

Potomac River Yacht Clubs Association



www.PotomacRiverYachtClubs.org

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Attention to Port

This is an e-mail from an Ensign stationed aboard the guided missile destroyer USS Winston Churchill. I received this from a friend. I think it says a lot about the unity we share in this world. What an honor for this crew!

Dear Dad,

Well, we are still out at sea, with little direction as to what our next priority is. The remainder of our port visits, which were to be centered around max liberty and goodwill to the United Kingdom, have all but been cancelled. We have spent every day since the 9-11 attacks going back and forth within imaginary boxes drawn in the ocean, standing high-security watches, and trying to make the best of our time.

About two hours ago the junior officers were called to the bridge to conduct ship-handling drills. We were about to do a man overboard when we got a call from the LUTJENS (D185), a German warship that was moored ahead of us on the pier in Plymouth, England. While in port,

our ship and the LUTJENS got together for a sports day/cookout on our fantail, and we made some pretty good friends.

Now with both ships at sea the LUTJENS called over on bridge-to-bridge, requesting to pass us close up on our port side, to say goodbye. We prepared to render them honors on the bridge wing, and the Captain told the crew to come topside to wish them farewell. As they were making their approach, our Conning Officer announced through her binoculars that they were flying an American flag. As they came even closer, we saw that it was flying at half-mast. The bridge wing was crowded with people as they



September 11, 2001

Boatswain's Mate blew two whistles—"Attention to Port"—the ship came up alongside and we saw that the entire crew of the German ship were manning the rails, in their dress blues. They had made up a sign that was displayed on the side that read "We Stand By You." Needless to say there was not a dry eye on the bridge as they stayed alongside us for a few minutes and we cut our salutes.

It was probably the most powerful thing I have seen in my entire life and more than a few of us fought to retain our composure. It was a beautiful day outside today. We are no longer at liberty to divulge over unsecure e-mail our location, but we could not have asked for a finer day at sea. The German Navy did an incredible thing for this crew, and it has truly been the highest point in the days since the attacks. It's amazing to think that only a half-century ago things were quite different, and to see the unity that is being demonstrated throughout Europe and the world makes us all feel proud to be out here doing our job.

I'll write you when I know more about when I'll be home, but for now, this is probably the best news that I could send you.



The Clubs

Phil W. Bolin

PRYCA started in 1971. It is a strong Association promoting camaraderie, boating, and safety on the water. Its strength is the clubs in the Association and their members. All of the member clubs pay dues, but the most important contribution is the involvement of the clubs' members. The members volunteer time to help run the Association, attend events and support activities.

Some clubs take on large roles in providing events for all of us to enjoy. Here are three clubs that do that today by running and organizing PRYCA co-sponsored events.

First is Cobb Island Yacht Club. Several years ago PRYCA wanted an event that promoted activities down river. Cobb Island Yacht Club stepped up and said they would host and plan Cobb Island Days, in conjunction with a local town event. They did it in spades and we now have a yearly event that allows hundreds of PRYCA boaters to enjoy a special weekend in the lower Potomac River.

Second is Colonial Yacht Club. Last year we saw a need to have an August event to fill out the summer. Colonial Yacht Club volunteered and held the first Dog Days of August Party in Colonial Beach. This year it included over 150 members of PRYCA and is being recognized as a great event in late summer.

Third is Tantallon Yacht Club. Many years ago boaters realized they needed an end-of-year get together to tell tall tales about the summer and Tantallon was ready. Their End of Summer party has always brought rave reviews. This year it was held just after the tragic events of 11 September. The Tantallon Yacht Club moved forward with the event and made it very special

for all those attending, demonstrating Tantallon's unique greatness.

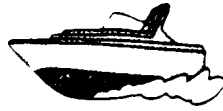
I salute these 3 clubs for taking the time and energy to organize and run 3 great events. These are co-sponsored PRYCA events, which means PRYCA donates some of its budget to help finance the events, while the clubs do the work. This last year PRYCA donated \$200 to each of the clubs mentioned above. The funds are generally applied to an open bar during the event or to help in some fashion. I doubt the clubs make any money on the events, but if they do it is only because they are not costing out the tremendous amount of volunteer labor that goes into putting on these special events for all of us. Any club can request PRYCA sponsorship of an event. Our decision criterion is that the event benefit PRYCA club members.

There are very special contributions by other clubs and I could fill up this newsletter with details, but I'll save most for another article, except for the brief summary below.

Capital Yacht Club, a staunch supporter of PRYCA and its local community, hosts several events that we all attend, notably the food feast after the Blessing of the Fleet.

National Potomac Yacht Club, a never-in-the-background charter member of PRYCA, always gave us a Friday night blast before the DC Blessing of the Fleet and now has the added burden of hanging on to the PRYCA Cup that it is proudly displaying.

Landmark Yacht Club, another charter member of PRYCA, and District Yacht Club teamed up and held a club social event swap, showing us how to really meet members of other clubs. District club members visited Landmark and later Landmark visited District. We should also recognize District Yacht Club as the first DC area club to gain "Clean Marina" status.

