the 50-50 drawing and more or less breaks even on the big raffle, bar, soft drink, and inventory sales. Add up those charges per person and it comes to \$43.55. And that doesn't include the cost of the incidentals like trash pick up, ice, and supplies for the events. It also doesn't account for the added costs if we have a lower than expected turn out. I hope this helps explain the cost.

Fort Washington Marina can't tell us how many slips will be available this far in advance. However, they anticipate leasing more of their slips this year due to Anacostia Marina closing. I urge you to get your clubs reservations in early. Each boat is entered into a database on the day the check is received, and aside from boat

length considerations slips will be assigned to those with the earliest reservations if there are not enough slips.

We appreciate the Delegate's help in distributing the Float-In information to your clubs. It's your efforts that go a long way toward making the Float-In a success.

From the Fleet Captain

Marv Storey

Since the Fleet Captain is supposed to keep safe boating on the top of the list, I thought a discussion of **BONDING** would be of interest in this issue. Bonding is one of the major components of a corrosion control system on your boat. Bad corrosion can mean through-hull fittings going bad and coming apart or becoming frozen.

How can you tell if you have a bonding problem? Indicators can be: you have to replace your zincs often or your zincs get a protective coating and never go bad. (It's not magic.) Maybe your slip neighbor's boat is eating its zincs. You may see a white powder or foam on shaft logs, rudder logs, or wood plates under through-hull fittings. In the worst case, you will see bad pitting of through-hull fittings, rudders, props, and shafts.

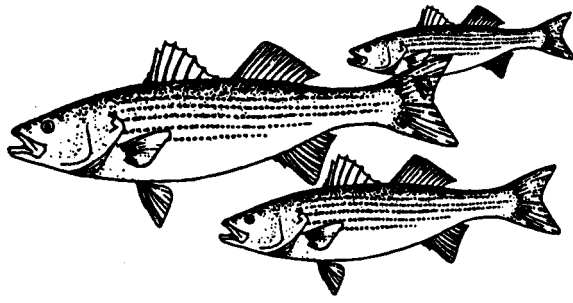
What does bonding do? It provides a low resistance electrical path between metals in contact with sea water. This path protects against self-generated galvanic corrosion, is helpful against other types of corrosion, acts as a radio ground, and helps a little in protecting against lightning strikes. The boat's bonding system is designed to carry the protective current of the sacrificial anode. This current is usually under 1 amp.

What should be bonded? Inside the hull, connect together to a common bonding strap, all metal parts touching

water. Include all through-hull fittings, rudder posts, shaft logs, shaft struts, bilge pumps, intake strainers, fuel tanks, fuel fill pipes, etc. Don't forget the trim tabs and out-drives unless they have their own zincs. Connect this system to the engine block(s) and to the sacrificial anode. One good method is to run a strap fore and aft, branching off to the individual metal parts. Make sure all connections are secure. Connections should be soldered or bolted if possible. If stainless steel hose clamps are used to attach bonding to a metal part, place a piece of heavy solder under the clamp to assure good contact. Even though currents are low, it is advisable to use #4 or larger wire to insure a low resistance path. Boats over 40' should consider using #2 wire. Solid copper wire, heavy stranded copper wire, and copper strap are all good. Copper braid is not recommended. If stranded wire is used, make sure connections are sealed as stranded wire corrodes easily. Keep bonding straps out of bilge water otherwise it will corrode.

If bonding is bare metal, it should be insulated from contact with wood, especially if the wood is damp. Electricity will flow through the damp wood and cause it to soften. An indication of this problem is a white foamy or powdery substance forming on the wood. Also, a white substance around shaft logs, rudder logs, or other fittings indicates a poor bonding of those components.

Props and shafts are normally not well connected to a boat's bonding system. The best method for a good connection is to mount a high-quality motor brush (metal graphite) so that it rides on the shaft with a wire attaching it to the bonding system. An alternative and more common method used is to place a zinc collar on the shaft. However, the zinc collar is not as good as the motor brush in providing



lightning protection or radio interference reduction from a turning shaft and prop.

This has been a very short and general overview of bonding. I have covered some of the more common bonding and corrosion control methods. I have just touched the surface. There are a lot of other issues specific to certain situations. Steel or aluminum hulls require special protection. If your boat is eating up zincs or your slip neighbor's boat is losing its zincs, you should consider measuring the current flow of your boat and your neighbor's boat. One of you may be over or under protected. External measurement is a simple fast procedure for a rough check. If it indicates problems, measurements taken throughout the boat should be considered. If you have questions, give me a call, I may be able to point you in the right direction. Otherwise, contact one of your local marine electronics service companies.

From the Secretary

Chris Reed

Yacht routine for flags and the proper etiquette for display has become a pet topic of mine over the years. In my wonderings among marinas and yacht clubs along the Potomac River, the Chesapeake Bay and elsewhere, I found some unique interpretations for the display of the National Ensign and other flags and burgees. This started my research into what the November 2000 issue of *Yachting Magazine* called the "Proper Dress Required—The Fading Art of Flag Etiquette."

