Potomac River Yacht Clubs Association

www.PotomacRiverYachtClubs.org

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Officers 2003

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From the Commodore

Randy Semper

Winter is almost over and boating season is just a few weeks away. My wife Barbara and I usually attempt to start the boating season as early in the year as possible so we get full use of our boat. We just returned from Aquia Harbour Yacht Club's first cruise of the year, a trip to Colonial Beach to celebrate St. Patrick's Day. It is particularly enjoyable boating this time of the year because there are few boats on the water. That was the case again this year as we only encountered four other boats the entire cruise.

Several of the annual events along the river are starting to take shape. The Cherry Blossom lighted boat parade will be history by the time this is published. The Blessing of the Fleet in the Washington Channel and on the Occoquan are rapidly approaching. The Cobb Island Yacht Club is preparing to host PRYCA members for the annual Cobb Island Days in June. I'm sure they will have a registration package to distribute at the April Delegates meeting.

Looking ahead to summer, PRYCA Rear Commodore Lou Seelig is the coordinator for the PRYCA Float-In in July. He will have more details about the event but I understand he plans to continue the Saturday morning seminars we started a couple of years ago. He is planning the Float-In around a central theme, which emphasizes learning about the river we boat on. The PRYCA Float-In is a popular event among our members. Unfortunately the marina only provides a limited number of slips for us each year. We will again make reservations on a first-come first-served basis if there are requests for more slips than we have available.

Frank Markham, former Commodore of the Colonial Beach Yacht Club informed me that their club will NOT hold the Dog Days of August event this year because of uncertainties associated with reconstruction of the marina. Frank indicated the yacht club hopes to resume the event again next year after the marina has been back in full operation for a while.

Don't forget the drain plug!

Colonial Beach Yacht Center is in the process of rebuilding the marina after the fire. However, progress is slow. The marina has built a new dock along the shore in front of the restaurant. While I didn't count them, my guess is that there are 25 to 30 slips along the dock. The pilings for these slips are in, and power pedestals are in place. Kyle Schick, the marina owner, said he was awaiting a county building inspection scheduled for St Patrick's Day so they could turn on the electricity for those slips.

Speaking of fires, this is a good time of the year to begin promoting boating safety to your club members. PRYCA is still sponsoring the BOATR program. Hopefully, we will see a lot of boats with the Safe BOATR decal this year. Contact Vice Commodore Marv Storey if you have any questions about the program.

An item of particular interest to our clubs along the Occoquan River is the proposal to eliminate the Fairfax Marine Patrol. ORMA, the Occoquan River Maritime Association, informed us that the Fairfax County Chief Executive submitted his budget recommendation to the county board of supervisors in late February. In that budget proposal he recommended eliminating funding for the Fairfax Marine Patrol (FMP). The Occoquan is an extremely busy waterway and the presence of the FMP helps promote boating safety on the river. There were several articles about the elimination of the patrol in local newspapers. PRYCA submitted a letter drafted by MAL Walt Cheatham asking the Fairfax Board of Supervisors to reconsider the proposed action and restore funding for the marine patrol. The Board of Supervisors, after public hearings, will approve a county budget in April that will become effective July 1. Hopefully, common sense will prevail.

From the Vice Commodore

Marv Storey

I attended the **DC Zoning Commission meeting** held Thursday evening, March 13. It was very well attended. The majority of attendees and speakers were from the Capitol Yacht Club; however, there were speakers from the Port of Washington YC, the Gangplank Marina Boaters Association, the attorney representing the fish wharf businesses, and others. I even argued a couple of points. The DC Zoning Office has promised that everything is above board and has indicated they will consider all input. However, that doesn't mean they will move in a direction that is in the best interests of the boaters. One of the major problems is that the proposed plans were developed without local boating or business input. Even though the Zoning Office said they are protected, the proposed text changes in the regulations can allow things to happen in the future that could be detrimental to all the yacht clubs in DC waters. I think the Commission Chairman was surprised to see the extent of opposition and her eyes were opened by some the points raised by both CYC and POWYC. The Director of the Zoning Office was also surprised. He promised to support the group. We are following the issues closely and will keep everyone updated.

On another subject, don't forget to start working on obtaining your **PRYCA Safe BOATR Certificate** this spring. Watch for information from your local BOATR Performance Examiner. He or she will be organizing qualifications sessions. It isn't hard. Just demonstrate what you already know.

