

Potomac River Yacht Clubs Association



www.PotomacRiverYachtClubs.org

Volume 14

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Officers 2002

Commodore

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(Aquia Harbour)

Vice Commodore

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(Aquia Harbour)

Rear Commodore

Marv Storey, mtstorey@aol.com
(District)

Secretary

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(Capital/Cobb Island)

Treasurer

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Fleet Captain

Lou Seelig, LCSeelig@aol.com
(Prince William)

Immediate Past Commodore

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Members-At-Large

Walt Cheatham,
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George Allen, jacksfull@aol.com
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Chuck Johnston, ceejays@erols.com
(Cobb Island)

From the Commodore

Curt Johnson

By the time this newsletter is published, some of you may have already winterized or may even have your boat in dry dock. Then there are those who wait until the last possible moment to get their boat ready for winter. I'm in the last group, especially this year when my boat was in dry dock from April to mid-July. I want *Sandpiper* available for those Fall warm spells for as long as I can. There's nothing like cruising in the Fall when the temperature is cooler, the colors brighter and with only a few diehards churning up the water. Besides, winterizing is depressing and seems so final. However, it can be even more depressing when spring arrives and an engine that wasn't winterized in time needs replacing.

Our schedule of events is about over for this year. This summer's Float-In was a success thanks to RC Marv Storey and FC Lou Seelig. They really did a great job in planning and coordinating all the events. Registrations were about 275, with a great many folks attending the very informative seminars on Saturday morning. I think the seminar idea started last year was a great step forward in promoting safety and education for PRYCA members. The afternoon events continue to foster friendly competition and camaraderie among the participating clubs and provided us all with a few laughs.

The End of Summer Party, although smaller in numbers of people and boats, was no less as much fun for the group that showed up at Washington Marina on Sept. 13-15. Many thanks to Dee Dee Dorsey, the Entertainment Chairman for Tantallon YC, who set up the event, and thanks to all who helped and especially to those party animals.

The last event for 2002, other than the election for the 2003 bridge on 4 November, is the Parade of Lighted Boats Dec. 7/8. PRYCA has supported this holiday event in the past and it is a great way to kick off the Christmas season.



Proposed new marker system for the upper Potomac



U.S. Coast Guard Announces \$611 Million Contract for "Rescue 21" System

"Rescue 21" will be the nations primary "911" system for coastal waters of the continental U.S. Alaska, Guam, Puerto Rico, and navigable rivers and lakes of the United States.

"Simply put, this system will be the maritime equivalent of a "911" system, enhancing maritime safety by helping to minimize the time that search and rescue teams spend looking for people in distress" said U.S. Secretary of Transportation Norman Y. Mineta.

The system will be phased in over the next 3-4 years with deployment for coastal waters completed by September 2005 and all regions completed by September 2006. "Rescue 21" will reduce response time when Search and Rescue operations are initiated. "Rescue 21" will also assist the Coast Guard in enforcing laws, preventing terrorism and security threats and reducing the damage threatening the marine environment. This will be accomplished by:

- Filling in coverage gaps in the current VHF-FM system.
- Increasing channel capacity, which allows for simultaneous communications on six channels (including VHF 16).
- Including Direction Finding Equipment that will pinpoint a distressed vessel to within plus or minus two degrees.
- Having Digital Selective Calling capability that will instantly transmit a vessel's name, exact location, nature of distress and other vital information when used in conjunction with an integrated Global Positioning System (GPS) receiver and properly registered Maritime Mobile Service Identity (MMSI) number.
- Digitally recording communications for instant playback.

• Reducing system "down time" and allowing "critical function" recovery within 24 hours and full system recovery within seven days following natural disasters, accidents, etc.

• Allowing for interoperability with other federal, state and local agency systems.

The Following was taken from the Fall 2002 National Boating Federation "Lookout"

Port Closures & Restrictions

A Coast Guard toll free-line hotline is now available to provide boaters with the latest up-to-date information on local waterways and port openings, closures, and restrictions. The Coast Guard Maritime Safety Line, 1-800-682-1796, has information from over thirty Coast Guard Captains of the Port from the Mississippi River to the Atlantic Ocean.