I contacted *Yachting Magazine* and they provided me with a reprint of the article by George Sass, Jr. that I just mentioned. I also broke out my edition of *Chapmans* to refresh myself with what they had to say on the subject. My last resource was my 1989 edition of the

New York Yacht Club (NYYC) yearbook. All of these resources recognize that there truly is a proper way of displaying flags and signals based on years of tradition—and those of us who appreciate the traditions of yachting feel as Mr. Sass stated, "if you're going to use flags at all, you might as well use them right."

Let's start with the National Ensign. As a traditionalist I agree with *Chapmans* in that Documented Yachts are expected to fly the Yacht Ensign while in US Waters and the National Ensign otherwise but I won't take too fine a point on this as long as the Ensign is flown properly. According to the NYYC, the Ensign is displayed between 0800 and sunset with some unique exceptions about the telling of time, when at different yacht clubs and on military bases. If the Yacht is unmanned the colors are not displayed. The Ensign is at half-mast only on occasions of national mourning and on Memorial Day from 0800 to 1200. On the death of a yacht owner it is appropriate to half-mast the burgee and private signal flag on the owner's yacht, other member yachts at anchor, and the Club House do not lower the Ensign.

Where to fly the Ensign? Not at the Jack Staff and Not on the Shrouds below the Spreader. When at anchor it should be flown at the stern staff. Sailing yachts with overhanging booms locate the stern staff on the starboard side of the boom. When underway in inland waters and when meeting or passing other vessels on the high seas the following is appropriate:

1. Power Yachts with gaff, at the gaff
2. Power Yachts without gaff, at the stern staff
3. Gaff-rigged sailing yachts, at the after peak
4. Marconi rigged, at the leach of the aftermost sail, approximately 2/3

the length of the leach above the clew

5. Sailing yachts when not racing may also use the stern staff.

The general consensus with club burgees is to display them whenever the ensign is hoisted but some clubs may set their own rules and these should take precedence. I found no reference to flying 2, 3 or more club burgees at one time. Having been faced with this situation, of belonging to more than one club, I tried to follow a few simple rules:

1. Fly the burgee for the club where you are currently docked when at the club

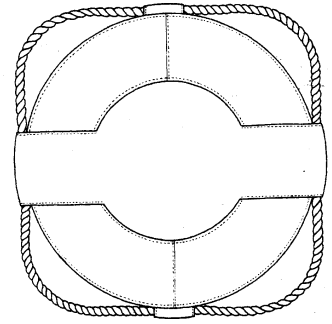
2. If cruising with a club, fly the burgee of the club you are cruising with

3. If cruising alone, the choice is yours but one at a time

Like I said these were my guidelines. I could find no specific reference but I did notice none of my resources quoted flying multiple burgees from multiple bow staffs. So I concluded a traditionalist wouldn't do it.

Where to put the burgee (and no wise cracks). Again from the NYYC, mastless yachts or single mast yachts with a bow staff, you fly the burgee at the bow staff. Single mast yachts without a bow staff, fly the burgee at the truck. Yachts with two or more masts, fly it at the foremost truck. Make sure if you fly the burgee at the truck you are not interfering with all your neat electronic gadgets. This may be why some sailboats fly burgees on the shrouds just below their spreaders but I could not confirm this. The recommendation seems to be to get an extension and fly the burgee above the truck if you have electronics at the masthead.

Officers flags, there seems to be some general agreement on the traditional location for these. According to *Chapmans*, "An officer's flag is flown in place of the owner's private



signal on all rigs of motor and sailing vessels except single mast sailboats, when it is flown in place of the club burgee." Now, how many know where to fly the owner's private signal?

According to the NYYC, the private signal may be flown between morning and evening colors or 24 hours per day. Mastless yachts underway fly this from the bow staff in place of the burgee. Single mast yachts with bow staff, at anchor or underway, fly the signal at the truck, single mast yachts, when underway, at the truck in place of the burgee. Yachts with two masts, at the aftermost truck and yachts with more than two masts, at the main truck.

You might notice that there is no mention of flying flags from radio antennas. Also, other than trawlers, I found few powerboats locally with "masts." So, what to do if you want to be "gar" and not "lubberly"? It appears that it is a locally accepted tradition to fly certain signals from one's radio antenna and I would bow to that if you want to consider it the mast for your powerboat. To add credibility to this, CBYCA refers to a USPS Guide that allows this. However, 2 burgees, past officer flags, PRYCA flag, the cocktail flag, and who knows what else, all flying from antennas, masts and whatever, seems excessive, if not gaudy. The traditionalist in me still wrestles with flying my past commodore's flag from my antenna and if I'm cruising for PRYCA, I replace it with the PRYCA flag and my conscience wrestles with that as well. That's my compromise. Each yachtsman needs to decide how much he or she wants to bow to tradition or be on the cutting edge of innovation. Who knows, the innovations of today may be the traditions of tomorrow.

In the next newsletter, I will get into the flying of the Union Jack, Quarantine, Courtesy flags and dressing a ship.

