

Potomac River Yacht Clubs Association



www.PotomacRiverYachtClubs.org

Volume 15

Issue 3

July 2003

Officers 2003

Commodore

Randy Semper, rsemper@erols.com
(Aquia Harbour)

Vice Commodore

Marv Storey, mtstorey@aol.com
(District)

Rear Commodore

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

Secretary

Paul Malloy, Somerville42@hotmail.com
(Capital/ Cobb Island)

Treasurer

Joe Hadley, HADMCK@aol.com
(Fort Washington)

Fleet Captain

Chuck Johnston, ceejays@erols.com
(Cobb Island)

Immediate Past Commodore

Curt Johnson, tailhookboater@cs.com
(Aquia Harbour)

Members-At-Large

Walt Cheatham,
cheathamWalt@comcast.net
(Occoquan)

George Allen, jacksfull@aol.com
(Prince William)

Fran Jarrett, jarrett@olg.com
(Yacht Club @ Swan Point)

John Corley, TheGldnRle@aol.com
(National Potomac)

Andi Storey, awstorey28@aol.com
(District)

From the Commodore

Randy Semper

PRYCA Float-In Cancelled

The PRYCA Bridge, unfortunately, found it necessary to cancel the 2003 PRYCA Float-In. No one could be more disappointed than me. I'm sure canceling the event at the last possible minute created problems for many of you. I apologize for the inconvenience. Let me assure you the decision was not taken lightly.

The Float-In was started to fill a need for an on-water event that would allow members of our various clubs to gather at one place and get to know each other. The 17 PRYCA Float-Ins accomplished that feat. They were a spark that helped promote the association, and they were good parties. The success of each Float-In contributed to interest in the succeeding one. The demand for slips eventually exceeded 120 boats. Initially, Fort Washington Marina was able to provide all the slips we needed. However, as the marina became more popular, it was no longer able to provide as many slips. We started turning boats away a few years ago. That started limiting the number of PRYCA members that could attend the Float-In. Each year we were faced with the problem of how to allocate the available slips among the member clubs. Whatever method we selected, it wasn't satisfactory. The basic problem is the interest in the event far exceeds the ability of any local marina to host it.

This year Ft. Washington marina informed us two weeks before the Float-In, that there were 78 vacant slips. Experience from prior years led us to believe the number would increase as we got closer to the Float-In. However, on July 10 the marina informed us there were only 65 slips available, and that number was apt to drop lower before the Float-In. Fewer slips meant that more clubs would be unable to participate and, except boats on the gas dock, most boats would not have a slip near other PRYCA boaters. The goal of interaction between club members was becoming unattainable. Rather than hold the event for significantly fewer boats than anticipated and excluding additional entire clubs, the bridge



Practice for the Dinghy Race



members decided it was better to cancel the event this year.

The association needs an on-water event to bring boaters from the member clubs together to socialize. The Bridge plans to begin addressing the need at our next Delegates meeting, August 16 at Colonial Beach. We are interested in any ideas you may have for such an event. If you have an idea please ask your delegate to present it to the association.

Welcome ODBC

PRYCA voted to accept the membership application of the Old Dominion Boat Club at our April Delegates meeting. Members of ODBC have participated in events along the Potomac for years and we welcome them to the association.

August Delegates Meeting

The Colonial Beach Yacht Center recently reached an agreement with their insurer on the morning legal action concerning their coverage was scheduled to begin. The CBYC reportedly received funds and began paying for the rebuilding of the marina after last year's fire. The August PRYCA Delegates meeting is scheduled for 1030 August 16 at the Dockside restaurant in Colonial Beach. We hope to see all of the Delegates there.

Remaining Summer Events

Dog Days. The Aquia Harbour Yacht Club will host the Dog Days of August celebration the weekend of August 9-10. The event usually hosted by Colonial Yacht Club was relocated from Colonial Beach to Aquia Harbour because of the uncertainty surrounding reconstruction of the Colonial Beach Yacht Center earlier this year. If you haven't seen the AHYC Dog Days flyer

and registration form, check their website (www.ahyc.org). They are taking online registrations. Parts of Aquia Creek were dredged recently. If you have any questions concerning water depths through Aquia Creek, contact AHYC Commodore Darrell Edgar.