Test Your Boating Knowledge

Courtesy of the United States Power Squadron

Check the correct response. Answers are found at the end.

1. Are gasoline fumes lighter than air?
2. Do boats under sail always have the right of way over powerboats?
3. Is the Port running light a green light?
4. Are NUN buoys usually even numbered and painted red?
5. Is the purpose of the "Navigation Rules" to prevent collisions?



Answers:

1. No. Gasoline fumes are heavier than air and accumulate in the bilge.
2. No. Sailboats overtaking a powerboat DO NOT have the right of way.
3. No. The port running light is RED. The Starboard running light is Green.
4. Yes. NUN buoys are usually red and even numbered.
5. Yes. The Navigation Rules were written to prevent collisions at sea.

Have a great fall and Christmas Season and hope to see you at the Change of Watch on January 25, 2003.

From the Vice Commodore
Randy Semper

PRYCA Activities in 2003

PRYCA will soon enter into its 32nd year. PRYCA continues to be a strong organization because members of our clubs volunteer time to help run the organization, stage events, and attend activities.

In my view the primary purpose of PRYCA is to promote boating along the Potomac River. We hold or co-sponsor events to promote camaraderie between members of our 21 clubs. A second major goal of PRYCA is promoting boating safety. We address that with our Safe Boat Operation And Training Retention (BOATR) program.

The Safe BOATR program got off to a good start this year. While the BoatUS grant for development of the program runs out in January, PRYCA will continue the program. Several clubs are making good progress getting their members certified as Safe BOATR's. How about yours? We anticipate providing some type of annual recognition to the individual club with

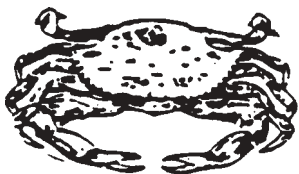
the highest level of participation in the Safe BOATR program. We are still formulating how and when to gauge that level of participation.

PRYCA holds two events each year, the annual Float-In in July and the Change of Watch dinner normally held in January. These two events are planned, organized, and produced by PRYCA for our members. With the talent and effort of our members, I'm sure they will be successful. I hope to see you at them.

Over the years PRYCA has also co-sponsored various events. Recently these have included the Cobb Island Days held by the Cobb Island Yacht Club in June, the Dog Days of August arranged by the Colonial Yacht Club, and the September End of Summer party hosted by the Tantalion Yacht Club. The individual clubs set the tone for these events. PRYCA's co-sponsorship involves helping the clubs promote their event to other PRYCA member clubs and a small grant to help them get the event off the ground.

If a club would like to start an event with PRYCA as a co-sponsor, we can fit it into our 2003 calendar. Our guidelines are that the event is designed to encourage boating to a destination, there is something for the boaters to do while there, and all of our member clubs is invited to participate. If a club is interested, they should formulate preliminary plans, discuss them with a MAL, and propose them to the PRYCA BOD.

Have a great holiday season. Look for information about the PRYCA Change of Watch elsewhere in this newsletter. I hope to see you there.



From the Rear Commodore

Marv Storey

It has been a great summer of cruising for the Rear Commodore and his crew. I hope it has been the same for all the rest of our PRYCA member club boaters. We put a lot of hours on our new (pre-owned) Osprey. I spent a great deal of time leaning about diesel power and all the other systems aboard. I estimate that in 2 or 3 more years I may know enough to change the fuel filters and still be able to start the engines.

Thinking about all the things I had to learn about our new boat leads me into what I would like to discuss—Becoming Familiar With Your Boat. When you purchase a new automobile, there is a minimum learning period. If you can find the gas filler pipe, the air conditioner or heater controls, the headlight switch, and how to set the digital clock, you can probably drive down the road in relative safety. When you purchase a new boat, it usually comes with a foot-tall stack of manuals discussing a myriad of controls, instruments, and systems. These manuals are all important because they describe the “what’s and how’s” of your boat. You need to become familiar with what they cover in order to cruise safely. This is not something you should take lightly. Your First Mate and passengers depend upon your full understanding of your boat’s systems, instruments, and controls in order to cruise safely.