From the Treasurer

Steve Wexler

As the Treasurer, it is always my pleasure to review for the members the sources and uses of funds in the operation of our PRYCA. PRYCA is currently 20 clubs strong—so we take in \$1,200 in annual dues (\$60 per club). For many years (at least 10) we have been members of the National Boating Federation—with annual dues of \$200. The Board of PRYCA has designated three events as PRYCA sponsored—Cobb Island Days (at Cobb Island), the Dog Days of Summer (at Colonial Beach), and the End of Summer Party (at Tantallon). PRYCA contributes \$200 to each of those events. The expenses of reproduction and postage associated with the Newsletter total about \$300 per year. The Bridge also prepares and annually distributes a roster of Club Officers which incurs a small reproduction cost. Naturally during the course of the year we also incur small miscellaneous expenses including postage. As most of you are aware, our annual Bake Sale (i.e. the PRYCA fund-raising event) is the Float-In. Typically, the Float-In has generated surpluses of between \$1,000 and \$1,500. Using those surpluses we have been able to keep the price down for the annual Change of Watch, which typically has been a deficit-oriented event. By matching the Float-In surplus with the Change of Watch deficit—we Balance our Budget—and we did it long before it became politically correct! I am pleased to report that all clubs have paid their dues before this year's Commodore's Night at Tantallon Yacht Club. The financial status:

Statement of Financial Condition March 20, 2001

Opening Balance (2/1/01)		\$4,472.87
Deposits:		
Dues	\$540.00	
Interest (Jan & Feb)	\$8.87	
Total Deposits:		\$548.87
Expenses:		
Phil Bolin (Change of Watch nametags)	\$100.00 #907	
NBF (2000 Dues)	\$200.00 #908	
Ned Rhodes (postage & newsletter)	\$66.27 #909	
Total Expenses:		\$366.27
Closing Balance		\$4,655.47



Respectfully
Submitted,

Stephen A. Wexler,
Treasurer



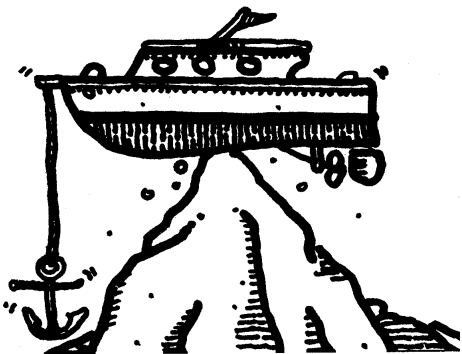
From the Editor

Ned W. Rhodes
Rhodesn@softsysgrp.com

I just uncovered my boat and started in with the waxing. This will probably be the latest I have splashed in a few years and it is all due to the cold weather. But, I am starting to get that feeling again. It was nice looking out over the bow, although all I could see were other boats in a parking lot. Actually, it reminds me of some weekends out on the Occoquan.

I am starting to get excited already about the Float-In. Each year we go to dance our thingies (family publication, substitute your own word) off and this year we will have blow boat races and safety seminars. These sound like good events and I am waiting to hear Steve Wexler's explanation of what exactly a blow boat race is. I figure if he is blowing, Occoquan will be winning.

The list of newsletters continues to grow on the PRYCA web site (<http://www.PotomacRiverYachtClubs.org>) and I invite you all to come and take a look. Check out the "about us" page and if your club has not submitted an introductory paragraph, please consider doing so and providing a pointer to your Club web site.



Did You Know?

MAL Rick Sorrenti

If done perfectly, any rubix cube combination can be solved in 17 turns?

As a paid member of PRYCA, your yacht club can participate in all PRYCA sponsored events.

In 75% of American households, women manage the money and pay the bills. Over 80% of boat "captains" are male.

Ketchup is excellent for cleaning brass.

To date all PRYCA yacht clubs have paid their annual dues.

Kleenex tissues were originally made as filters in gas masks.

Without a paid PRYCA membership, you will no longer receive these valuable facts.

Cherry Blossom Parade of Lighted Boats

MAL Andi Storey

As PRYCA's representative to the Washington Waterfront Association (WWA) I am passing along information about the in-water parade. This is the 3rd year the WWA has promoted this event. Last year high winds prevented the parade from taking place on the scheduled and rain dates. This year we are all hoping for sunny, mild weather and balmy skies. For those of you who see this on the web before the PRYCA meeting at Tantallon YC, let your club members know that I will have loaner lights from WWA available at that meeting for Captains who want to participate in the parade. Below is the WWA press release that describes the event more fully. In addition to the boats mentioned by name will be the *Sequoia*, official boat for several of our presidents.

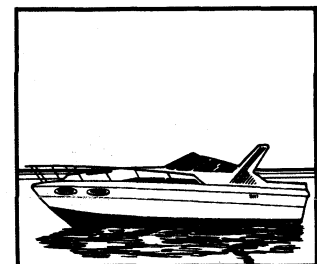
On Saturday evening, April 7, Washing Waterfront Association

(WWA) will provide great excitement along the Southwest Waterfront. A flotilla of boats, brightly decorated to honor our city's blooming cherry blossoms, will parade up and down the Washington Channel, beginning at 8:00 p.m. Leading the parade will be four lighted boats making up the nautical equivalent of a dragon. It must be seen to be believed!