How much do you know about **Carbon Monoxide**? I just read an article written by Bob Austin, MD, Pensacola, FL. He was trying to dispel the myth that diesel engines do not produce Carbon Monoxide (CO). I was particularly interested since the Marine Surveyor who surveyed our boat last spring indicated there was no need for the three CO detectors installed on the boat. Our surveyor said diesels do not produce CO. I was not comfortable with his instruction. Because of that, I thought it would be good to mention a little of what Bob Austin said. Here it is part of his article:

"Complete combustion produces Carbon Dioxide (CO2), water, some particulate matter, and some nitrides of oxygen. Unfortunately, there is no engine with complete combustion and some CO is produced by all internal combustion engines. Generally, gas engines produce more CO. One of the reasons a diesel normally produces less CO is that there is higher air flow and more efficient use of fuel. However if a diesel is air restricted or fuel rich in its set up, it will produce significant amounts of CO. Also remember that CO binds with the hemoglobin in the human blood and displaces oxygen—and this is what causes death. The CO accumulation can be very slow.

To answer your questions—a diesel is relatively safer—however any boat should have CO detectors. CO detectors wear out and should be replaced every few years. CO is cumulative so a detector that measures total accumulation is essential."

My point? Install CO detectors on your boat. CO has no smell so you will not know it is there. CO can collect inside the cabin in low areas while you are running your main engines. If you want to run your generator for air conditioning at night or you raft up with other boats using their generators, CO can seep in. Make sure you know if it happens.

Have a safe boating summer. Get a couple CO detectors.

Float-in 2003

Rear Commodore Lou Seelig

The 2003 PRYCA Float-In is scheduled for July 18-20 at Ft. Washington. This is the same marina where the Float-In has been held the last couple of years. It is a State owned, contractor-operated facility with many amenities and is presently the only marina on the Potomac that can handle a boating event of this magnitude.

I anticipate that there will be a great demand on the part of all of the member clubs to participate based on the interest already received. Since there is a limit on the number of slip spaces, reservations will be accepted on a first-come first-served basis. That means in order to reserve your slip I must receive a completed reservation form with an accompanying check, made out to PRYCA, for the calculated amount of the charge to me as soon as possible. The reservation form and all of the details regarding the Float-In was provided to the member club's PRYCA delegate at the delegate meeting on April 7, 2003. If you have not heard from your delegate please contact him/her for the information. You may mail the reservation to me at:

Lou Seelig
7880 Godolphin Dr.
Springfield, VA 22153
LCSeelig@aol.com

A strong list of capable volunteers has stepped forward to help put on this event. We already have the food, DJ, and tent arranged for with planning for the games and other logistical requirements underway. However, additional help is still required. The registration package includes a list of times where volunteers are required to manage the registration desk and quartermaster sales. Pitch in and help make this event as successful as it has been in the past. A couple of hours out of the weekend is all we need.

From the Fleet Captain

Chuck Johnston

PRYCA Vessel Roster revived

Below is a copy of an e-mail I sent to all of the commodores and delegates on February 4th. To date, I have heard from a grand total of 4 clubs. Not to worry, I will continue to nag, nag, nag, until I hear from everyone.

Dear Commodore/Delegate:

PRYCA is going to issue its biennial edition of the Vessel Roster. This is an alphabetic listing by boat name, irrespective of club affiliation for all participating boats. It provides a handy guide to identify some of those names being repeated on Channel 16 (Hey! I know that guy!) It's a good way to see how many friends you have out there.

Obviously, participation is voluntary. If your members do wish to participate, please send me the following information and I will take it from there:

Required: Boat Name, Captain, First Mate.
Optional: Power or Sail, Manufacturer, Date manufactured, length.

Send the data in any of the following forms: word processing document (WordPerfect, Word, Word Pad), comma-delimited text file, Excel worksheet, Paradox, dBase, Foxpro or Access databases.

Please have the data to me ASAP in order to for us to produce the roster in a timely fashion. Please, one combined list per club.

Green Marina News in Washington, DC

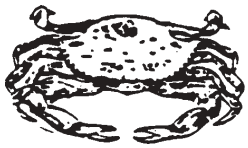
Paul Malloy
Secretary, PRYCA

On February 11, 2003, I was lucky enough to be invited to attend the Green Marina Workshop sponsored by the DC Department of Health, the Environmental Protection Agency and the Marina Environmental Educational Foundation. Seventeen clubs and Marinas were represented at this event, held at the Channel Inn in Washington, DC. This all-day event covered many aspects of clean marina operation and management.

Listening to the many agencies involved, with the goal of cleaner water for everyone to enjoy, brought forth an abundance of information. There are, however, some basics that speak to the real issue of clean water.