End of Summer Party. The remaining PRYCA supported event is the End of Summer weekend that is again being planned by Tantallon Yacht Club. It is scheduled for the third weekend in September at Fort Washington Marina. Those of you that have attended this event in the past know it's always a fun way to end the summer boating season.

From the Vice Commodore

Marv Storey

Since the PRYCA VC is responsible for managing the BOATR Program, I would be remiss if I didn't mention the Program in every article I write this year.

We have a couple of clubs that are very active in promoting BOATR boating safety and education (Great!); however, there are a number of clubs that have not shown very much activity (Not good!). You have an excuse. This year has had a slow start with more rain than sun. Because the BOATR Program requires demonstrating knowledge while on a boat, the rain has not helped.

How do we catch up? Get together with your Club's BOATR Performance Examiner (PE) and schedule an inside demonstration. Better yet, get several of your members together to demonstrate their knowledge. There are a number of items in the program you can accomplish away from your boat. Try to schedule sessions as part of your Club's weekend activities. If you don't have a PE, get in touch with me

(ViceCommodore@PotomacRiverYachtClubs.org or 301-572-4656) and I will see if I can arrange assistance from a PE at a nearby club.

Keep in mind that the club with the highest percentage of new BOATR Certificates this year will get its name added to the BOATR plaque at the PRYCA Change of Watch.

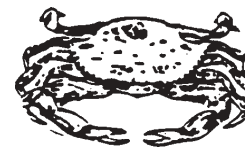
Float-In Canceled

Lou Seelig

By now all of you know that PRYCA was forced to cancel the Float-In. This was a very difficult and well thought out decision made by the board of directors of PRYCA. After careful consideration of the fiscal alternatives, the adverse impact on the membership under both circumstances holding the event or canceling, and the ability of PRYCA to achieve the fundamental objectives of the Float-In it was decided that it was in the best interest to cancel. We basically had no choice. But, if we had gone on with the Float-In, this is the program we had put together as described in my original article for this newsletter.

The PRYCA Float-In has become the most popular boating activity on the Potomac. There are a record number of boaters and boats signed up for the 2003 PRYCA Float-In. This year we have 106 boats and 235 boaters registered. This is both good news and bad news. Unfortunately, available slip spaces at Fort Washington have decreased as a result of their successful active solicitation for annual slip holders. Consequently, we have fewer slips available than we had last year. Don't let this deter you. Come by car.

This will prove to be a very entertaining and educational experience. We, of course, have the traditional PRYCA cup competition including, Vessel Safety Inspection, a



marlinespike competition, the navigation test, and of course the culmination of the competition, the dingy race. The traditional dinner dance will occur on Saturday evening and brunch on Sunday. This will give all of us a chance to exchange our boating stories with our fellow boaters.

Jay Wenzel has lined up a dynamite series of speakers and demonstrations focused on the theme of the float-in—*knowing and understanding the Potomac*.

1. Homeland Security – JR Wenzel has used this presentation on Homeland Security in many forums identifying what the risks and issues there are particularly for boaters.

2. Police work on the Potomac – Officer Steve Selby, Fairfax County Marine Police will discuss their responsibilities and authorities and bring their boat for show-and-tell.

3. Terry Hill, Owner, Potomac Marine – TowBoat US - stuff he sees and how his business started and grew and what we can do to be safer out there. He will bring the fireboat for show and tell.

4. Carlton Phillips, CEO, Prince William Marina – will tell his story of how a business was built on the Potomac (Occoquan) and exchange his many years experience boating on the Potomac.

5. CG Station Washington – will send a representative of the new station describing their responsibilities and how we relate to it. Will bring CG cutter for show and tell.

6. Fran Jarrett assisted Jay to arrange for a representative from the Dahlgren military installation to

present information about the bombing & chemicals they are using in their experiments.

The members of the bridge look forward to seeing everyone at the Float-In.

From the Fleet Captain

Chuck Johnston

Commodore Randy Semper asked me to be the liaison from the PRYCA Bridge to the Chesapeake Bay Yacht Cubs Association. We already have representation by Legislative Director Tim Abel, Virginia State Director Dave Goodman, Virginia Representative Mike Coffey, and finally by PC Penny Orth, a member of the nominating committee. Attending the recent delegate's meeting at Eastern Yacht Club in Baltimore, I was able to determine the association's position on a number of legislative items of interest to PRYCA members. A few of these positions are listed below; many of them verbatim.