Joining this year, members of the National Capitol Area Women's Paddling Association will enter their dramatic 39-foot Chinese dragon boat complete with drummers. Denis Sullivan, a Great Lakes schooner and Wisconsin's official tall ship in Washington for a visit, will also join the parade.

This event, an annual fixture on the waterfront for the Christmas holidays, is being mounted in the spring as WWA's contribution to the 2001 National Cherry Blossom Festival. A large number of boats of all sizes and descriptions, from the Capital Yacht Club, Gangplank and James Creek Marinas, and other yacht clubs up and down the Potomac River, will be ablaze with twinkling lights.

This event is free and open to the public. Best viewing is from the restaurants along the waterfront, East Potomac Park, or the parks on the north side of the Channel from the Titanic Memorial to the Fish Wharf. The Southwest waterfront can be reached by METRO, from the Waterfront (Green Line) station of L'Enfant Plaza (Orange-Blue-Yellow).



**From MAL Walt Cheatham,**

MAL for Mt. Vernon, Fort Belvoir,
Occoquan, and Fairfax YCs

Maintenance Dredging, Potomac River
at Mt. Vernon

Following is a summary of the US Corps of Engineers Public Notice #TN-01-01, 2 Feb 01, stating that the Corps proposes to perform maintenance dredging of the Mt. Vernon Federal navigation channel, pending availability of funds. Dredging will produce a channel 9 feet deep, with a one foot over depth, and 150 feet wide, from the main channel of the Potomac River to Mt. Vernon Warf, with a turning basin of the same depth and radius of 150 feet at the wharf.

Approximately 35,000 cubic yards of material will be dredged, and an upland placement site at the Virginia Power's Possum Point Power Station, Dumfries, Prince William County, Va. is being considered. Two means of transporting the material to Possum Point are under consideration: 1) barge to with hydraulic offload, and/or 2) barge offload at Ft. Belvoir to trucks for transport to the site (between 3000 and 4700 trips). This latter alternative also includes dredging a 30 foot wide channel to a depth of 4 feet mean lower low water from that depth in the Potomac River to the marina to allow for barges to reach the truck offload area. This would require dredging about 1-2 foot of sediment resulting in about an additional 12,000 cubic yards of material. An additional open water site in the Chesapeake Bay adjacent to Windmill Point is being considered.

Questions may be brought to the attention of Mr. Robert Blama, CENAB-OP-TN, 401-962-6068.

From MAL Wayne Kuster

Southern Region Clubs
301-259-0061

E-mail: wjkuster@AOL.com

As our season gets underway, I am excited about all the nice activities the PRYCA has scheduled this year especially some in our area.

The first one is Cobb Island Days on June 15 thru 17. This is a co-sponsored event with Cobb Island Yacht Club and the PRYCA which is always well attended. For more information, see Commodore Chuck Johnson's article in this newsletter.

As your liaison between the Potomac River Fisheries Commission and the PRYCA, I would like to remind everyone that a Sport Fishing License is required on the Potomac River either from PRFC, Maryland or Virginia. Our Spring Rockfish Season is April 21 thru May 31 below the Harry Nice (301) Bridge. One (1) fish over 28" per person. For more information and licenses, please call 800-266-3904. I will have a package to give all our delegates at the Tantallon Yacht Club Meeting. If I can be of any service to your clubs regarding the fisheries or anything else, please contact me.

MAL Toby Jarman's Corner

My job in PRYCA is to provide communication links between the Bridge and the yacht clubs I am responsible for—Aquia, Landmark, Prince William, and Quantico. Each newsletter, we will spotlight member clubs in order to learn more about their origins and activities. The last edition had a humorous and interesting article prepared by Joe Chambers on Prince William Yacht Club. This newsletter highlights the history of Landmark Yacht Club as told by John Kenyon.

Landmark Yacht Club, as we now

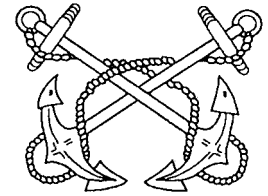
know it, was established in the latter part of 1955. Landmark, along with National Potomac Yacht Club is proud to share the honor of charter members of the PRYCA. The LYC history contains records of relationships between the two clubs as far back as 1958.

LYC was originally organized as the Outboard Boating Club of the Greater Washington Area. At that time, most of the people involved lived in or near Washington and docked their boats at Columbia Island Marina. In 1958, the name was changed to DC Boating Club. Apparently, the original name was considered too long and restrictive in nature. Along with the name change, the annual dues were increased from \$3.00 to \$5.00 that year. According to the LYC history, the club was searching for a permanent home that year. "Capital YC gave the club a much needed sanctuary since finding a place with some degree of permanency was becoming increasingly difficult."

The club moved to Aquia Creek in 1959 where the existing clubhouse was constructed. That location is still the center of our club activities. In 1970, the club was renamed Landmark Yacht Club. Many different names were proposed during this effort. At one of the voting sessions "Try Again" and "None of the above" each received one vote. Our burgee bears the symbol of the Washington Monument under which the club was originally formed.

Over the years since the club was established, the facility has remained essentially the same. We have added paint, power, lights, dock pilings and plumbing. This year we will include air conditioning! These activities have established bonds between many of our members through the mutual exchange of ideas, sweat, good food and an appropriate amount of cool beverages.