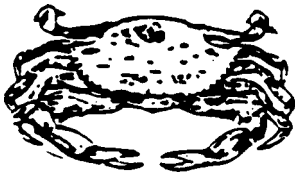


Occoquan, Prince William and Aquia Yacht Clubs have provided PRYCA with many of its able members to help in all facets of running PRYCA. Their club members are always in attendance at events—in large numbers. They push boating safety, fun activities, and camaraderie. And when we think of these three clubs we generally conjure up memories of past Float-Ins: Prince William as the biggest participant, Aquia as starting and running the event for its first 7 years. Occoquan and Aquia have the most wins of the competition Cup, whether it was called the Aquia Cup or the PRYCA Cup.

Mount Vernon Yacht Club is another club I salute. When I joined the boating community the first event I attended in connection with PRYCA was the Mount Vernon Yacht Club Safety Day. Held yearly at the beginning of the season, it was the place to step back and think safety as we all started the season. Rumor has it the event is on its way back into the summer program.

Swan Point Yacht Club brings to mind fishing and great meetings. They always sponsor one of our best club meetings and their membership has provided great leadership to PRYCA.

This article is longer than I expected to make it, but I did want to highlight a few of the things clubs do to support PRYCA. The point in all this is that it is the clubs and their members that make PRYCA strong.



From the Vice Commodore

Curt Johnson

The end of the 2001 boating season is approaching fast, with the year 2002 not far behind. Normally the months of September, October and November provide us with some of the best boating weather. The cooler days and nights, no bugs and the leaves in full color makes a trip on the river very special. On top of that, there are generally fewer other boats venturing out and competing for space on the water.

Normally this is my favorite time of year. However, this year is different. After the tragic events of September 11th, it's hard not to think about what the towers looked like when they collapsed and the gaping hole in the Pentagon or the hole in the ground in Pennsylvania. All those innocent lives lost and the bravery of the emergency crews will be etched in our memories for a long time. We should never take our freedoms for granted.

On a lighter subject, it's once again time to plan for the PRYCA Change of Watch Dinner/Dance. The Change of Watch will be held at the Sheraton Crystal City, 1800 Jefferson Davis Highway, Arlington, VA., on Saturday January 26, 2002. A registration packet will be handed out at the Delegates meeting at Capital Yacht Club on November 5th.

The Program starts with cocktails and hors d'oeuvres from 5:30PM to 6:45PM. Dinner will be served from 6:45PM to 8:00PM with the Change of Watch from 8:00PM to 8:30PM. Dancing will be from 8:30 to midnight, with Peggy Castle of IDJ4U doing the musical honors. Our MC for the evening's festivities will be the venerable Steve Wexler. Steve can always come up with a way to make us laugh and is worth the price of

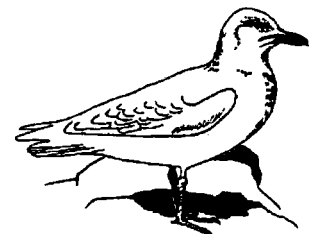
admission. Steve will be retiring from the board at the end of the year, but agreed to entertain us one more time. After this he becomes MC emeritus.

The entrée choices for dinner are Roast Prime Rib, Chicken Roma or Salmon Florentine. The dress is winter uniform or business suit (black tie optional). The cost is \$50.00 per person, including tax and gratuity. Underground parking is free.

Room reservations are available for those who wish to spend the night. Reservations are handled individually by calling the Sheraton Crystal City at (703) 486-1111 or 1-800-802-Room and ask for the PRYCA rate. Reservations should be made at least 14 days prior to arrival. Cancellations for the event after January 20, 2002 are subject to full fare. Delegates should make sure that the registration package is available to be included in club newsletters. The deadline for registration with payment must be received by PRYCA by January 6, 2002. Reservations should be made through your clubs delegate. This information can also be found on the PRYCA Web site:

www.potomacriveryachtclubs.org

PRYCA has arranged a beautiful evening to kick off the year 2002. The Change of Watch is a great way to start the New Year and share an evening of camaraderie with your boating friends. This event is usually well attended, so clubs should get the registration forms with payment to their delegate as soon as possible. Have a great holiday season, and hope to see you at the COW.





From the Rear Commodore

Randy Semper

BOATR PE's Needed

We are asking each club to identify and submit the names of one or two members of their club who are interested in becoming Performance Examiners (PEs) in our new Safe BOATR program. Promoting boating safety is an important activity for most yacht clubs. Our new Safe BOATR program is designed to help the individual PRYCA clubs address that function. The first step in providing the Safe BOATR program to your club is to develop members to function as PEs. Ideally, each club will start with one or two people in this role. They in turn will train others in your club to function as PEs. During August, we distributed a few copies of the Safe BOATR performance standards to each club. Hopefully, each club took the opportunity to review a copy and started to recruit members to work as PEs.

The PEs are the key to our Safe BOATR program. They are the ones who will monitor the on-water demonstrations of the boating activities. Developing the initial group of PEs is a difficult step because of the need to gather potential PEs from each club in one location and have them perform each of the on-water performance standard activities. Originally, we had hoped to have a person from the Coast Guard certify each of the initial PEs. Logistics and timing make this approach difficult. Therefore, we are going to solve the problem by providing training sessions rather than on-water certification for the initial cadre of PEs. Currently we envision two sessions. While no date for the training sessions has been set, we will hold them in December or January.