The bigger the boat, the more the “toys.” (Some people call them instruments.) As much as all of us hate to do it, we have to read the directions in order understand what many of the systems do and how to maintain and operate them. I will be the first to admit that I usually try to operate my newest “blizkeftp” by trying to second-guess

its operation—before reading the book. Usually, after a few minutes, I resign myself to reading the manufacturer’s instructions. Shortly thereafter, the “blizkeftp” somehow begins to work properly. This is a hard lesson to learn. Usually I have to re-learn that lesson every time I purchase something new.

You will find you will be more comfortable during your cruises if you understand how the various systems on your boat operate. Many of them require maintenance you can do without becoming an expert. If you learn a little about maintaining these devices before you leave the dock, you will not be overcome with a case of nerves when something starts to malfunction in the middle of the Bay. Those manuals may even suggest some spare parts to take along. Follow their advice. Having spares aboard may save you a wasted day or two waiting for parts on your next cruise. This also leads to what tools you should keep on board. Normally, you will not be expected to accomplish major overhauls so the big and heavy tools can stay at home. If you need them, you are probably going to be at the dock for an extended period and you will have time to go home and get them. The most common tools you will find helpful are the following: Small and large sized flat-blade and phillips-blade screwdrivers about 8" long, standard-nose and needle-nose pliers, a set of five open-end wrenches, a set of five box wrenches, a 6" and an 8" crescent wrench, a 6" diagonal cutter (for cutting wire and other things), a roll of electrical tape, and a roll of duct tape. Yes; duct tape. Duct tape will stick to almost anything (wet or dry) and it can provide a temporary repair to a hose or to a hole in the bottom. In other words, duct tape can get you home in an emergency. You might also consider having spare hoses for your engine’s cooling systems and belts for the



alternator and cooling water pumps. They always seem to go bad at the wrong time. Keep the tools in a tool box or tool pouch where they will be kept dry. Otherwise they will be rusted and inoperable when you need them.

The things I have discussed don't cover everything but they will get you by most of the time and simplify the headaches. May you continue to have many hours of safe cruising.

From the Secretary

Paul Malloy

Get out your calendars, this is **Big Stuff**. Saturday, December 7, 2002, is the Lighted Boat Parade on the waterfront. This year our participation and support is especially important. The waterfront is again under the eye of various government agencies. It is important for the boating community to show its involvement in the events and celebration of the Capital City. The Washington Waterfront Association and the PRYCA will be coordinating the event.

The Change of Watch for PRYCA will be at the Sheraton in Crystal City on January 25, 2003. The estimated cost is \$45/person. Diner and dancing and a good time will be had by all. Come out see your boating friends in the winter.

To Member Clubs

Potomac River Yacht Clubs Association

The following nominations are made for the PRYCA Bridge for 2003.

Commodore	Randy Semper (AHYC)
Vice Commodore	Marv Storey (District YC)
Rear Commodore	Lou Seelig (Prince William YC)
Secretary	Paul Malloy (Capital YC)(Cobb Island YC)
Treasurer	Joe Hadley (Ft Washington)
Fleet Captain	Chuck Johnson (Cobb Island YC)
MAL	Walt Cheatham (Occoquan YC)
	George Allen (AHYC) (PWYC)
	John Corley (NPYC)
	Fran Jarret (Swan Pt)
	Andi Storey (District YC)
	Curt Johnson (AHYC)
IPC	

The Bridge and Board of PRYCA have approved the application fee for membership for 2002 to be \$25 and annual dues to be \$60.

The election of officers will be held November 4, 2002 at the Delegate Meeting at 7:00pm at the Capital Yacht Club.

Capital YC is located at 1000 Water Street SW, next to Phillips restaurant with the entrance on the waterfront side.