Oh, yes. We are a boating club. Boating flourished in the early years of



the club. The club focused on boating safety. We took trips all up and down the Potomac and Chesapeake. If you have the pleasure of visiting Vera's you will find that our burgee has been displayed there for over twenty years. In 1973, gasoline shortages and price increases had a serious effect on boating. Large scale boating dwindled and many boating clubs turned to more social activities.

During the past decade, boating interest and activity with the PRYCA has rebounded at LYC. We owe much of this rejuvenation to PRYCA Commodores John Hancock and Bud Clark. We also recognize Bill Green who was Commodore in 1980. Although we remain a relatively small club, many cruisers have returned to active roles at Landmark. Every season includes our traditional "long" trip up or down the Chesapeake Bay. Many shorter ventures include the PRYCA sponsored events. The Float-In and End of Summer party remain overall favorites. Recently, bonds have been established through smaller weekend retreats with individual clubs. We look forward to more of these and encourage all clubs to do the same.

John Kenyon, PRYCA Delegate

Another Club of the Month

MAL Andi Storey
National Potomac Yacht Club
1963-2001

The National Potomac Yacht Club (NPYC), located at the Columbia Island Marina (CIM), was formed May 29, 1963 and incorporated on July 3, 1963, in the District of Columbia as a non-profit organization. The club was formed for pleasure and recreation with its purpose to improve boating, work with other groups to promote safety and improve cruising conditions. In 1971, NPYC joined the PRYCA as a

charter member. Working at home and through these associations, NPYC has continued to work for better and safer boating.

The *Skipper*, the club's monthly newsletter, keeps its 70+ members informed of the many functions throughout the year. In addition to frequent social events, listed below, NPYC holds monthly cruises and weekend raftups. The 2001 cruise will be to Baltimore's Inner Harbor with stopovers in Annapolis, St. Michaels, Oxford, Pt. Lookout, Solomons Island and Coles Point. Following are some of NPYC's 2001 functions:

- Jan. Change of Watch
- Feb. Night at the Races
- Mar. St. Patrick's Day Party
- May Flag Raising
- Jun. Blessing of the Fleet
- Jul. PRYCA Float in
- Aug. Baltimore Cruise
- Sept. Labor Day Cruise to Tall Timbers
- Oct. Oktoberfest
- Nov. Oyster Roast
- Dec. Jan Change of Watch.

"NPYC-Celebrating 38 Years of Potomac River Boating"



Float-In Seminars

Toby Jarman, MAL

Everyone who has participated knows that the Float-In is a fantastic event that we look forward to each year. However, the PRYCA Bridge is constantly searching for opportunities to make all of our events even better!! This is especially important for veterans of the Float-In who are looking for something different this year.

I am convinced we are hitting a home run with changes in the Float-In format by including, among other events, informative seminars on subjects that are critical to fun and safe boating. The following are a few of the concurrent seminars that we are working on for Saturday morning—before the fun competitions in the afternoon.

Have you ever wondered what you would do if the captain were incapacitated and you had to call for help and get home safely? *WOMANSHIP*, headquartered in Annapolis, has agreed to present a practical awareness seminar for the first mate on this important subject covering such topics as providing first aid, determining position, calling the Coast Guard, proceeding to port and docking.

Have you ever wondered what to do when you encounter a tugboat under tow in tight quarters? The crew of Captain Tom, a familiar tugboat on the Occoquan and Potomac rivers, has observed some unsafe boating practices that could lead to severe damage to your boats and injuries and even death to your crews. This "dos" and "don'ts" seminar is a must for even the most experienced captains.

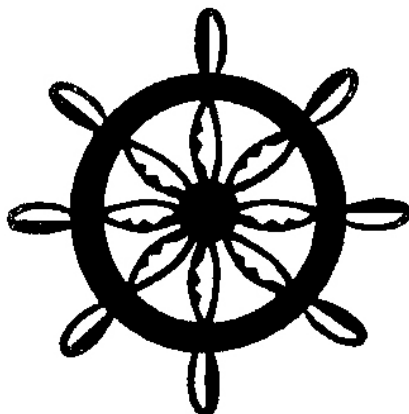
What would you do if a fire broke out on your boat? Here's an opportunity to have hands-on experience in using a fire extinguisher.

Do you really know how to use that flare gun in your safety kit if you had to call for help? Bring your old flares and learn how. The Washington Harbor Fire Department will cover these and other important fire-related topics in their seminar. In addition, we are working on having guided tours of their fire and rescue boats and a water cannon demonstration. This will be a fun event for the kids.

We will also have instruction and safety demonstrations by the Coast Guard Auxiliary or Power Squadron, and we are working on a seminar on fishing techniques, bait and lures for fishing in the Potomac and the Chesapeake Bay.

The idea for the seminar concept came from the growing popularity of training programs at the annual *Trawler Fest* at Solomon's Island and the *Trawler Port* at the Annapolis Boat Show. These events show that there is a growing demand for learning all we can about our boating passions. And are you ready for this? The seminars at the Float-In are absolutely FREE!!