Please explain the Safe BOATR program to your club members and send the names of those interested in becoming PEs to your club's MAL. We will also ask the MALs to attend one of your meetings to help promote the program. The PEs should be knowledgeable boaters and interested in helping their fellow club members become safer boaters. The PEs will have to verify their fellow members' ability to perform the tasks in each element of the Safe BOATR performance standards. The PE should be someone who will be willing to spend time with your club members. The ideal PE is not necessarily the top trainer in your club, but someone who is willing to go out on a boat and watch a club member demonstrate the tasks involved with the Safe BOATR performance standard.

We have applied for a BOAT/US Foundation Grassroots Grant to help meet the cost of printing the performance standards. If we are successful in obtaining a grant we plan to print a copy of the standards for each member of every PRYCA club. The performance standards can function as a quick checklist for boaters attempting an activity or encountering a situation they are not familiar with. In fact, we would even encourage members to have the standards with them when performing an activity in front of a PE. We will promote boating safety if we can get our members to read the standards, even if they don't follow through with the program.

We hope every PRYCA club will support the Safe BOATR program. We need your help in identifying the initial cadre of PE to get the program started. Please get their names to your MAL or me (rsemper@erols.com) preferably by the end of November.

From the Treasurer

Steve Wexler

When you carefully scan the list of nominees for 2002 Bridge positions, I hope you will notice a regularly recurring name overtly missing – no, not Pick One. It's mine. After nine (9) years of service as a Member-at-Large, Float-in Coordinator, Change of Watch Organizer and Speaker (aka "Puff Papa Steve") and Treasurer, I have decided to retire into seclusion before I do any significant damage. It has been my pleasure and honor to serve the boating community on the Potomac River. The people I have met were all top notch—and the friendships will hopefully last a lifetime...particularly when I crave a boat ride now that I am Boatless in Fairfax. Like, I hope you beeg boat owners won't forget my name when I come crawling...but I regress.

I have had the opportunity to serve along with Commodores John Robey, Ned Rhodes, John Hancock, Penny DeMarco-Orth, Steve Donock, Bud Clark, Mark Viehoever, Monica Lovell and Phil Bolin. Change of Watch planning sessions at Ineke Lavoie's, together with Jane Sullivan, Harriett Douglas, Penny DeMarco, Monica Lovell, my wife—Paula, [you will notice I mentioned only the fair-haired participants]...well, those were always fun. Traveling from Colonial Beach to Swan Point to Dahlgren, Aquia and points north, for Board meetings and Float-in coordination meetings...oh, those were the days (and nights!!!) my friends.

But now it's over...and I guarantee you that future Commodores like brothers Curt and Randy are breathing collective sighs of relief. They now know that the mouth of the South won't drag Board meetings out over the 2 hour limit. But, they also won't have me to kick around any more (just



joking!!!—they really didn't kick...just some pleasant poking—or prodding).

So without a whole lot of hubbub or noise—surprising when it's involving me...I just thought I would thank all of you publicly and let you know that I'M OUTTA HERE!!

Here's the financial report:



**POTOMAC RIVER YACHT CLUBS ASSOCIATION
2001 INCOME/EXPENSE STATEMENT
(Through 10/1/01)**

Opening Cash Balance	\$5,114.78
Income:	
Dues	\$1,200.00
Change of Watch	\$7,980.00
Float-in	\$21,219.68
Interest	\$22.46
Other	\$70.52
 Total Income	 \$30,492.66
Expenses:	
Newsletter/Website	\$120.65
Corporate Fees	\$0.00
Postage	\$77.73
Roster/Handbook	\$399.47
NBF Dues	\$200.00
Change of Watch	\$9,687.13
BOATR Program	\$298.35
Float-in	\$18,087.16
PRYCA Sponsored Events	\$200.00
Other	\$1,093.88
 Total Expenses	 \$30,164.37
 Net Cash Surplus/(Deficit)	 \$328.29
 Ending Cash Balance	 \$5,443.07

From the Fleet Captain

Marv Storey

By the time you read this we will be either up to our ears in the beginning of winter or if we are lucky, basking in the last gasp of fall. My preference is that we get a chance to linger in the last gasp of fall as long as possible. This leads to my subject for this issue. Are you prepared to begin **WINTERIZING** the trusted vessel that carried you safely to and from all of those fun and interesting places this summer? Maybe some of you have already completed the task. My hat is off to you for getting ready early. To those of you who have not seriously considered the project, you need to get busy.

Every spring, I hear of one or two unhappy individuals who waited until too late to winterize or who thought they could get away with a light bulb or heat tape in the bilge. They ended up replacing an engine. From my viewpoint, the tradeoff of engine replacement versus a couple of hours winterizing is not a hard decision. Unless you have a good, safe heating system to keep the water lines, heads, through-hull fittings, filters, and machinery from freezing—and you have the promise from someone higher up that the dockside power will not disappear some cold night during a storm—you had better drag out those winterizing supplies.

If you are one of the holdouts trying to get in a last couple of cruises before tossing in the towel for the year (I fit this category), you have to keep your mind tuned to the weather forecasts. The secret here is to be ready for an emergency winterizing run to the boat. This works if you have all of your supplies purchased and have your list of required jobs all planned. If you haven't, well, remember the saying, "Up the creek without a paddle"?



Normally, the Washington, DC weather does not get too nasty until January; however, there have been a few years in the past where several continuous days of freezing temperatures have arrived in November. My winterizing schedule has slid from late November to early January. I will have to admit, on the couple of years I waited until January, my nerves were on edge.