Taxes and Fees

CBYCA believes in paying its fair and reasonable share to support recreational boating and fishing. They want to care for what we use and want to ensure a legacy of clean and beautiful waterways for future generations. CBYCA is strongly for ensuring that money collected from boaters goes back to support facilities, infrastructure, and waterways that boaters use and not to general funds or budget deficits (e.g., the annual fight to ensure Wallops-Breaux money goes back to the states for boating safety and education).

The CBYCA considers it very important that widespread understanding exists that most recreational boaters are not under-

taxed "fat cats" but typical middle-class citizens of modest means whose hobby involves hard work and investment in a type of property that is all too easy to tax and over-regulate.

CBYCA is strongly opposed to taxes and fees which single out boaters where the funds collected benefit others that do not contribute (e.g. boat taxes to support roads or education). For instance, in several of our member states, the gas taxes collected on marine fuel are not returned to fishing, boating, or the waterways.

Boating Education:

CBYCA is for quality boating education, such as provided by the USPS and the USCGA, and the active promotion of same. Also, the consumer should have choices and be motivated to learn by education that best meets their particular needs and interests. Lately, our membership has shown increased interest in mandatory education because of numerous incidents involving PWC operators. Historically opposed to mandatory boating education because there is no evidence that education run by the public sector and imposed by arbitrary legislation can result in any significant improvement in boating safety.

Operator Licensing:

The CBYCA is opposed to operator licensing since it represents little more than another taxing device for the states. This particular stance provoked a spirited debate among the delegates, many of whom favored licensing, but who later conceded the correctness of the CBYCA position.

If you go to the CBYCA website (www.cbyca.org) you can read recent issues of the newsletter *Chartroom Chatter* which reports on legislative



activities in New Jersey, Delaware, Virginia and Maryland. The website also provides a wealth of general information regarding CBYCA, its structure and activities.

From The Immediate Past Commodore

Curt Johnson

The Sovereignty of the United States is
First Acknowledged

Borrowed from the
New Netherland News,
A News Letter of the New
Netherland Museum

White puffs of gun smoke over a turquoise sea followed by the boom of cannon rose from an unassuming fort on the diminutive Dutch island of St. Eustatius in the West Indies on November 16, 1776. "On this day, the guns of Fort Orange on St. Eustatius were returning the ritual salute on entering a foreign port by a foreign vessel. This was hardly unusual, except for one thing: the vessel was the American ship *Andrew Doria*, flying at her mast the red-and white striped flag of the Continental Congress. By responding to the *Andrew Doria's* gun salute, writes historian Barbara Tuchman in her book *The First Salute*, "the small voice of St. Eustatius was the first officially to greet the largest event of the century—the entry into the society of nations of a new Atlantic state destined to change the direction of history."

The salute to the *Andrew Doria* was the first recognition following the rebel colonies Declaration of Independence, a status confirmed by a plaque presented to St. Eustatius in 1939 over the engraved signature of Franklin D. Roosevelt. The plaque reads: "In

Commemoration of the salute of the flag of the United States fired in this fort November 16, 1776, by order of Johannes de Graaff, Governor of St. Eustatius, in reply to the gun salute fired by the US Brig-of War *Andrew Doria*...Here sovereignty of the United States of America was first formally acknowledged to a national vessel by a foreign official."

The *Andrew Doria* was itself a ship of distinction. A converted merchantman, she was one of the first four ships to be commissioned into the Continental Navy created by an act of the Continental Congress on October 13, 1775. The two-masted brigantine was sailing under orders of the Congress to St. Eustatius to take on military supplies and deliver a copy of the Declaration of Independence to Governor de Graaff. The trade in Dutch armament to the Colonies transshipped from St. Eustatius, was a "critical factor," writes Tuchman, "in saving the American Revolution at its frail beginnings from starvation of firepower."

From the Secretary

Paul Malloy

Cobb Island Days 2003

To say Cobb Island Days 2003 was a washout would be an overstatement, to say it was a sunfest would be a fish story. What it was, thanks to the weather gods, was a fun-filled weekend of pleasant activities with the occasional downpour. All things considered in this spring and early summer of 2003, we did just fine.