- Public Education regarding clean water
- Boater Education regarding clean water
- Voluntary compliance
- Voluntary Inspection of facilities
- Courtesy Testing

The main point stressed over and over by all agencies involved in this presentation was that their goal is cleaner water for everyone to enjoy. Law enforcement, including fines, do not make cleaner water. Compliance with good marina practices and proper Marine Sanitary Devices will ensure cleaner water. Anyone interested in learning more about helping to protect and maintain our waterways can visit the following websites:



www.epa.gov/owow—EPA, Office of Wetlands, Oceans and Watersheds

www.epa.gov/swerrims—EPA, Office of Solid Waste and Emergency Response

www.epa.gov/owow/info/publist/publist4.html—EPA Publications on Line

www.epa.gov/surf/iwi—EPA, Index of Watershed Indicators

www.uscg.mil/hq/g–cp/kids/kidindx.html—U.S. Coast Guard Kids' Corner

Another thing to keep in mind in the waters of the District of Colombia is the following:

- Type I & II MSD's discharge overboard
- The District of Colombia waters are a no discharge area
- Type III MSD's use a holding tank and do not discharge overboard

From the Treasurer

Joe Hadley

Statement of Financial Condition
As of March 18, 2003

Opening Balance		$ 6,259
INCOME		
Change of Watch 2003	9895	
Dues	960	
Quarter Master	8	
Safe BOATR (OYC donation)	72	
Interest	5	
Total Income		10940
Total Assets		$ 17,199
EXPENSES		
Change of Watch 2002	10,153	
NBF Dues	200	
Safe BOATR	874	
Banking expense	6	
Newsletter (printing & postage)	84	
Liabilities & Expenses Accrued		
Postage, admin	455	
Total Expenses & Liabilities		$ 11,772
BALANCE		$ 5,427

From the Immediate Past Commodore

Curt Johnson

The following is an excerpt taken from the Military Officers Association magazine of February 2003:

Tattoos, A MaritimeTradition

Samuel O'Reilly, a New York City tattoo artist who patented the first electric tattooing implement in 1891, once said "a sailor without a tattoo is like a ship without grog: not seaworthy". This close identification between sailors and tattooing goes back to Captain Cook's days. The word tattoo was introduced into the English language from Tahiti where it was first recorded by James Cook's expedition of 1769. Virtually every human culture has at one point or another used some sort of permanent skin decoration. In Europe the Vikings had tattoos and sailors returning from Polynesia had souvenirs inked permanently into their skin.

According to "skin deep": The Art of the Tattoo," a 1999 exhibit at The Mariners Museum in Newport News, VA., 18 of the 25 mutineers on HMS Bounty, including ring leader Fletcher Christian, had at least one tattoo. Moby Dick author Herman Melville describes in his memoirs the tattoo or "pricking" he saw aboard a Navy ship in the 1840's. The Mariners Museum cites estimates that "by the end of the 19th century 90 percent of all sailors in the U.S. Navy had tattoos."

Common MaritimeTattoo's

In the past, there were some common designs that held specific meanings for seafarers:

• Tattoos were thought to offer protection from drowning and other mishaps. To hold on the rigging, a seaman might have H-O-L-D tattooed on the knuckles of one hand and F-A-S-T on the other hand. Pigs and roosters, non swimming barnyard animals, when tattooed on the feet, helped a seaman get to shore faster. Likewise twin propellers on each rear cheek were reputed to boost swimming speed. A cross tattooed on the foot was believed to deter hungry sharks. Tattoos could indicate a sailors shipboard specialty: A boatswain might have a tattoo of an anchor, a gunners mate crossed cannons, and a dock hand a rope tattooed around the wrist.

• Tattoos could offer a map of a sailors various destinations. For example, a dragon signified a seaman had served on a China station or that he had crossed the international date line. A sailor who had rounded Cape Horn might have a full rigged ship tattoo, while someone who had crossed the equator would wear a shellback turtle.

• For sailors who had a hard time telling their left from their right, port and starboard ship lights would be tattooed on the corresponding side of their body.

• Last but not least, getting tattooed was also a highly practical decision: It increased the chance of a body being identified if a sailor was lost overboard.

There you have a short history of the tattoo as a maritime tradition. In recent years tattoos have become more mainstream and as many as one in ten Americans now are believed to sport some kind of tattoo. However, before you run out to the nearest tattoo parlor, remember that a tattoo generally stays with its wearer for life and removal can be painful. In the old days, when a tattoo was removed, so was a portion of skin. Nowadays removal is a little easier and can be accomplished with laser surgery by a dermatologist and skinning is probably no longer required.