I elected not to cover the intimate details of all the projects involved with winterizing in this article because Boat/US, West Marine and several boating magazines have excellent articles and checklists covering what you should accomplish. I do, however, have a couple of points worth considering. Cover your boat, if at all possible. Three to four months of freezing rain and snow causes a lot of wear and tear. Close those seacocks and don't forget to remove the soft drink bottles and cans. They make a sticky mess when they freeze and pop open in the refrigerator or cupboard. I know from experience. My point in this discussion has been to emphasize getting the job done, in time, before you get caught and have damage.

This is my last note for the year under the title of Fleet Captain. I have enjoyed working with everyone in all of the member clubs. Many thanks to everyone who helped me this year. Working together makes it fun for everyone.



PRÝCA
Delegates Meeting
Colonial Yacht Club
25 August 2001

Present:

Bridge Members:

Absent:

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

Treas. S. Wexler
IPC M. Lovell

The Commodore called the meeting to order at 1105. He thanked Comm. Frank Markham and Colonial Beach Yacht Club. He also thanked Ryan and Melanie for the use of the Restaurant.

Reports:

Comm: The Committee to look into a place for next year's Float-In is affirmed as Marv Storey, Randy Semper, Bud Clark, Joe Hadley, Monica Lovell, and Steve Wexler.

The Committee will report at the 12/01 Bridge Meeting.

Dog Days update – 9 Boats have not yet arrived. 97 paid and coming from other clubs. 40 from Colonial YC.

At 1800–The Bar opens. \$300 was budgeted for open Bar. After that the cash bar is in affect. 60 people have signed up for the 2 Tours of the Winery.

VC: Change of Watch 2002 will be back at the Sheraton in Crystal City \$99room and free parking. The estimated cost is \$45/person. Held on 1/26/02. RC will contract for 200 people. A \$500 deposit is required. VC moved for approval of Sheraton on 26th and provide \$500 for deposit. Motion seconded. Discussion followed. Passed unanimously. Budget for Change of Watch will be available at next meeting.

RC: At Float-In, examination of BOATR Programs began. Future examinations are being scheduled now. R/C will notify Bridge of next date of what activities will be offered. Discussion followed. Grant money may be available. USCG is looking at this as a Pilot Program Nationwide. Float-In Summary was distributed (See attached).

Commodore commended the R/C and the Committee for the outstanding Float-In.



FC: Thanked those that helped at Float-In. 94 Boats were in attendance.

Sec. Thanked PRYCA for allowing him two years as Secretary since he will not be running next year. Thank you letters sent for Float-In.

Commodore provided information on election process (elections 11/5/01) and information on how we are proceeding. Still need 1 (one) MAL position.

MALS

W. Cheatham No report.

T. Jarman Gangplank SHA formed to start as a YC
Keep Belmont Bay on radar screen for future YC.
Complimented both VC and RC on success of the BOATR program.

W. Kuster Thanked all who came to the "Down River" events this year.

R. Sorrenti No Report

A. Storey Presented awards from Blessing of the Fleet

PC Dave Goodman provided information on "Clean Marina Programs" in Virginia. Voluntary programs for marinas to stop point source pollution. If this is successful, it is hoped to pre-empt punitive acts from EPA. The State is asking marinas and Yacht Clubs to pledge to become a "Clean Marina." Several criteria were explained to the Delegates.

The following 11 Clubs were in attendance and spoke to their respective club events:

- | | |
|---------------------|------------------|
| Aquia YC | Sandy Doucette |
| Capital YC | Christopher Reed |
| Cobb Island YC | Bob Jackson |
| District YC | Marv Storey |
| Ft. Washington BA | Joe Hadley |
| Mount Vernon YC | Bonnie Breneman |
| National Potomac YC | Andrea Storey |
| Occoquan YC | Joe Livingston |
| Prince William YC | Toby Jarman |
| Quantico YC | Rhonda Carson |
| Swan Point YC | Fran Jarrett |

The meeting was adjourned at 1155.

Respectfully submitted,
Christopher R. Reed
Secretary

From the Editor

Ned W. Rhodes
Rhodesn@softsysgrp.com

This will be our last newsletter for the year and we will start up again next year in February. I hope there have been articles of interest to you this past year. I try and pull in stuff from other PRYCA club newsletters and would appreciate being on your distribution list so that I have the opportunity to read about your club events and interests. I make the same plea every year and it seems to fall on deaf ears. If you want articles to appear from your club newsletter then put me on the list. If you want your club newsletter posted on the PRYCA web site, put me on your mailing list or send me an Adobe PDF file. If you want the PRYCA web site to point to your club web site, send me the information and I will do it. The trick is that you need to feed me the information.

Happy winterizing and I look forward to seeing you at the Change of Watch in January.

From a MAL

Toby Jarman

New Maryland PFD Law In Effect

According to a recent article in the Washington Post, effective June 1, 2001, all children under the age of 7 must WEAR a United States Coast Guard approved Personal Flotation Device (Life Jacket - Type I, II, III or V) while underway on a recreational vessel under 21 feet in length on Maryland waters. This is a significant requirement since most of the Potomac River that we boat on is Maryland waters.

Recreational vessels include motorboats, sailboats, canoes, kayaks, rowboats, and any other device capable of being used for transportation on the



water, when the vessel is being used for other than commercial purposes. Please note that this definition includes dinghies from larger vessels.