Susan and I already had the boat at Cobb Island and enjoyed the showers that filled the week prior to Cobb Island Days weekend, but were pleasantly surprised that Friday's weather was so cooperative. A lovely cocktail party hosted by Don Thayer

and Barbara Finch at their home "Someplace Special" on Cobb Island was a perfect way to kick off the weekend. PRYCA personage from far and wide enjoyed food and drink.

Entertainment followed on the green at Cobb Island. Local entertainment (and some out-of-towners) provided a diverse tapestry that filled the night. Crowds were somewhat smaller than expected but this was primarily due to severe weather forecasts.

Saturday's weather proved to be more of a challenge. Flag raising on the green was rather wet but Sarah Grey, umbrella in hand, delivered the National Anthem to a small but hearty group.

At the same moment, the Board of Directors of the PRYCA held its meeting at Shymansky's Restaurant. The business of the Association proceeded with the occasional glance out the window at the downpours.

Events at the green on Saturday went on as planned but the numbers in attendance were a disappointment to everyone. From knot tying to tee shirt sales, volunteers held strong in conditions not fit for man nor beast. The volunteer firefighter demonstrations went on undaunted by the foul weather. (Must be boaters.)

Cobb Island Yacht Club hosted a Captain's Hour at Shymansky's in early evening. Commodore Bob Jackson welcomed all, and a full house enjoyed the afternoon together. The masses then gravitated to Fish Tales restaurant for the annual pig roast.

After the Sunday morning buffet Susan and I headed *Somerville* north. Our trip was uneventful, as we like it, but the rains have added quite a bit of texture to the Potomac. Debris became more and more of an issue mile after mile as we progressed. Still a lovely trip, still a lovely river. Maybe next year we'll need sunscreen.



From the Treasurer

Joe Hadley

Inasmuch as the associated Current Statement of Financial Condition will be somewhat dated by the time you read this, our Editor suggested you might find it considerably more interesting to know conceptually how PRYCA is doing financially.

First a bit of background. The Association is funded for each year by dues (due by the first Monday in February) from each member club. With dues being \$60.00 and our members numbering 22 (Aquia Harbour Yacht Club, Capital YC, Cobb Island YC, Colonial YC, Dahlgren YC, District YC, Eastern Power Boat Club, Fairfax YC, Fort Belvoir YC, Fort Washington Boating Assn, Landmark YC, Mount Vernon YC, National Potomac YC, Occoquan YC, Old Dominion Boat Club, Port of Washington YC, Prince William YC, Quantico YC, Seafarers YC, The YC @ Swan Point, Tantallon YC, and Washington YC) annual dues income is \$1,320.00. This figure is the starting point for our annual budget.

Ideally proposed by October each year for approval at the annual meeting in November, the budget includes: dues, interest, the Change of Watch, the annual Float-In, the newsletter, the roster of club officers and the like. As the larger part of the budget involves the same or similar, year-in/year-out activities, adherence to the financial plan is not too difficult and is ordinarily only adversely affected by the typical variations in vendor/merchandise costs with which we are all familiar.

Your Treasurer keeps track of and reports monthly to the Bridge on all income and expenses *versus* the budget. These records are audited annually.

For the last full year, 2002, the

audited records show that, despite several deviances from the budget, most everything ultimately balanced out in our favor (+ \$999 for the year!). As a nonprofit organization, however, PRYCA doesn't aim to make any money—it just tries to ensure we don't lose too much.

For 2003, with a budget calling for \$1,200.00 more in expenses than income, we are currently on the plus side for: dues (Old Dominion Boat Club joined this year), the Change of Watch netted a slight profit, and the club roster cost 10% less than anticipated. And, we have no budgetary downside in view.

In sum, PRYCA remains in the black (just) with a small reserve—enough to front the initial expenses for activities like the Float-In.



From the Eastern Member At Large

Andrea Storey

Most yacht clubs have had flag raising and all their members have been out IN the water but few have been out ON the water. Although river conditions have been hazardous and weather generally poor, we hope that the sun will shine again soon. At this time we should give a thought about the proper uniform attire when we are representing our yacht club at social functions and when visiting yacht clubs in our travels this summer.