From the Editor

Ned W. Rhodes
Rhodesn@softsysgrp.com

The article I wrote for the February newsletter started out by saying it was COLD. Now, here I am at the end of March writing the same words. Snow in March? What's up with that? We put the boat in two weeks ago and I have had the engines started for a grand total of 10 minutes as I went from the lift to the slip. It has been either too cold to go out or the river has had too many "propagators" swimming for my taste.

The PRYCA web site will soon have the Float-In registration packet posted. If you ever need registration forms, I suggest you check the web site first. Email me any changes to your club's listing. Let's hope that warm weather arrives for April!

From the Mid Potomac MAL

George M. Allen

Have you ever wondered why so many folks have Red Nun "52" marked on the chart of the upper Potomac? The reason could be the number of boaters that use it as a reference to turn up the Occoquan River. From R52, steer 355m and you set up well for Red 2 to enter the Occoquan Channel. You do need to watch for traffic, as this is one busy area, over 2,000 boats call one marina or another home on this scenic river.

After you pass Marker R10, you need to reduce speed as the "no wake" begins approximately 150 yards before the Belmont Bay Marina. Belmont's entrance is to your port when heading up river. Fuel is available at Belmont, but other services are not yet completed.

Next up river is Fairfax Yacht Club. This is a lovely stopover, but make contacts in advance. Next to Fairfax is

Captain John's, where fuel is available. Both marinas are on you starboard side. Next, as you pass under the railroad and highway bridges at US Route 1, is Occoquan Harbour Marina (OHM), home of the Occoquan Yacht Club. Fuel, food and restrooms are available. Use caution if the tug *Capt'n Tom* is operating with his barges at the sand company. If ever in doubt, hail the Master on Channel 11. Both OHM and the tug lay-berths are on your port side.

Next you pass under the Route 95 bridges, hold to the starboard side of the channel to allow room to pass exiting boats. Again look to port to see Hoffmaster's Marina. Be very watchful as the local high schools have a crew launch dock on your starboard side. This is an extremely busy area, as next on the port side is Prince William Marina (PWM), home of Prince William Yacht Club. At Prince William, fuel is available, as well as comfort stations and pump out. Prince William also maintains a guard on 16 for hailing boats.

When you pass PWM, you will see Occoquan Regional Park on your starboard side. This is another busy area where day boaters and bass fishermen alike launch from the public ramp. There are no services, but you can tie up to the quay wall for short periods of time. Passing under the Route 123 bridge you come to the historic town of Occoquan. There is limited docking at Sea Sea and Company, but you can tie up at the old marina area if you call the visitor's office ahead of time. There are plans in the works to restore this area into a Town Dock.

The trip up the Occoquan takes about 45 minutes to an hour, but is well worth the time just to see the natural beauty of this historic river. Be sure to come May 10th for the Blessing of the Fleet on the Occoquan River. Boats will parade in front of the fuel dock at Belmont Bay Marina. This event is sponsored by the Occoquan River Maritime Association (ORMA) and the yacht clubs on the Occoquan. All are welcome.

Safe boating.

Report on the Washington Waterfront

Andi Storey, MAL East

Heads-up to north Potomac yacht clubs and captains boating north of the Woodrow Wilson Bridge; fire protection will be limited this summer to 1, that's right 1 small fire boat. This is due to the *John Glenn* being refurbished in Baltimore and taking 2 crew with her. The remaining staff is sufficient to man 1 fire boat 24/7. When the *John Glenn* and her staff return in September, the full complement will be in place. During the summer the Police boats (3-4) will ferry additional personnel from shore to boats in distress or offload passengers of boats in trouble. Should a boat catch fire away from shore, police will take care of passengers and the single fireboat will deal with the fire. As you can guess police boats will be serving two masters this summer and when there are 2 events on the river they will be spread very thin.

I hope many of you were able to enjoy the 3/22-4/5 Cherry Blossom Festival and Parade of lighted boats as well as the tall ships in the Washington Channel. The deadline for this article was too soon to include coverage of those events.

Cantina Marina (the former gangplank tower) expects to open April 5th and will continue a "soft" opening the rest of April culminating in a big blow-out for Cinco de Mayo on Saturday, May 5. I've seen their menu (tacos, burgers, hot Italian subs and po boys + more) and it looks good.

The Blessing of the Fleet in the Washington Channel will be Sunday, May 18. Watch the PRYCA Web site for more information or contact your MAL.

Have a great and safe summer everyone. See you at the Float-In.

From the Southern MAL

Fran Jarrett

We watched from the Nice Bridge as the US Coast Guard Cutter cut through the Potomac River ice so that the ships could get up river. It had been 10 years since it froze that hard and it was quite an experience to watch. By now it has all melted and we've got quite a few activities going on the rest of the year.