The life jacket must be the proper size for the child and must be in good and serviceable condition. This requirement does not apply when a vessel is moored or anchored or when a child is below deck or in an enclosed cabin.

From a MAL

Wayne Kuster
Southern Region Clubs

As our boating season draws to a close, I would like once again to thank the clubs I represent for their active support of me and the PRYCA. We had another outstanding year in our area with two co-sponsored events with the PRYCA. Cobb Island Days June 15-17 with the Cobb Island Yacht Club, Commodore Chuck Johnston and crew, and Dog Days of August - August 25 & 26 with Colonial Beach Yacht Club, Commodore Gaert Sime and crew. Both events were well attended and everyone had a great time. I hope there is this continued support for these types of activities throughout the PRYCA.

All good things must come to an end. Because of my upcoming retirement next year, I am leaving my position as Member at Large on the board. I have enjoyed the opportunities to service my fellow boaters on the Potomac. It has been a pleasure for me to also serve with the Officers of the PRYCA and what they are doing to promote boating and safety on the Potomac River.

The good news is I hope to be replaced by a very capable active club member, Chuck Johnston from Cobb Island Yacht Club. It will only get better under his guidance and direction.

I still plan on being active with the PRYCA especially in the BOATR Program and my own Yacht Club. I hope to see you on the water. Joanne and I wish all our new found friends and the PRYCA the very best and continued success.

From a MAL

Walt Cheatham

Washington Marina Seeking
Renovation/Expansion of Its Marina
Facilities

By Public Notice 01-01496-11, the US Army Corps of Engineers, Baltimore District, has announced the intent of Washington Marina to renovate and expand its marina facilities at 1300 Maine Ave SW, Washington, DC, 20024 to create a total of 150 slips. There are no dredging or SAV impacts associated with this project.

The plan would construct the following floating dock system:

○ Upriver of the existing land based facility:

◆ Dock A: 276 feet long with a 45 foot long T-head

◆ Dock B: 255 feet long with a 60 foot long T-head

◆ Dock C: 237 feet long with a 63 foot long T-head

◆ Dock D: 190 feet long with a 55 foot long T-head

◆ Dock E: 163 feet long with 4 finger docks extending from it

○ Directly outside the existing land based facility:

◆ Dock F: 88 feet long with an 35 foot long L-head parallel to the harbor line and 265 foot section along the existing seawall

○ Downriver of the existing land based facility:

◆ Dock G: parallel to the existing seawall approximately 743 feet long by 8 feet wide

◆ Dock H: 280 feet long with an 85 foot long L-head

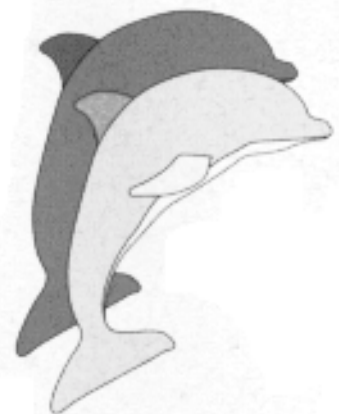
The T and L heads parallel the harbor line, and the finger docks off E dock end at it.

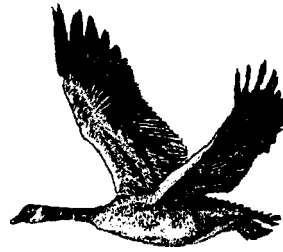
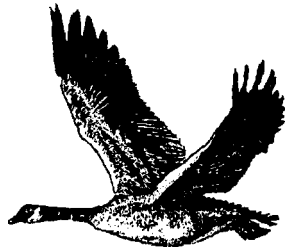
From a MAL

Rick Sorrenti

A Year in Review

I want to thank all those who have made my year as a MAL so enjoyable. The success of the PRYCA can not happen without the dedication of the bridge, committee members and the yacht clubs associated with the PRYCA. As our Commodore has said, our success is dependent on you the members and the hundreds of hours of volunteer efforts that our member clubs put forth. Many of you sit back and enjoy all the festivities without really knowing how much work goes into each event, the months of planning and tireless efforts of the events host. In the coming year, starting with the Change of Command, please step forward and ask the question...can I make a difference?





Farewell From a MAL

Toby Jarman

It has been very rewarding being on the Board of Directors for PRYCA, but it's time for me to say, "so long." My wife, Jo Ann, has finally convinced me to retire, cut the lines on our live-aboard trawler, Moon River III, and head south next year to the Florida Keys and Bahamas. However, we won't say, "goodbye" since we plan to be snow birds and come back and see the so many wonderful people we have met on our glorious Potomac River.

It also has been rewarding working as a communications link to my four clubs and their PRYCA Delegates—Sandy Doucette, Aquia Yacht Club, John Kenyon, Landmark Yacht Club, Joe Chambers, Prince William Yacht Club, and Rhonda Carson, Quantico Yacht Club. These are amazing people who so generously donate their time to make PRYCA the great organization that it is.

When you leave a leadership role in an organization, it's obligatory to make some profound statements. Well, I'm a little light on "profound," but I do have some thoughts for you all to ponder.