Paul Malloy
Secretary, PRYCA





PRYCA Treasurer’s Report

Statement of Financial Condition as of October 7, 2002

Opening Balance		\$ 5,603
INCOME		
Boat /US Foundation (Safe BOATR)	\$ 2,500	
PE burgees	165	
Change of Watch	11,400	
Dues	1,140	
Quarter Master(sales)	539	
Float-in	23,494	
Interest	15	
Total		\$39,253
CURRENT ASSETS		
		\$44,856
ASSETS ACCRUED		
		\$120
TOTAL ASSETS		
		\$44,976
EXPENSES PAID		
Change of Watch 2002	\$15,178	
Change of Watch 2003	1,000	
DC Biannual Report of Non-Profit Corp	50	
DC Change of Registered Agent	40	
Domain Registration	40	
National Boating Federation dues	200	
Newsletter – printing/postage	307	
- software	100	
Safe BOATR – printing/ mailing	1,500	
- PE logos	165	
Roster of Club Officers	441	
Float-in	17,861	
Total		\$36,882
LIABILITIES & EXPENSES ACCRUED		
Safe BOATR	835	
Postage, etc	125	
Newsletter postage	33	
Float-in	529	
Total		\$1,522
TOTAL EXPENSES AND LIABILITIES		
		\$38,404
BALANCE		
		\$ 6,572

From the Editor

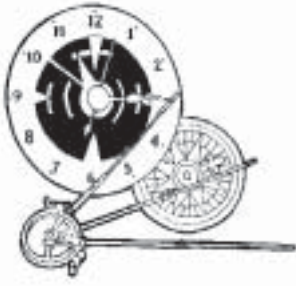
Ned W. Rhodes
Rhodesn@softsysgrp.com

When is the best time to purchase a boat? You would think it should be the spring right before the boating season begins. But, if you think about it, Fall appears to be the best time to purchase. I only say this because the last three boats I have bought have been purchased in the Fall. Maybe it is the time of the year or the tie-in with the Annapolis Boat Show or the best time to make a deal.

Arleen and I passed on the Annapolis Boat Show last year as it interfered with our month-long stay on the Bay. This year we went and found that the hot dogs and ice cream were still pretty good over there in the Sea Ray corner. We didn't find the boat of our dreams, although we did find a few that we would like to dream about owning. We did make the mistake of stopping by Juckett & Russell (who sold us *Impulse*) and they said that they had the boat for us. We looked, we liked, yadda, yadda, yadda, and we will soon have our new (to us) 1999 Sea Ray 410 Express. All this means that our 1992 Sea Ray 400 EC is for sale. It is Fall and good time to buy. Email me if you need more information.

Delegates, please take a look at your Club's information paragraph that describes your club and has a link to your club website. Please email me if there are any changes.





From a MAL
Chuck Johnston
Southern Region Clubs

Colonial Yacht Club: Kyle Shick of the Colonial Beach Yacht Center gave an informative talk to the PRYCA bridge about the fire which recently devastated the center. He listed a number of do's and don'ts for boaters so that there will be no repetitions. Most of these pointers were common sense, but a big one he underlined was: don't use car parts in boats. At any rate, the insurance money is starting to trickle in so that a number of boats have been replaced and work is progressing to rebuild the center.

Cobb Island Yacht Club is about to hold its annual elections. Relieved members are hoping that the new bridge will be able to salvage something from the last two years. This also means that the communications committee will change, ensuring better leadership for The Lighthouse, CIYC's newsletter. Some staffers have already found new employment. Scoop Ratatouille was signed by Hatteras to do publicity, and he managed to land a job there for Flash Rdlu. Of course, he had to tell Flash that they were going to be working for Hooters, and the little photographer seemed pleased by this. We put him in a clean smock and adjusted his beret at a jaunty angle for the job interview. The beret covered up where we had to cut the bubble gum out of his hair. Anyway, he got the job.

Dahlgren Yacht Club's Ron Cox and Don Erskine have been having major hardware problems recently. First, Don found that his reverse cable was sticking during a docking procedure and munched his swim platform. Ouch. Then, Ron got some water in his engine while up at Vera's White Sands in St. Leonard's Creek. Double Ouch. Thank God for insurance companies.

PRYCA Delegate Fran Jarret of **Yacht Club @ Swan Point** will be taking over as MAL for the southern region if elections go as anticipated in November. Meanwhile, Vice Commodore Chuck Erwin is forging ahead with the BOATR program. He was about to launch into the towing portion of the program when hurricane Isidore sent rains this way. Hmmm. Discretion is the better part of valor.

**Status of Occoquan River
Dredging**

Walt Cheatham, MAL
(Based on report by Chris Webster,
Coordinator, Occoquan River Maritime
Association)

The Occoquan Dredging Project is continuing to move forward. Based on last year's legislation, the Corps must now provide a channel 9 feet deep and 200 feet wide pursuant to federal mandate. In addition the remaining money that was appropriated as part of the original project was redirected to help pay for this new project.