On Memorial Day we have quite a few flag-raising ceremonies at the various clubs in the region and you are all welcome. Cobb Island Days are scheduled for June 6-8th. Contact Chuck Johnston for additional information or check the PRYCA web site. Every year it gets bigger and better, so make your reservations early.

I hope to see a lot of you folks down here this summer. Safe boating.

From the North MAL

John Corley

After the harshest winter we have experienced on the Potomac River in nearly a decade, the 2003 boating season is just around the corner. Make it a safe and enjoyable season by preparing your boat for safe and carefree cruising. Here are a few tips for spring start-up.

Before Launching

Check all hoses and hose clamps. Adjust or replace as required.
Check thru-hull fittings, seacocks, and lubricate moving parts.
Check zincs, remove corrosion, replace when 50% deteriorated.
Check alignment of shafts, struts, trim tabs, and rudder.
Clean seawater intake strainers; back-flushing as required.
Inspect hull for blisters and stress cracks. Repair as required.
Clean bottom of hull and apply a new coat of anti-fouling bottom paint.

Outboard Engines and Outdrives

Check seals and bellows for cracks and leaks. Replace as required.
Check lower unit lubricant level. If water is present, have unit serviced.
Check steering cables for corrosion and freedom of movement

Fuel System

Inspect for leaks at fuel tank, fuel lines, filters, and shut-off valves.
Clean spark arrester and lubricate carburetor linkage.
Check fuel cap and vent lines for proper ventilation.

Engines

Check oil, transmission fluid, and coolant level and condition.
Check belt tension and both belts and ignition wires for cracks and wear.
Check bilge blower and ducts for proper operation, and operate for five minutes.
Check battery electrolyte level, terminals corrosion and tightness, and charge.
With boat in water, open seacocks, operate blower, and start engines.
Inspect engines, fuel lines, and cooling system for leaks. Repair as required.

Systems and Equipment

Check lighting, communication, and navigation equipment for proper operation.
Check generator and air-conditioning systems similar to engine checks.
Check sanitation systems for leaks, proper operation, and chemical treatment.
Check galley equipment including refrigeration and cooking operations.
Check auxiliary equipment such as windless and trim tabs for proper operation.

Operations and Safety

Check anchor line and dock lines for fraying or chafing.
Check fire extinguishers and flares for current dating.
Check the condition and quantity of the on board Personal Floatation Devices.
Confirm that local charts are on board and available for use.
Confirm that all required permits and inspections are current.
Conduct a sea-trial, testing and observing the performance of all systems.

Enjoy a safe 2003 boating season, and join your boating friends by participating the many PRYCA sponsored and supported events for 2003.

Occoquan – the Town and the River

Borrowed from the Town and Friends of Occoquan Web sites
Walt Cheatham, MAL West

Occoquan is derived from a Dogue Indian word meaning "at the end of the water." It is believed that the Dogues stayed close to the Occoquan River because of the abundance of fish and ease of traveling by canoe. The river provided a natural site for water-borne commerce from the earliest days of the settlement of Virginia. Captain John Smith found the "King's House of the Doeg" Indians a mile down from the fall line in 1608, and "King" Carter built a landing there in 1729 to ship copper ore that he brought down what is now Route 123 (Ox Road) from the mine near where Dulles Airport stands today. The area (where the Route 1 bridge now crosses the river near Fairfax Yacht Club) became the town of Colchester in 1753 while the actual town of Occoquan was emerging further west nearer the fall line.

A tobacco warehouse was built in Occoquan as early as 1736, and an industrial complex began in 1750. In 1758 the warehouse owner enlisted the designer of Gunston Hall to build him a residence out of locally quarried stone. Rockledge Mansion was carved out of a rock ledge and still stands above the town. Before the turn of the century, Occoquan had forges, water gristmills, tolling mills, a bake house, saw mills, storehouses and dwellings. The Merchant's Mill became the first automated gristmill in the nation. Grain was taken from the holds of ships and off barges, processed, and returned to these carriers by machinery operated by only one man, then transported to markets from Alexandria to the West Indies. The mill operated for 175 years until it was destroyed by fire. The only remaining part, the miller's office, is now a museum operated by Historic Occoquan.