First, I hope PRYCA will continue to stress boating safety in its program. We all want to have fun, and I know this group well enough to know that fun is a "given." Having Coast Guard inspections as a competition for the Float-In was a great idea that I hope will continue. The new Boat Operation and Training Retention (BOATR) Program is an incredible idea that will allow us to demonstrate our day-to-day knowledge of what we learned in boat handling and safety courses. My hat is off to Randy Semper's committee for developing this program that could give PRYCA nationwide recognition through the Coast Guard and Boat/US.

Second, I hope we will continue to have seminars at the Float-In. I am very proud of my personal involvement in this new program. It is another tangible example of how we can combine fun with boating safety and knowledge of our passion for the water. I again want to say "thank you" to our first program speakers Curtis Dalpra, Interstate Commission on the Potomac River Basin; Steve Donock and Bonnie Breneman, Coast Guard Auxiliary; Captain Mark Steinline, tug boat *Captain Tom*; Suzanne Miller-Pogell, Womanship of Annapolis, MD; and Steve Sandy, Washington Harbor Fire and Emergency Medical Services.

Third, I hope we will continue to stress fun at the Float-In and not get too caught up in the competition for the PRYCA Cup. This last year's Float-In competition was great—I'm not aware of even one disqualification!!

Fourth, I hope we will continue to feature in our quarterly PRYCA Newsletter articles on the clubs that make up our great organization. I have thoroughly enjoyed reading each article on the history and activities of our member clubs. And a special thanks here to our Newsletter editor, Ned Rhodes.

Fifth, I hope we will continue to seek broad participation on the PRYCA Board of Directors by as many different clubs as possible. The strength of the PRYCA Board should be measured by the breadth of representation of the clubs up and down the Potomac.

Finally, I want to thank Commodore Phil Bolin and the rest of the PRYCA Board of Directors for their leadership this year. I am very proud to have served with these wonderful people who have contributed their personal time and energy for the betterment of all boaters on our beloved Potomac River.

Capital Yacht Club

Washington's Oldest Yacht Club

Washington Channel and Water Street were busy places in 1892 when the Capital Yacht Club was founded. Ice came to the city in four and five-masted schooners. Coal came from Cumberland down the C&O Canal. The coal boats with mules aboard were lowered through locks into the river at Georgetown and then towed by tug to the coal docks of Water Street. Lumber and cordwood also came by schooner. Marine railways, a sail loft, stables, barrooms, fish and oyster wharves, and houses lined the waterfront. Docks extended into the channel to berth the steamers that ran to Marshall Hall, Mount Vernon, and on down the Potomac to Riverview and Colonial Beach. Twice a week, steamers ran to Norfolk and Baltimore. Ships carried freight and passengers to landings all along the river route. There were no trucks, and few automobiles. It was sail or steam when the Capital Yacht Club was organized aboard Dr. Lewis E. Rauterberg's vessel, the *Alert* by founding members Rauterberg, Melville D. Church, Richard S. Doyle, Collingwood Sanborn, Lyman F. Hewins, G. W. Forstberg, Daniel H. Fowler and Charles F. Denley.

In the early days, the Club's fleet was all sail with the exception of the *Alert*, believed to be the first gas-powered engine on the Potomac. Meetings were held at Tony Ritter's boathouse, but soon the Club acquired a houseboat built on a sand barge named the *Ark*. The *Ark* was anchored on the west side of the channel opposite Ninth Street. Members' boats were moored and an attendant was on call to ferry from Cumberland's boathouse on the east shore to member boats or to the Club houseboat. Disaster befell the houseboat when one night ice cut through the hull and it sank. The



Capital Yacht Club then built its first clubhouse on the shore, constructed on the remains of a sunken dry dock on Water Street at the foot of Ninth Street.

In 1923 a charming and spacious building was erected on the approximate site of the present Clubhouse. Its peaked roof and cupola topped by weathervane were a distinctive addition to the lawns, flower beds and walks from the city street. The building's friendly interior with beamed ceilings, handsome large fireplace framed by carved wooden dolphins, mementos, the balcony overlooking the yachts in their slips and the waterfront gave the Club a special tranquil character apart from the fast growing city behind it. A Marine railway on the Club site and the use of the lower level of the Club for boat storage and the workshop added to the fellowship of boating.

In 1969 the clubhouse was razed along with other familiar landmarks of the boating community. For the next five years, the Club maintained a trailer on the site as its base of operation, carrying on with efficiency and dignity, services to members and their boats and visiting yachtsmen.

With the unceasing concern, energy, and surveillance of loyal officers and members, the substantial new building was completed and dedicated in 1974. The flagstaff was given by Elizabeth Hewins Gallagher in memory of her father, Lyman F. Hewins, Commodore, 1908 and 1911.

The first gala occasion in the new clubhouse, even before furnishings had been acquired, was to welcome the Canadian schooner, *Bluenose*, the official ship of the Canadian Bureau of Tourism. In 1976, Tall Ships came to the Washington waterfront. Far in advance, the Club made its facilities available for meetings of the area Operation Sail planning committee. In the spring, the beautiful 226 foot three-masted barque

U.S. Coast Guard Cutter *Eagle*, host ship for Operation Sail, was the first of the tall ships to arrive. On Memorial Day, a wreath was laid from the docks on the water in front of Mount Vernon in celebration of our nation's bicentennial. A flotilla from the Capital Yacht Club led by *Wampeter* was formed to greet the *Eagle* down river and escort her upstream for her visit.