See ya there!



Rules Concerning Mast Head Lights

Taken from a Web page designed by Geoff Kuenning

Here are some ways to remember the meanings of different colored mast head lights. They are usually, though not always, shown all-around:

Red over Red

This boat is dead

(or "Captain's in bed" or "Captain's in the head," or "Captain's dead"). Two red lights in a vertical line indicate a vessel "not under command." In other words, when you see this combination, don't expect them to do anything to avoid you, regardless of what the right-of-way rules say. You should show these lights any time there is a circumstance, such as engine or steering failure that prevents you from complying with the rules of the road.

Red over Green

Sailing machine

(or "sailing is keen"). Note that this is the less-used of the two sailboat lighting combinations. Most sailboats identify themselves by the *lack* of a white masthead light visible to 22.5 degrees abaft the beam. Don't assume that lack of red-over-green means it's under power!

Red over White

Fishing boat lights

If the fishing gear extends over 150 meters (492 feet) from the boat, an all-around white light must indicate the direction.

Green over White

Trawling tonight

Note that this is different from the general fishing lights.

White over White

Short tug/tow in sight

A *short* tow is under 200 meters (656 feet).

White over White over White

Long tug/tow in sight

A *long* tow is over 200 meters (656 feet).

White over Red

Pilot ahead

A pilot boat, waiting for "customers," displays this combination so that boats needing a pilot will be able to find it. Pilot boats also display this combination when waiting to pick up a pilot who is finished with a customer. (The customer boat displays its normal running lights, as appropriate.) Thanks to John Browning for providing the correct information here.





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PRYCA
Board of Directors Meeting
Aquia Harbor YC
10 Mar 2001

Present:

Comm P. Bolin
VC C. Johnson
RC R. Semper
Treas. S. Wexler
Sec. C. Reed
FC M. Storey

MAL W. Cheatham
MAL T. Jarman
MAL R. Sorrenti
MAL A. Storey

Absent:

IPC M. Lovell
MAL W. Kuster

The Commodore thanked Commodore Claudia Edgar of Aquia Harbor YC for use of the facilities.
The Commodore called the meeting to order at 1034.

Old Business:

R.C. Semper reported on planning for Float-In and logistics coordination with the sponsoring marina. R.C. Semper outlined the events that are in planning re: seminars, games, etc. T. Jarman described what seminars would be available. Toby described in detail the Womenship Seminars, Safety Seminars, etc. Discussion on additional "maintenance seminars" and "safety items" followed.

Discussion on "getting the word out" and scheduling of the events and the importance of these elements to make the Float-In a success ensued.

Blow Boat Race Events were described by the VC to the Bridge. Considerable discussion on how the event would work followed.

Explanation of fees for the Float-In was discussed with the Bridge. The relationship of costs/profit margin of events and their interrelationships between events were discussed. The cost of meals and the total cost of events, docking, etc were discussed. Committee will break down the cost of the "Float-In" so it can be shown to member clubs.

Discussion on "Safety Passport" issues and seeking funds from outside sources for Safety Grants ensued. Motion was made for PRYCA to institute a Safety Training Passport Program. Motion seconded.

Motion amended to add-Ad-Hoc committee to structure this program and be presented to the Board of Directors. Discussion followed. Motion carried unanimously.

Reports:

Comm. Reported that J. Hadley would start at revising the Handbook first. He will update board on lessons learned from the past.

Total loss of \$1925 on Change of Watch for 2001. Discussion followed on whether this issue for the loss was in part because it was held on Inauguration Weekend or are there underlying root causes for lack of attendance? Discussion followed concerning the type of event this should be. It was concluded that it should stay "formal".

Dog Day of August – rough budget is \$25.00/person including band, pig roast, etc. Discussion on last year and what to do this year followed. Consensus was to support again this year.



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Two clubs have asked Commodore Bolin to come to their membership meetings to give a presentation on PRYCA (Fairfax and Dahlgren).

- V.C. Presented data on the VA Clear Marina Program (see paper copy) and provided explanation of the program. Recommend that PRYCA promote this program and will bring this up at the Delegates Meeting.
- R.C. Meeting next month at Tantallon. Secretary will send announcement.
- Sec. A motion was made to approve the February minutes as modified. The motion was seconded and passed. Presented a list of clubs who have their updated rosters in.
- F.C. Requested that R.C. provide some additional information on ordering from last year. Treasurer will provide F.C. with this information.

MALS

W. Cheatham Belmont Bay Marina is about to open. No Wake zone will be expanded.

T. Jarman Audit Committee will begin next month.

W. Kuster (absent) Report submitted by mail. Has been in contact with Commodore C. Johnson regarding Cobb Island Days (June 15-17). They will have a complete package to hand out and bring Board up to date at the Delegate's meeting next month.

Has been in contact with Del. C. Mullen at Colonial Yacht Club regarding their dues. He stated that the dues have been paid. MAL Kuster feels their club is going to be more active this year including the Dog Days of August Party. Commodore Bolin has really generated a lot of new interest with their club and the PRYCA. With restaurant reopening, this will be a nice stop for our members.