Given the season, I'll cover only the white summer uniform. The uniform cap is a regulation yachting cap with white top, black, gold, or silver (for past commodores) yachting braided line with matching black, gold, or silver buttons, fouled anchor device (please, no US Navy device!), over plain black visor, with club burgee button in the center and gilt officers insignia. Yachting cap braids should not be confused with gold chin straps worn by the US military and should not be worn with yacht club uniforms.

The summer shirt should be an open collar, short sleeve white shirt with shoulder straps and two pockets with brass buttons showing anchors in button holes of shoulder straps and pockets. White slacks (women have a choice of slacks or skirt) white web belt with club buckle, white socks and white boating shoes complete the uniform. The uniform coat is double-breasted navy blue or black with black buttons showing anchors. The tie would be navy blue or black and women would wear the navy lady style.

Short sleeve collar insignia is on the right collar; the club burgee pin is worn on the left collar. The commodore, VC and RC wear gold star(s). Silver stars

are worn by past commodore(s). Placement of the stars for commodore and PC is one at the collar point, one above and one along the edge forming a triangle. For the VC the stars are at the collar point and the second along the edge. The RC's insignia is one star at the collar point.

Nameplates showing the name of the club, name and rank of the officer may be worn on the right side of the summer shirt and uniform coat. Other plates, if any, shall be worn on the left side.

For those of you with a copy of the Chesapeake Bay Yacht Clubs Association 2003 Chartroom Chatter Roster Issue, from which the above information was taken, you will find more information on uniform wear, insignia and protocols.



PRYCA Treasurer's Report

Statement of Financial Condition
As of June 15, 2003

	<u>this month</u>	<u>year-to-date</u>
Opening Balance		<u>\$6,667</u>
INCOME		
Dues	240	1,320
Interest	2	8
Change of Watch 2003		894
Float-in (net)	2,322	12,764
Quarter Master	6	6
Safe BOATR (OYC donation)		73
Other		31
Total Income	2,570	15,096
Total Assets		<u>\$21,763</u>
EXPENSES		
Newsletter (printing& postage)		202
Roster		446
NBF Dues		200
Event grants: Cobb Is YC	150	150
Safe BOATR		942
QM	1,057	1,189
Other	109	129
Liabilities & Expenses Accrued		
Postage, admin, etc.	21	478
Total Expenses & Liabilities	<u>\$1,337</u>	<u>\$ 3,736</u>
BALANCE	<u>\$ 1,233</u>	<u>\$ 18,027</u>



From the Southern Member At Large

Fran Jarrett

The Naval Surface Warfare Center in Dahlgren, Va, is planning to test a new device over the Potomac River designed to detect biological and chemical agents that could be released in the air during a terrorist attack. The testing of the infrared sensor detector will begin at the end of June and continue through the middle of July. The testing will be done a couple of hours each day for about two weeks. It involves the release of chemicals over the Potomac River from a small boat. A section of Dahlgren's test range will be blocked off during the release of the chemicals. Boaters will be steered clear of the test area. The chemicals will be released from a small navy boat with personnel aboard to monitor the test. A limited number of releases of the chemicals have already been done on the base. The tests have been approved by various federal and state agencies, including the Virginia and Maryland department of the environment. The device to detect the chemicals is a cylinder-shaped infrared sensor which stands about three feet. The top of the device rotates. Inside, a scanner checks the air for chemical agents. If an agent is detected an alarm sounds to warn the military of the presence of harmful chemicals. The tests will be performed daily, weather permitting, over a two week period. Releasing the chemicals will only take two minutes, and the vapor will evaporate within 10 to 20 minutes of the release. Most of the tests will be done in early morning. A maximum of 50 gallons of four "relatively benign" chemicals will be released into the air, the chemicals will be projected about 80 feet into the air with a blower on a small boat. The chemicals—paraxylene, triethyl

phosphate, glacial acetic acid and sulfur hexafluoride—mimic nerve, blister and blood agents used in warfare. If handled and dispersed properly, they will not cause any adverse reaction to either humans or the environment. The tests will not be done if the wind is blowing toward the shoreline.

So you have been advised what will be occurring down here through the middle of July. The residents here are concerned and I have attended a meeting and spoke about our concerns with regard to boat traffic and safe passage.