Later in the summer of 1976, Tall Ships began to arrive in the Washington area and were berthed or anchored along the waterfront. The Capital Yacht Club provided courtesies, over an extended period, and gave a beautiful reception for officers and crews of the various vessels.

No sooner were the six long years of clubhouse construction completed on land, than the 52-year old docks that had stood solidly through storms and flood, were destroyed for construction of the Metro subway system. A tunnel now exists 90 feet below the floating B and C docks. During the construction period and final building of the new docks, the vessels of Capital Yacht Club were berthed downstream at temporary docks at 600 Water Street for six more years. On October 24, 1982, the first of our fleet moved into our new slips; the last vessel berthed before the 15th of November.

The Capital Yacht Club proudly hosts Coast Guard Flotilla 22, and is host and sponsor to annual events such as the Police and Firefighters' Picnic and the Easter Seals Cruise for Kids.

The Capital Yacht Club proudly exists today as our Capital's oldest yacht club.



DC Green Marina Kickoff At District Yacht Club

MAL Andrea Storey

The District of Columbia kicked off its Green Marina program Tuesday, October 9th at the District Yacht Club. The program will recognize marinas, boatyards and boating clubs for going beyond environmental compliance to protect and preserve local waterways. In attendance among the 100 plus dignitaries were Mayor Anthony Williams, EPA Administrator Christine Todd-Whitman with local officials of the EPA, Regional Director of National Capital Region of the National Park Service Terry Carlstrom, Superintendent Hale of National Capital Parks East, Washington Navy Yard's Admiral Weaver, Bowling AFB representatives, National Maritime Heritage Foundation and people directly associated with clean up of the Anacostia River and officers of other yacht clubs and marinas on the Anacostia and Potomac Rivers.

Following welcoming remarks by Pat Kelly, Commodore of DYC, the Mayor, EPA Administrator and Park Service Regional Director spoke about the efforts so far and the need to do more. As the speakers finished students of the Conservation Corps who assisted with the project presented them with shirts.

After remarks the representatives of DC, EPA, USPS, DYC as the first DC Green Marina, and other representatives of marinas in DC waters signed the Green Marina Pledge. It is anticipated that DYC will receive its certification shortly.

Lunch was served to the guests following the formal program and all participants were able to view the displays set up by the Navy Yard, Green Marina Program, Bowling AFB, West Marine, and DC Fish and Game.



Quantico Yacht Club

Rhonda Carson

Many of you may not know the history of Quantico Yacht Club other than we have a prime location on the Potomac River. The first item to note is that the Marina facilities and the Yacht Club are two separate entities. The marina manager always seems to have a few transient slips available during the season and the Yacht club is always open for a beer and a story between boaters.

Now, the humble beginnings of Quantico Yacht Club.

The Quantico Yacht Club and Sail Association was founded in 1974 to help perpetuate the "Frostbite Regatta" and promote other recreational boating activities. At that time, the U.S. Marine Corps Special Services organization (also known as MWR and MCCS) was the primary sponsor of the "Frostbite Regatta"—a premier sailboat race that drew numerous competitors from up and down the east coast. While this year-end race was often run over chilling waters and through biting winds, it was a common sight to see a hundred or more lightning class sailboats competing, as well as many large sailboats. This year QYC will be sponsoring the 49th "Frostbite Regatta."

The humble beginnings of QYC, led by Commodore Sam Lewis, had members, dues, and desire, but no permanent home. In the winter, the club held scheduled meetings in the back room of the Dixy-Pig Restaurant in the Town of Quantico. In the summer, members often met under the trees beside the Marina, or in a wooden work building at the end of the pier. While this building has since been torn down, the remnants of its footings are visible near the Harbormaster's shed and store.

The next home for the club was the front half of what is now known as the Marina Work Shop. Seated on metal folding chairs, huddled around a pot-belly stove, with feet propped up to avoid the rain that ran into the building and across the floor, members held their meetings and planned their activities. To the credit of those who attended these meetings, the original QYC members turned their dream into our present permanent facility.

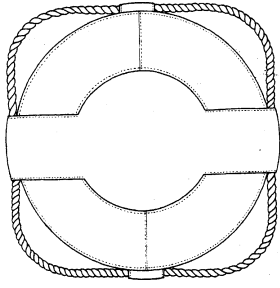
In November of 1982, the QYC membership salvaged the first of three trailers bound for disposal. The first trailer was put in place on the hard gravel-filled lot once used to store amphibious tractors near the Marina. The club had an extension cord to provide electricity, a propane tank to fuel a heater, and a Port-a-Jon to return matters back to mother nature. From this point on, the sweat and ingenuity of the QYC members have continued to make improvements unique clubhouse.

Present members can now enjoy approximately 2,000 square feet of improved structure. This includes the "climate controlled" executive room, male and female heads, main meeting room, "junior room" and kitchen. The kitchen is complete with sink, stove, refrigerator, hardwood floor, and a stock of various cooking utensils and tableware. There is over 800 feet of deck in front of the club with a view of the Potomac River. Surrounding the clubhouse is approximately 2,000 square feet of lawn. To complete the club's facilities are a large storage room and a workshop.

Recent club accomplishments have included becoming fully incorporated, participating more in PRYCA activities, and supporting the International Order of the Blue Gavel (IOBG)—an organization of past commodores—as a charter club for a Chesapeake area Chapter.