Since last year's appropriation, the Corps has been conducting all necessary environmental impact, feasibility, cost-estimate and federal interest studies. These studies have been paid for from the remaining redirected monies (approx. \$437,000), and are required before any project like this can begin. Initially, the Corps had indicated that they hoped to have these prepared by June. They have modified this estimate, and now expect to have the studies completed by February of 2003.

Because of last year's legislation (changing the federally designated channel to 9 feet deep and 200 feet wide), the Corps is now obligated to dredge the channel. However, this would be considered an "unfunded mandate," leaving the Corps with the

discretion to complete the project whenever their funding might permit.

Congressman Davis has been working to secure a direct appropriation to assure expeditious completion. Both the House and Senate are likely to postpone action on all appropriations bills except Defense and Military Construction (instead passing Continuing Resolutions that maintain FY02 spending levels) until after the November elections, and possibly even longer. Congressman Davis is in direct contact with the Senate side to ensure that this funding is approved.

For more information, please visit www.ormaweb.org.

**Gasoline caution (from the
lessons learned department)**

Extracted from American
Petroleum Institute bulletin

Before you even touch your filler cap, grab hold of a piece of metal first to ground yourself and eliminate any static electricity you might have built up. Especially important if you're wearing deck shoes (duh!) or any other rubber-soled footwear.

Do the same thing before approaching or touching filler tube with gas nozzle. At all times keep nozzle in contact with metal portion of filler tube.

Grab some metal again while removing nozzle from filler tube.

Repeat before reinserting filler cap.

Very recent API research has revealed that undischarged static electricity (metal not touched, rubber-soled shoes, etc.) is the cause of nearly all fires and explosions associated with refueling cars at gas stations! The application to boats is obvious.



From a MAL

John Corley

Welcome aboard to Port of Washington Yacht Club, the newest member club of the Potomac River Yacht Clubs Association. POWYC held its first Annual Meeting at Saint Augustine's Episcopal Church, adjacent to the Washington Channel, on the evening of October 17, 2002. POWYC, formed in April 2002 with ten members, has a current membership of sixty-one and is growing. POWYC was accepted as a member of PRYCA in June 2002, just in time to participate in the Float-In at Fort Washington Marina. The highlight of the Annual Meeting was the election of officers for 2003. The incoming POWYC Bridge and Board is as follows:

Laura Rabb, Commodore
Stan Grubaugh, Vice Commodore:
Ed Johnson (incumbent), Treasurer
Faye Lunden (incumbent), Secretary
Stan Grubaugh (incumbent), Rear Commodore for Boating Safety
Janet Bearden (incumbent), Rear Commodore for Environmental Programs
Lew Wolf, Rear Commodore for Cruising
Liz Grubaugh, Rear Commodore for Social Functions
Robert Tuttle, Fleet Captain & PRYCA Delegate
Carol Hoffman, Fleet Captain & Newsletter Editor
Amy Smith, Fleet Captain & CBYCA Delegate
Susan Carpenter, Immediate Past Commodore

POWYC Community, Educational, and Environmental activities in 2002 included:

Harbor Patrol Boat Safety classes
Red Cross CPR classes
Red Cross First Aid classes
Navigation classes
Line handling and Knot tying classes
Developed Action Plan in event of oil spills
Promoted the Green Marina program
Produced a POWYC newsletter
Participated in DC Hazardous Waste pick-up weekends
Participated in Hains Point cleanup
Participated in Washington Waterfront Redevelopment planning
Sponsored DC Candidates SW Community meeting
Participated in the Blessing of the Fleet
Participated in the Cherry Blossom Festival Parade
Participated in coordinating meetings with Medstar and Harbor Patrol
Participated as member in the Washington Waterfront Association
Won First Place in the Cobb Island Days Parade
Participated in Easter Seals Cruise for Kids
Sponsored the POWYC Challenge Cup Golf Tournament, raising \$5,000 for DC Children's Hospital Foundation

POWYC has fun too! In addition to raft-ups in the Washington Channel and at Three Sisters Islands, they have weekly dockside Captain's Coffees, and their special kind of parties called DUHH (Dockside Unorganized Happy Hour) and CUPS (Completely Unorganized Pot-luck Supper).