From the Mid-Potomac Member At Large

George Allen

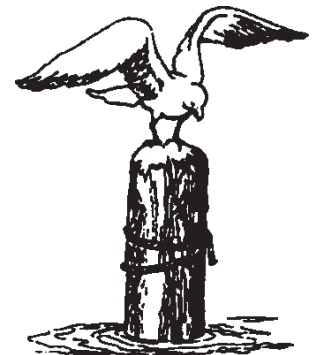
Aquia Harbour, A Brief History

After two organizational meetings back in of 1975 and a meeting in to approve and adopt the by-laws, the Aquia Harbour Yacht Club was born. The objectives of the new Aquia Harbour Yacht Club were: "to provide for organizational growth of the individual membership and for the club as a whole; to promote boating safety; to recommend and help promote rules and regulations for the improved operation of the marina; and to develop good social fellowship among members."

Although a small organization in the beginning, the founding fathers sought early recognition for the organization. The new AHYC was registered in the Lloyds of London Registry of American Yacht Clubs and still remains a part of that Registry today. Although remaining a small organization, the AHYC soon became a respected member of the Potomac River Yacht Clubs Association and the

Chesapeake Bay Yacht Clubs Association. Over the years, and with the outstanding leadership and support of its members, the club has evolved to where they are today. Aquia Harbour Yacht Club is "First on the Water." Not only do they begin the season with water-born events such as the St. Patrick's Day cruise, they hold many shore-based events throughout the year, such as a progressive dinner, and a Marina Fest. The Marina Fest is more than you would think. AHYC invites handicapped citizens of all ages to go on boat rides and to observe safety practices at the marina. It is a special event hosted by special folks and shows the true nature of boaters and their desire to be active, helpful members of the community.

Today the Aquia Harbour Yacht Club is a multi-faceted organization dedicated to the motto "Boating Safety, Education, the Environment, and Fun." In addition to an unparalleled social and boating calendar, they are seriously pursuing boating safety and training, and community involvement. Recently, the AHYC adopted a Mission Statement to guide the organization into the 21st Century: "The Aquia Harbour Yacht Club is a recreational boating group that strives to promote safe boating practices through education for its members and the community."





**From the Northern
Member At Large**

John Corley

In cooperation with the Department of Homeland Security, plans for the Potomac River have been developed that increase the levels of awareness and response readiness at the many Federal sites abutting its shores. The U.S. Coast Guard, Annapolis Station, Commander in Charge has initiated full-time patrols in the Washington, DC area.

Recreational boaters are an integral part of the plan. Be observant as you cruise the river and report any suspicious activities to the Coast Guard or the local harbor police. The Coast Guard and DC Harbor Police monitor channel 9 and 16 on a 24-hour basis.

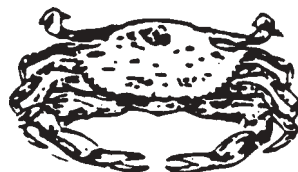
Security activities will vary in response to the Homeland Security Color Code Alert System, the sensitivity of shipping and shore facilities, and special events, such as firework displays.

No vessel is permitted to anchor or stop under a bridge. In general, all vessels are required to keep a minimum distance of 500 yards from military vessels and land facilities. Slow to idle speed when passing a military vessel. Occasions may arise when you may need to seek the shelter of a military dockage, or there is insufficient room to maintain the required distance from a military ship. Slow down to idle speed, hail the ship or shore facility on Channel 16, and state your situation. Follow directions provided by military, Coast Guard and Police Personnel. Specific security measures will be invoked on an as needed basis. However, you can expect increased visibility of the Coast Guard and occasional Coast Guard boardings. If the Coast Guard boards you, follow directions carefully. Immediately notify

the boarding party if you have a firearm on board (possession of a firearm is illegal in the District of Columbia). The Coast Guard will take possession of any firearms for the duration of the boarding, and return them upon departing. You will be required to show valid registration and/or documentation, and may be subject to a safety inspection. Displaying a current Coast Guard Auxiliary Inspection Certificate may expedite the boarding. Upon completion of the boarding, the Coast Guard will give you a copy of the Boarding Report. Keep this report with your registration/documentation. If you are subsequently boarded, provide the previous boarding report, and anticipate a quick completion of the new boarding.