During the Revolutionary War, British troops sailed up the river and burned some buildings. In 1801 John Davis wrote, "Occoquan consists only of a house built on a rock, three others on the river side and half a dozen log huts scattered at some distance. Occoquan's mills, stores and wharves were bustling, however, and planters such as George Washington brought provisions there. The town was laid off into streets and lots in 1804, and soon became a popular meeting place with taverns, hotels, and small businesses." A toll bridge had been built in 1795, and a stagecoach line was established in 1809. By 1835, the Gazetteer of Virginia reported that Occoquan had "about 50 dwellings, houses, several mercantile stores and various mechanics," and by 1838 Occoquan boasted one of the first cotton mills in Virginia. Farmers and traders came from as far away as the Blue Ridge Mountains. Those who came to town by horse and wagon spent the day shopping for necessities, before staying overnight at either the Alton or Hammill Hotels. The Hammill still stands at the corner of Union and Commerce Streets.

Occoquan's economy prior to the Civil War specialized in a wide variety of goods and services—from shipbuilding and cotton and gristmill products to trade in cordwood, fish and river ice. The first commercial ice storage house in the area was built in Occoquan. The ice was harvested each winter and stored for later shipment to Washington. Pine log pilings and railroad ties were also rafted up from Occoquan to Alexandria and Georgetown—and even Philadelphia and New York.

The Occoquan Post Office became the main delivery point for letters and packages between families in the North and the South during the War Between the States. Confederate forces under General Wade Hampton wintered in the Hammill Hotel in 1862 before beginning the spring campaign season. Possibly in retaliation, Union forces burned the town's cotton mill that had been in business for 34 years.

Fisheries and packinghouses for herring, shad, and sturgeon lined the shores for seventy years after 1840. Newspaper reports indicate as many as twenty fishing schooners were simultaneously tied alongside wharves during the late 1890's, and an oyster shucking house and turtle farm prospered until 1915. The steamer *Mary Washington* made daily excursions from Washington during the summer months in the years 1881-1888 for picnickers. Many steamers on charter from Washington, Alexandria, and even Baltimore ran summer excursions up through the early twenties. The dawn of the 20th Century saw Occoquan bustling with grocery stores, a lumber and hardware store, drugstore, millinery, churches, school, blacksmith, barber, undertaker, doctor and pharmacy. The old toll bridge was replaced a new iron truss bridge in 1878, and it lasted almost a hundred years before succumbing to Hurricane Agnes in 1972. The Oddfellows Hall became the first opera house in the area, and the Lyric Theater brought people to town from all around. Circuses and traveling shows set up at the public wharf in summer, while skating was the favorite winter activity. Occoquan had become the social as well as commercial center for the area. There were two churches, one Methodist, and one Baptist, and even a Shakespeare club for several years.

However, a fire devastated much of the town in 1916. Another took the mill in 1924. Route 1 opened in 1928 and carried traffic away. The Occoquan

River silted up, and the new railroad bypassed the town causing local industries to decline. Finally, Hurricane Agnes struck in 1972 destroying buildings, sidewalks, streets and the Route 123 bridge. Any one of these events might have been enough to wipe away a small riverfront town, but not Occoquan. Townspeople, merchants and people interested in history repaired, rebuilt and restored the town. They have created a unique place offering boating and fishing, fine shopping and antiquing, pleasant dining, and a chance to experience a truly special Virginia town.

All this will be much more accessible to PRYCA boaters next year when transient docks will be opened. The town has worked hard to obtain federal and state grants to build accommodations for visiting boaters. Phase 1 will go on contract this summer for over 130 feet of docks to connect the existing town park with Coopers Alley walkway and extending over the rocks into the river to provide slips for visiting vessels. Phase 2 is planned to provide additional transient dockage via future grants after the new Occoquan River bridge plans are finalized. It won't be long until river commerce returns to the town—this time in the form of pleasure craft and tourists.

PRYCA Bridge Meeting

Monday, February 3, 2003 1800hrs
Mount Vernon Yacht Club

The meeting was called to order at 6:00pm by Commodore Randy Semper. Mount Vernon Yacht Club Commodore Jim Hamrick welcomed the PRYCA and gave a short briefing about the facility.

In attendance:
Commodore Randy Semper
Vice Commodore Marv Storey
Rear Commodore Lou Seelig
Fleet Captain Chuck Johnston
Treasurer Joe Hadley
Secretary Paul Malloy
MAL George Allen
MAL John Corley
MAL Walt Cheatham
MAL Fran Jarrett
MAL Andi Storey
IPC Curt Johnson
PC Mark Viehover
PC Penny Orth
PC Steve Donock

A motion was made by Joe Hadley and seconded by Curt Johnson to approve minutes submitted of the January board meeting. Motion carried unanimously. Secretary Paul Malloy urged all MALs to collect and forward all officer rosters from clubs for the 2003 roster.

Treasurer Joe Hadley distributed the financial report and the draft report from the 2003 change of watch.