PRYCA Change of Watch

The 2003 Change of Watch will be held at the Sheraton Crystal City, 1800 Jefferson Davis Highway, Arlington, VA, on Saturday January 25, 2003. Registration packets will be distributed at the November PRYCA Board and Delegates meetings.

The evening's fun will begin at 5:30 with a cocktail hour, followed by dinner, the Change of Watch and dancing until midnight. The entrée choices for dinner include beef, chicken and fish dish. We've enticed our MC Emeritus Steve Wexler to return another year to keep the program moving and add some humor to the evening. Peggy Castle will again provide the music for the evening. The cost will be \$55 per person. However, if your reservation is mailed to the PRYCA Treasurer by December 31, 2002 there is a \$5 discount. That's right, \$50 per person before January 1, 2003 and \$55 per person thereafter. We are trying to ease the planning burden on everyone by encouraging early reservations. Free underground parking is available at the hotel.

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 asking for the PRYCA rate. The hotel will hold a block of rooms for PRYCA until January 11, 2003.

Cancellations for the event after January 20, 2003 are subject to full fare.



Delegates should make sure that the registration package is available to be included in club newsletters. Reservations should be made through your club's delegate or designated representative.

This information can also be found on the PRYCA Web site: WWW.potomacrivryachtclubs.org

PRYCA has arranged a wonderful evening to kick off the year. The Change of Watch is a great way to begin the New Year and enjoy an evening of camaraderie with your boating friends. We hope the event will be well attended so clubs should get their registrations forms with payment to their delegate as soon as possible.

Watching the River Flow

Interstate Commission on the Potomac River Basin Newsletter
September 2002

The Potomac River basin remains locked in an extended drought that began last fall. River flows, as measured near Washington, D.C., by the U.S. Geological Survey, reflect the severity of the drought, and ran at less than half of normal flows for this time of year.

In June, Potomac River flows averaged about 2.9 billion gallons per day (bgd), about 48 percent of the long-term average of about 6.0 bgd. Daily extremes ranged from a high of about 6.1 bgd on June 1 to a low of about 1.4 bgd on June 30. Water used for metropolitan area drinking supplies averaged about 472 million gallons per day during the month, about 10 percent more than June 2001. Freshwater inflow to Chesapeake Bay also fared poorly, the total of 40.6 bgd only 41.5 percent of the long-term June average. The parched Potomac contributed only about 10 percent of the total, compared with a long-term average of about 21 percent.

Conditions were even more severe in July, when the river averaged a flow of about 1.4 bgd, or 44 percent of the long-term average of about 3.2 bgd. Extremes during the month ranged from a low of about 0.7 bgd on July 13 to a high of about 4.4 bgd on July 31. The demand on metropolitan area water supplies averaged about 510 mgd in July, about 17 percent more than in July 2001. Freshwater inflow to Chesapeake Bay averaged about 13.6 bgd, or about 55 percent of average. The Potomac contributed about 15 percent of the total.

Brass Monkeys

Contributed by Steve Wexler

In the heyday of sailing ships, all war ships and many freighters carried iron cannons. Those cannon fired round iron cannon balls. It was necessary to keep a good supply near the cannon, but how to prevent them from rolling about the deck?

The best storage method devised was a square based pyramid with one ball on top, resting on four, resting on nine, which rested on sixteen. Thus, a supply of 30 cannon balls could be stacked in a small area right next to the cannon.

There was only one problem—how to prevent the bottom layer from sliding/rolling from under the others. The solution was a metal plate called a "Monkey" with 16 round indentations. But if this plate were made of iron, the iron balls would quickly rust to it. The solution to the rusting problem was to make "Brass Monkeys."

Few landlubbers realize that brass contracts much more and much faster than iron when chilled. Consequently, when the temperature dropped too far, the brass indentations would shrink so much that the iron cannon balls would come right off the monkey. Thus, it was

quite literally, "Cold enough to freeze the balls off a brass monkey!" (And all this time, you thought that was an improper expression, didn't you?).