If the alert level reaches Code Red, expect that the river will be closed to all boating. The river should be open during other levels of alerts, with partial closings or limited restrictions from time to time. Currently security measures are limited to the basic distance and speed requirements in the vicinity of military vessels and facilities. However, access is generally available to marina facilities, for example, Columbia Island Marina on the Pentagon Lagoon is in full operation with over three hundred seasonal slip holders, and gasoline and pump-out service for all vessels. Similarly, James Creek Marina, on the Anacostia River, situated between Fort McNair and the Washington Navy Yard, is in full operation, with gasoline, diesel and pump-out service for all.

Have a Safe and Secure Boating Season.



**From the Western
Member At Large**

Walt Cheatham

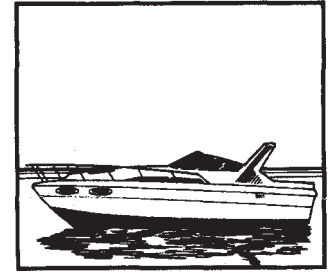
Fairfax County Marine Patrol FY04
Funding To Remain Intact

Strong and swift action by PRYCA, separate yacht clubs, businesses, and individuals in VA has reversed the Fairfax County Board of Supervisors' plan to ax the Fairfax County Marine Patrol from budget starting July 1st. Officers Steve Selby and Steve Keeney will remain on the water supporting safe and legal boating from the Wilson Bridge to the town of Occoquan.

The county proposed the cuts in its FY04 budget that takes effect on July 1, 2003—early in this summer's boating season and just 3 days before the long Independence Day weekend. But, the boating community arose in strong rebuttal with numerous letters and e-mails to the Supervisors. PRYCA Commodore Semper spoke for all 21 member yacht clubs that might ply Fairfax waters during the year—with emphasis on the five (MVYC, FBYC, OYC, PWYC, and FYC) having direct access—in expressing concern about potential repercussions of the decision and the expectation of expanded vice curtailed service as boating continues to increase in the region.

The proposal was made purely for budgetary reasons, and that was one of the main discussion areas at the public hearings—return on investment and how the officers would be a deterrent for the money spent. Due to the increasing concentration of boating on the crowded Occoquan, the representatives of Occoquan River Maritime Association (ORMA) and all three PRYCA Occoquan clubs attended.

Fairfax County Board Chairman Katharine Hanley thanked PRYCA for expressing its concerns in her reply to



Commodore Randy on May 6th, and happily advised him the FY 04 funding had been restored to assure the patrol “will continue to offer the same level safety and security that it has in the past.”

A Season of Boating and it is only July!

Ned W. Rhodes

Unlike many of you, I have been enjoying the water even with all the rain we’ve been having. Of course I have also enjoyed the water on three boats other than my own—when I helped one Occoquan Yacht Club member bring their boat up from New Bern and when I helped another take his boat from the Occoquan down to Wilmington, NC and then 10 days in the Keys in February. That was two Bay trips before my boat was even in the water! Since then, I’ve still found plenty of time to use the new *Impulse* on three additional Bay trips.

The first trip was an extension of the OYC’s rainy Memorial Day weekend. We decided to take three extra days off and meet our friends at Tides Inn off the Rappahannock River. They were just starting their month-long trip on the Bay with the Cape Fear Power Squadron from Wilmington, NC. The trip down the Bay was uneventful except for the fact that one of my waypoints was “a little wrong” and so it took us a little farther out into the Bay than we needed to be. I would have continued to follow the GPS except that my eyes told me that we were not where we were supposed to be.

It has probably been 10 or 12 years since we were last at Tides and things were as I remembered it, but showing their age. The Lodge did not appear to be open and the game room at the upper pool has turned into a sailing

classroom. There were railings that needed replacing and the saltwater pool was closed for repair. But, the facilities were nice and Abby and I had a few nice walks on the soggy golf course and a nice bike ride into town. We had our first-ever meal at the Inn in the “casual dining” area and it was very good. What I mean by first meal is that due to dress code restrictions (i.e., coat and tie), we were never allowed in the main dining area in years past. We never got to play croquet due to the soggy conditions on the court—we’ll save that for our next visit.