R. Sorrenti No Report

A. Storey Presented information for MALS to send out concerning the Parade of Lights for Cherry Blossom Festival. Specific Police officers are assigned to each of the Member Clubs in DC and a list was provided.

Treas. Presented Statement of Financial Condition. List of delinquent clubs (paper copy attached)

Sec. Reported on status of Roster and distributed.

IPC Not present

Commodore requested each member give the Board a verbal run down on their proposed article.

New Business:

Dress code for Bridge and Board meetings was outlined.

Commodore appointed the Safety Committee:

VC, RC, Sec., plus one more to be determined by the committee.

The meeting was adjourned at 1257.

Respectfully submitted, Christopher R. Reed, Secretary





12

PRYCA
Delegates Meeting
Capital YC
5 Feb 2001

Present:

Comm P. Bolin
VC C. Johnson
RC R. Semper
Sec. C. Reed
FC M. Storey

MAL W. Cheatham
MAL T. Jarman
MAL W. Kuster
MAL R. Sorrenti
MAL A. Storey

Absent:

Treas. S. Wexler
IPC M. Lovell

The Commodore called the meeting to order at 1935.

Commodore Bolin thanked Commodore Sime of Capital Yacht Club for the use of the facility.

Commodore Bolin introduced the 2001 Bridge to the Delegates and proceeded to provide a brief summary of the Change of Watch. It was announced that the next Delegate Meeting would be at Tantallon Yacht Club on 2 April 2001 with Dinner being served at 1900.

Reports:

V.C. Has not heard from potential Gangplank membership in PRYCA. Boat Infrastructure Grant is set up for Clubs to promote historic sites on the Bay and Rivers.

R.C. Provided update on final inventory report (see paper copy). Board meeting in March is 10 March at Aquia at 1030. Delegates meeting will be on April 2, 2001 at Tantallon. Board meeting at 1800, dinner at 1900 for \$6.00/person and the Delegates meeting will start at 1930.

Announcement for Float-In was presented (see paper copy).

F.C. Reported that PRYCA's down in quantity of items and we need to re-order. Provide the FC with any comments on quantity or recommendations on additional items to order.

A list of PRYCA affiliated cruises was also presented.

Sec. Motion to accept the minutes of the November 2000 meeting was made, seconded, and approved. Reported on status of Roster and distributed latest Calendar and Schedule.

Treas. (Absent) Commodore provided written report (see attached paper copy).

IPC Not present but Commodore Bolin provided the following information:
PRYCA Nominating Committee is as follows:

Wayne Kuster

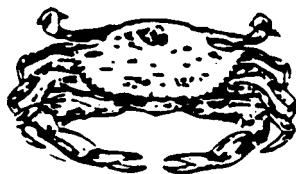
P/C Dave Goodman

P/C Ned Rhodes

Goal is to find out where the interest lies and get names of individuals to the committee.

MALS

W. Cheatham Belmont Bay Marina will open this spring. ORMA is working to extend the "No Wake" zone.



T. Jarman Contacted DC Police and Fire and they will participate at the Float-In. Audit committee is starting up. Need one more member. Toby will coordinate.

W. Kuster MD just signed a new Marina/Waterfront Bill. Money is available for dredge and other improvements. Cobb Island Days and Dog Days of August are on again this year.

R. Sorrenti No Report

A. Storey WWA new officers met. Next meeting is Thursday (2/8) and WWA is developing a web site. WWA is trying to promote the "Parade of Lights" as a major event for Cherry Blossom Festival. CYC Cruise for Kids is 6/24/01. Flyer to Follow. The closing of Anacostia Marina and its impact were presented. A follow up letter will be sent to NPS.

Newsletter ED Newsletter was handed out. Need updates on "who we are" for web site. Clubs could send their Newsletter for cross-referencing if they desire.

The following 15 clubs were in attendance as recorded on the sign in sheet and Delegates spoke on their respective Clubs' activities:

Aquia Harbor YC
Capital YC
Cobb Island YC
Dahlgren YC
District YC
Fairfax YC
Fort Belvoir YC
Landmark YC
Mt. Vernon YC
National Potomac YC
Occoquan YC
Prince William YC
Quantico YC
Seafarers YC
Swan Point YC

Sandy Doucette
Paul Malloy
Chuck Johnston
Ron Cox
Harriet Douglas
Walt Cheatham
David Bailey
John Kenyon
Bonnie Breneman
Andrea Storey
Joe Livingston
Toby Jarman
Rhonda Carson
Lou Paris
Wayne Kuster

The meeting was adjourned at 2035.

Respectfully submitted,

Christopher R. Reed
Secretary





OCOQUAN RIVER MARITIME ASSOCIATION
P.O. Box 469, Occoquan, VA 22125
www.ormaweb.org

April 23, 2001
Media contact: Tom Coldwell
703.323.1675
tcoldwell@cox.rr.com

FOR IMMEDIATE RELEASE

Occoquan Blessing of the Fleet set for Sunday, May 6

Occoquan, Va.—More than a hundred recreational boats are expected to cruise into Occoquan Bay, 25 miles south of Washington, DC, to take part in the area's third annual Blessing of the Fleet, 11:00 a.m. to 2:00 p.m., Sunday, May 6. The Occoquan River Maritime Association (ORMA) is sponsoring the event, coordinating the efforts of the Prince William, Fairfax and Occoquan Yacht Clubs, with support from the Coast Guard Auxiliary, Potomac Marine-TowBOAT/U.S., and Fairfax and Prince William County public safety agencies.