2002
Boat Parade of Lights
Weekend

Saturday, December 7 & Sunday, December 8, 2002

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

JOINT REGISTRATION FORM

Please fax back by NOVEMBER 29 to Lorraine Lloyd at (703) 838-4683.
Call (703) 838-4200 ext. 209 or email Llloyd@FunSide.com for more information

Vessel Name _____ Captain _____

Address _____

Yacht Club/Marina _____

Daytime Phone _____ Fax _____ Email _____

Boat Information

Length _____ Beam _____ Power/Sail _____ Style/Make _____

Decorating Theme (if applicable) _____

No. of Crew Members _____

This vessel will participate in (check those that apply):

Alexandria Parade Washington Channel Parade Georgetown Harbour Parade

Will require Alexandria slip (30 amp only): (LIMITED SLIPS AVAILABLE)

Friday Night Saturday Daytime Saturday Night Sunday

Will require D.C. slip: (30 & 50 amp) (LIMITED SLIPS AVAILABLE)

Friday Night Saturday Evening Saturday Overnight Sunday night

Slips will be assigned at CYC, Gangplank and Washington Marinas. You will be notified of slip assignment by dockmaster. Marina preference _____ (not guaranteed).

Yes, I would like to be included in the in-slip judging at Southwest Waterfront
(For any boats docked in the Washington Channel the week following the parade)



December 2 PRYCA Board Meeting @ Fort Belvoir
December 7/8 Boat Parade of Lights
January 25 PRYCA Change of Watch

Upcoming Events

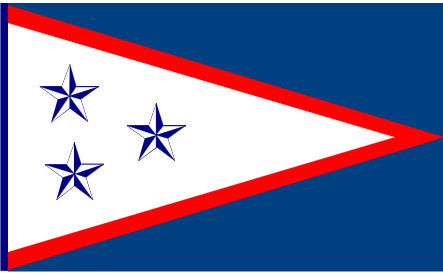


Potomac River Yacht Clubs Association



2749 North Wakefield Street
Arlington, VA 22207

Address Correction Requested



*You are cordially invited to the
Potomac River Yacht Clubs Association
2003 Change of Watch Dinner-Dance
Saturday, January 25, 2003*

Place: Sheraton Crystal City
1800 Jefferson Davis Highway
Arlington, Virginia (703 486-1111)

Program: 1730 to 1845 ... Cocktails
1845 to 2000 ... Dinner
2000 to 2030 ... Change of Watch
2030 to 2400 ... Dancing

Dress: Winter Uniform or Business Suit
(Black Tie Optional)

Cost: \$50.00 per person if mailed to PRYCA
and postmarked before Jan 1, 2003

\$55.00 per person if mailed to PRYCA
and postmarked after Dec. 31, 2002

Parking: Complimentary

Menu: Salad

Assorted Breads, Rolls and Butter

Choice of:

Flounder Florentine – Broiled Filet of
Flounder served with Julienne Vegetables and
Rice.

Grecian Chicken – Roulade of Chicken
Breast stuffed with Fresh Spinach, Feta Cheese
and Kalamata Olives served with Rice and
assorted Grilled Vegetables.

Roast Prime Rib of Beef - Au Jus served with
Horseradish sauce, assorted Grilled Vegetables
and Roasted Potatoes.

Coffee

Black & White Marble Cheesecake

Make your reservations now through your Club's Delegate or mail to: Joe Hadley, PRYCA Treasurer,
1815 H Street NW, Suite 500, Washington, D.C. 20006. Phone: (703) 606 9976.

Reservation with full payment must be received by PRYCA no later than Monday, January 13, 2003.
Cancellations after 20 January 2003 are non-refundable. Acceptance of late reservations will be subject
to the availability of space.

The Sheraton Crystal City will hold a block of rooms for PRYCA until Jan. 11, 2003 at a special rate of
\$99.00 per room. If you plan to spend the night, contact the Sheraton Crystal City @ 703-486-1111.

Reservation information:

Name: _____

Guest: _____

Yacht Club: _____

Dinner selections:

Prime Rib of Beef _____ # Grecian Chicken _____ # Flounder Florentine _____

Amount enclosed \$ _____