Commodore Randy Semper thanked all for a most successful change of watch 2003. There were 191 participants and everything went very well. The Commodore explained a letter sent to BoatUS regarding the BOATR Program and an expense report as required by the funding program. Participation in the program was also reported. OYC presented a check to the Commodore at the change of watch ceremony to help support the BOATR program. Addresses of members are now on the PRYCA server and can be used for e-mail.

Vice Commodore Marv Storey gave an update on the DC Zoning activity. All correspondence received has had a positive spin on it for the existing clubs.

Marv is chairing the Qualification Committee for 2003. Steve Ricks and John Schuster have agreed to serve on the committee.

Rear Commodore Lou Seelig confirmed the March board meeting will be at Aquia Harbor YC at 10:00 am on Saturday, March 1, 2003. The April meeting, which is Commodore's night, will be at Tantallon YC. Lou plans to contact Fort Washington Marina this week to firm up the dates for this year's float-in.

Fleet Captain Chuck Johnston put on his quartermaster hat and spoke about PRYCA merchandise and is going to puchase items in some larger sizes to accommodate our needs.

Brief Reports were given by Members at Large.

- George Allen
- John Corley
- Walt Cheatham
- Fran Jarrett
- Andi Storey

IPC Curt Johnson reported the nomination committee for 2003.

Chair Curt Johnson
Member Steve Donock
Member Dave Goodman
Member Penny Orth

PC Penny Orth is active in soliciting membership of clubs into the National Boating Federation.

Audit Committee: no report.

Commodore Randy Semper adjourned the meeting at 7:25pm.

Respectfully submitted
Paul Malloy, Secretary PRYCA

PRYCA Delegates Meeting

Mount Vernon Yacht Club
Monday, February 3, 2003 1930hrs

Commodore Randy Semper called the meeting to order at 7:30 pm and welcomed all present. As host, Mount Vernon Yacht Club Commodore Jim Hamerick welcomed everyone and gave a short narrative of the facility.

The Bridge and Board for 2003 was introduced:
Commodore Randy Semper
Vice Commodore Marv Storey
Rear Commodore Lou Seelig
Fleet Captain Chuck Johnston
Secretary Paul Malloy
Treasurer Joe Hadley
MAL Walt Cheatham
MAL John Corley
MAL Andi Storey
MAL George Allen
MAL Fran Jarrett
IPC Curt Johnson

Commodore Randy Semper introduced John Malatak. John is the PRYCA delegate from Aquia Harbor and Chief of Programs Operations Division, Office of Boating Safety, United States Coast Guard. In his work with and for the USCG John has intimate knowledge of the new Rescue 21: Life Saving Made Easier. John's well-presented program was very informative and well received by all.

Commodore Randy Semper announced that OYC presented him with a check to help support the BOATR safety program. Randy also showed the membership the new BOATR decals, which he presented to Marv Storey.

Vice Commodore Marv Storey gave information on the BOATR Program which he now heads in 2003. Marv also chairs the qualifying committee for 2003:

Chair Marv Storey
Member Jim Hamrick
Member John Schuster
Member Steve Ricks

Rear Commodore Lou Seelig announced that the dates for the 2003 Float-In at Fort Washington are July 18,19 and 20. The Theme for this year's Float-In is "Knowing and Understanding the Potomac River." Lou also asked anyone interested in helping with the float-in in any capacity to contact him.

Fleet Captain Chuck Johnston has agreed to head and organize a Boat Name and member roster. This roster will include names of member boats and clubs affiliated. Chuck will be sending information and participation requests to the clubs.

Secretary Paul Malloy asked delegates to make every effort to send club officer rosters to him as soon as possible to ensure accurate and timely printing of the 2003 Club Officers Roster.

Treasurer Joe Hadley distributed the financial statement as of February 3, 2003. The preliminary statement from the 2003 change of watch was also discussed.

IPC Curt Johnson announced the forming of the 2003 nomination committee.
Chair Curt Johnson
Member Penny Orth
Member Steve Donock
Member Dave Goodman

Brief reports and introduction by MALs
- George Allen
- John Corley
- Walt Cheatham
- Fran Jarrett
- Andi Storey

Newsletters were distributed to members and delegates present.
Delegates present were identified and introduced:

· John Malatak	Aquia Harbor
· Kim Hesser	Capital
· Paul Malloy	Cobb Island
· Harriet Douglas	District
· Ron Cox	Dahlgren
· Ralph Burner	Fairfax
· David Bailey	Fort Belvoir
· Charles Warrell	Fort Washington
· John Kenyon	Landmark
· Ed Zebrowski	Mount Vernon
· Andrea Storey	National Potomac
· Robert Tuttle	Port of Washington
· Frank Erwetowski	Swan Point
· Joe Livingston	Occoquan
· Ann Sooby	Quantico
· Mark Viehoever	Tantallon