Though Quantico Yacht Club has had a humble beginning, we are a yacht club twenty-seven years strong on nautical tradition, loyalty to our nation, promoting safe boating and camaraderie on the water.





National Weather Service to Retire 'Igor'

JoAnn W. Goddard, Staff Writer
Soundings, August 2001

The National Weather Service is pulling the plug on Igor.

The automated voice that delivers forecasts on weather radio, affectionately known as Igor by National Weather Service staff, will be replaced by a more human-sounding computer voice by the end of next year, according to the agency.

Igor's computer-generated voice was considered a major breakthrough when it was introduced in 1997, because it allows the weather service to send multiple warnings over multiple transmitters simultaneously, up to several minutes faster. Previously, forecasters had to manually record and transmit each message individually.

But mariners and other weather watchers have complained that Igor's monotone voice is annoying, and its "accent" (seemingly a bad, computer-generated Arnold Schwarzenegger impression) is hard to understand.

"We've had continuous complaints that the voice is sometimes hard to understand because of the 'accent,'" said Joanne Swanson, leader of the weather service's effort to find a new and better voice. "We want to make sure our broadcasts, particularly our warnings, are clear and understood."

A team of information technology experts was asked to develop new voices using sophisticated text-to-speech software with virtually unlimited vocabulary to provide the full range of watches, warnings, advisories, forecasts and other weather information to the public.

The team has developed five computerized announcers to "audition" for the job. They are "Linda," "Paul," "Donna," "Art" and "Craig."

The weather service is seeking public comment on the voices, and plans to focus groups to help make a final decision. You can hear and comment on the voices at www.nws.noaa.gov/nwr/voicesamples.

The weather service planned to award a contract by the end of June, with a prototype available by Christmas and a new voice in early 2002.

Weather radio is provided as a public service by the National Oceanic and Atmospheric Administration. The National Weather Service has about 500 radio transmitters in the United States, as well as Puerto Rico, the U.S. Virgin Islands and U.S. Pacific territories. Weather radio broadcasts warnings, watches, forecasts and other hazard information 24 hours a day, seven days a week.

2001 Annual Festival of Lights & Parade of Boats

Toby Jarman, MAL

On December 8, 2001 Alexandria's historic harbor and the Washington waterfront will light up with the Annual Festival of Lights & Parade of Boats, with this year's event promising to be even bigger and better than last year! Once again, the Presidential Yacht *Sequoia* will lead the parade, which will begin in Old Town Alexandria. Complimentary slips (limited) will be available throughout the weekend at the Alexandria City Dock. Festivities are scheduled to begin at 3:30 p.m. with a welcome reception for captains and crews hosted by the Old Dominion Boat Club. After parading the Alexandria waterfront, the flotilla will proceed to the Washington Channel for more festivities. Immediately following, join your fellow boaters

aboard the Motor Yacht *Celebrity* docked at the Capital Yacht Club for more fun and awards. Complimentary slips will be available at the Capital Yacht Club and the Gangplank Marina for slip reservations.

If you are interested in participating in either one or both parades, please fax back the enclosed registration form, or contact Lorraine Lloyd at 703.838.4200 x209 or llloyd@funsided.com for further information. Should you need a slip in Alexandria, please indicate that on the registration form. For slip reservations for D.C. please contact the Capital Yacht Club at 202-488-8110 or the Gangplank Marina at 202-554-5000 directly. More details will be forwarded to you next month. Start your decorating plans now. The Alexandria Convention and Visitors Association and Washington Waterfront Association have been busy collecting great prizes that will be awarded in all categories. And as always, thanks to the Potomac River Yacht Clubs Association member clubs for their continual assistance.





Alexandria & D.C.'s Annual Festival of Lights & Parade of Boats

Saturday, December 8, 2001

Hosted by the Alexandria Convention & Visitors Association,
Washington Waterfront Association
with assistance from the Potomac River Yacht Clubs Association

JOINT REGISTRATION FORM

Please fax back by **NOVEMBER 30** to Lorraine Lloyd at (703) 838-4683.
Call (703) 838-4200 ext. 209 or email Lloyd@FunSide.com for more information

Vessel Name _____ Captain _____

Address _____

Yacht Club/Marina _____

Daytime Phone _____ Fax _____ Email _____

Boat Information

Length _____ Beam _____ Power/Sail _____

Decorating Theme (if applicable) _____

No. of Crew Members _____

This vessel will participate in:

Alexandria Parade D.C. Parade D.C. Dockside Competition

Will require Alexandria slip (30 amp only):

Friday Night Saturday Daytime Saturday Night

D.C. Marina Preference: Gangplank (50 amp only) Call 202.554.5000
 Capital Yacht Club (50 and 30 amp) Call 202.488.8110
Please call and make reservations directly for D.C.

Captains and Crew Welcome Reception hosted at 3:30 p.m.
at the Old Dominion Boat Club. Reception following the
parade aboard the motor yacht "Celebrity" docked at the
Capital Yacht Club.



Upcoming Events

Dec 3	PRYCA Board Meeting at Fairfax YC
Dec 8	Alexandria Parade of Lights
Jan 26	PRYCA Change of Watch



Potomac River Yacht Clubs Association



2749 North Wakefield Street
Arlington, VA 22207

Address Correction Requested