The blessing is open to all boats in the area, drawing from a fleet of some 1,500 boats on the Occoquan River and hundreds more in the neighboring Neabsco, Dogue and Mattawoman creeks. A procession of 114 boats participated in last year's event.

U.S. Navy chaplains will participate in the event, invoking a blessing on each boat as it passes near the chaplains' flagship vessel, this year provided by Fairfax Yacht Club.

In the event of inclement weather, the event will be canceled.

ORMA was established in 1999 to coordinate activities of businesses and boaters relating to navigation, commercial and recreational use of the river, environmental preservation, safety and education. In addition to coordinating the annual Blessing of the Fleet, ORMA has played a leadership role in securing \$1-million in federal funding for dredging of hazardous portions of the Occoquan channel and in the Town of Occoquan's successful bid to obtain a \$100-thousand grant for construction of transient docking for recreational boating.



OCOQUAN RIVER MARITIME ASSOCIATION

Supporting Organizations: Occoquan Yacht Club, Fairfax Yacht Club, Prince William Yacht Club, Hoffmasters Marina, Chesapeake Bay Yacht Clubs Association, Potomac River Yacht Clubs Association, Salisbury Towing, Town of Occoquan, Virginia Concrete, Maryland Rock Industries, Belmont Town Associates, Vulcan Materials Co., Potomac Marine, Inc., West Marine-Woodbridge, Prince William Marine Sales, Inc.



Occoquan Blessing of the Fleet

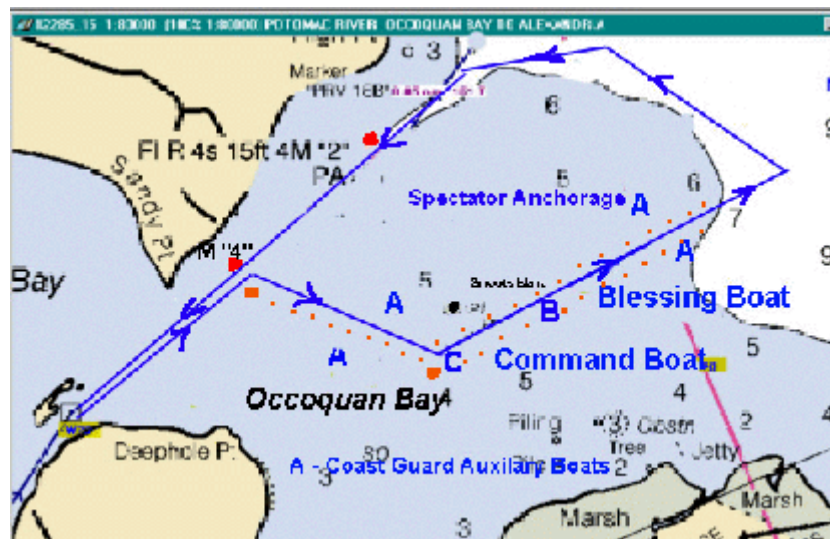
Occoquan Bay, Sunday, May 6,
11:00 A.M. to 2:00 P.M.

Dedicated to Boating Safety and Celebrating the Opening of the 2001 Boating Season

Sponsored by the Occoquan River Maritime Association,* coordinating the efforts of the Prince William, Fairfax and Occoquan Yacht Clubs, with support from the Coast Guard Auxiliary, Potomac Marine-TowBOAT/U.S., and Fairfax and Prince William County public safety agencies.

The Blessing of the Fleet processional...

Starting at 11AM, participating boaters should follow the Fairfax County Fireboat and ORMA Flagship (with distinguished guests and media embarked) starting near Sandy Point at Marker No. 4 and proceeding toward Smoot's Island along the route marked, turning left and passing by the Blessing Boat to receive a chaplain's blessing. (see below). Communications: VHF Ch. 9 for hailing and Ch. 71 as a working channel. Marine bulletins regarding the event will be broadcast starting at 1000 on VHF Ch. 16 and Ch. 22A.



Boaters electing not to participate in this event are requested to stand clear of the procession of participating boats.

* ORMA is a non-profit, all volunteer organization dedicated to coordinating activities involving commercial and recreational use of the Occoquan River. ORMA's major initiatives are maintaining the Occoquan channel depth, working with the Town of Occoquan to reestablish its historic seaport for recreational boaters, and preserving the environmental quality and safety of the river. For additional information, visit the ORMA web page at www.ormaweb.org.

Upcoming Events

May 5	PRYCA Board Meeting at Swan Point YC
May 6	Occoquan Blessing of the Fleet
May 20	DC Blessing of the Fleet
June 4	PRYCA Board Meeting at Seafarers YC



Potomac River Yacht Clubs Association

2749 North Wakefield Street
Arlington, VA 22207

Address Correction Requested