Delegate John Kenyon introduced Harold Seiler from Landmark expressed interest in the PRYCA.
Delegate Robert Tuttle from POWYC introduced Commodore La
Delegate Ron Cox introduced Dahlgren Secretary Don Erskine.
Commodore Randy Semper adjourned the meeting at 2120 hrs.
This Draft respectfully submitted

Paul Malloy
Secretary
PRYCA

Potomac River Yacht Clubs Association

7 April 2003

For: Member Clubs of the Potomac River Yacht Clubs Association

PRYCA FLOAT-IN 2003

Purpose:

- To outline the program, cost and activities of the 18th annual PRYCA 2003 Float-In.
- To transmit the registration package with instructions to all member clubs.

Theme: Learning more about the Potomac.

Time and location of Float-In: Ft. Washington Marina, Ft. Washington, Maryland on July 18-20, 2003.

COST:

- Nightly boat slip fee is $1.00/ft and $3.00 per 30-amp cord or $6.00 per 50-amp cord.
- $50 per adult, $25 for a child 7-12. Children 6 and under are free. Everyone registering must pay these charges. There is no "partial" registration.
- No refunds for will be made for cancellations received after July 16, 2003. Notice of cancellation must be provided to the float-in coordinator.

  Cost includes:

➢ Secure slips	➢ PRYCA CUP competition
➢ Covered event under a large tent	➢ Friday night Blow (Sail) boat races
➢ A catered Saturday night dinner	➢ Displays and demonstrations
➢ Dancing to a DJ	➢ Boating seminars
➢ A tremendous Sunday brunch	➢ Door Prizes & Raffles
➢ Swimming pool access	➢ Charcoal Grill

REGISTRATION: Slip space is limited

- Due to limited slip space, registrations will be accepted on first-come first-served basis. The date of receipt will be the date a complete registration package is received by the Float-In coordinator. Applications received after the marina is full will be placed on a waiting list and the applicant notified.
- All registrations must be to the coordinator of the Float-In not later than July 7, 2003.
- A completed registration is considered to be the attached registration form with an accompanying check(s) made out to PRYCA covering the fee for the identified registrants and vessels.
- Float-in coordinator is:

  Lou Seelig 703-455-7229
  7880 Godolphin Dr. LCSeelig@aol.com
  Springfield, VA 22153

Begin a great Occoquan boating weekend with the

Blessing of the Fleet

May 10, 11:00 a.m. - 2:00 p.m.

Bring your boat and crew to share in this time-honored seafaring tradition...

- **dedicated to boating safety**
- **celebrating the new boating season**

Plan now to "parade dress" your boat with festive flags and colors. Invite family and friends to witness a chaplain's solemn invocation of blessing and safe cruising for the year ahead ***for your boat and crew***.

This simple ceremony harks back to ancient times when fishermen and other seafarers yearned for good fortune and safety at sea—with priests invoking a blessing upon each vessel as it departed for sea. Years ago, the Occoquan community sponsored an annual Blessing of the Fleet, and in 1999 the tradition was re-instituted by the yacht clubs of the Occoquan and the Occoquan River Maritime Association.

How does it work?

The Fairfax County fire boat will lead a procession of boats outbound from Prince William Marina and passing the chaplain's station vessel moored at the Belmont Bay Harbor Marina fuel dock. Boats will continue outbound for a day of cruising as desired or, upon safely clearing the area, may return to their respective marinas. The procession will include a host vessel with local dignitaries and media representatives embarked.

A detailed float plan and Notice to Mariners will be posted at local marinas and will be distributed through yacht club newsletters and Internet websites.

Plan now to take part!

The Blessing of the Fleet—an Occoquan tradition—is sponsored and coordinated by the Occoquan River Maritime Association (ORMA) and its member organizations, with support from the U.S. Coast Guard Auxiliary and Fairfax and Prince William County public safety agencies.

Questions? Contact ORMA Coordinator Chris Webster, WebsterCw@msn.com.

Upcoming Events

May 5	PRYCA Board Meeting 1800
May 10	Occoquan Blessing of the Fleet
May 18	Washington DC Blessing of the Fleet
Jun 6-8	Cobb Island Days
Jun 7	PRYCA Board Meeting @ Cobb Island 1000
Jun 22	Easter Seal Cruise for Kids

Potomac River Yacht Clubs Association

2749 North Wakefield Street
Arlington, VA 22207

Address Correction Requested