After two days of fun and rain, we fueled up for our trip home. Halfway to Smith Point, I decided to try out my radar and discovered a few things. First of all, you can see rain squalls. That was amazing (to me) and it was very helpful to see the rain coming and being able to determine when the rain was going to end. The other new thing I discovered was that if you have an active waypoint and your GPS talks to your radar, that it will paint a waypoint symbol on the radar screen as well as give you a bearing line to that waypoint. That was almost as good as a chart plotter and since most of my waypoints are on buoys, I saw a waypoint symbol on the screen as well as a radar return mark.

And if there is anyone I haven’t told yet, the trip from Tides to the Occoquan was 4.5 hours at about 28-29 knots cruise. Remember all that stuff I used to say about gas motors and stinky diesels and how it is does not matter how long it takes to get there if the journey is pleasant? Well, I have changed my mind. Diesels don’t stink, and getting there faster is better than a slow cruise...but that’s just me.

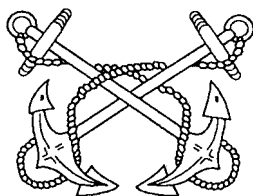
Our second trip to the Bay this year was to Solomon’s Island to once again meet our friends on their way back to Wilmington, NC, after visiting St. Michaels, Baltimore and Herrington

Harbour. We attended Cobb Island Days with the Occoquan Yacht Club, although it seemed as if participation was off due to the rain. We came in the Neale Sound side with no problems (due to recent dredging. We looked all day for our Cruise Leader Allen Gorenstein but did not hook up with him until very late in the day at the Captain’s hour. Figuring he had driven down, we started to call him a wimp until he told us that we was in the same marina as us and had there since Friday! (So much for maintaining a proper lookout.)

After brunch on Sunday, we headed down to Coles Point for fuel. The fueling process took almost an hour due to the slow pump that’s there (note to self: always try and fuel at Solomon’s since gas and diesel are always 30-40 cents cheaper than anywhere else). Fuel seemed awfully expensive there—especially when Arleen mentioned that she picked up a few “extra” items from the marina store when she went to pay.

Two hours later we pulled into Spring Cove Marina which looked the same, but with good upkeep. The next day Harold from the Cape Fear Power Squadron gave me my vessel inspection and it was an interesting experience as I attempted to find all my stickers and things on the new boat. After acquiring a Marpol sticker and reworking my masthead light, we are proud to display our 2003 safety sticker.

Lunch that day was at Stoney’s in town. For those of you who don’t know, the original Stoney’s is on Broome Island up the Patuxant River. They serve softball-size crab cakes and they are goood. His second restaurant is every bit as good and you can ride your bike there instead. Dinner that evening was grilled Portobello mushrooms and steaks from the gourmet grocery store Woodburns.



Since the sun had made an appearance, we hung around the next day and enjoyed the pool and the cool temperatures. We left around noon and were finally able to take down all of our canvas for the first time this year. Range boats in the middle of the Bay directed us inside of Point No Point light due to some live-fire exercise. We never saw any planes, but we heard a huge bang. Total cruise time to the Occoquan was 4 hours.

Our third Bay trip was the first week in July when we went with the Occoquan Yacht Club to White Point, Hampton, York River Yacht Haven and Coles Point. The city piers at Hampton are in the heart of the city, but the head facilities could use a little work. We enjoyed our afternoon at the Air and Space museum and then the night viewing of Matrix Reloaded shown in full IMAX format. The Upper Deck at the point as you come into Hampton had good food, and many other places were sampled in town. Be advised that there is a pool there, but it is on the second floor of the Sheraton, so you will not be sitting outside.

A short hop up the Bay brings you to York River Yacht Haven which has done some major renovation. They have all new floating transient docks and they are growing oysters under them for planting in the Bay. The River's Inn was by far and away the best restaurant we visited on the trip and worth a visit if you are in the area. We saw the fireworks from the docks and enjoyed a great Fourth of July.

We had good weather on our last leg up the Bay to Coles Point with a fuel stop at Windmill Point. Dockmaster Bill Barnes is still there and ready to lend a helping hand.

Well, there you have it, a season of boating even with all the rain with still more to come. Come on, it is a boat and they are supposed to get wet. And did I mention how I like those new diesels?

Watching the River Flow

Potomac Basin Reporter, May/June 2003

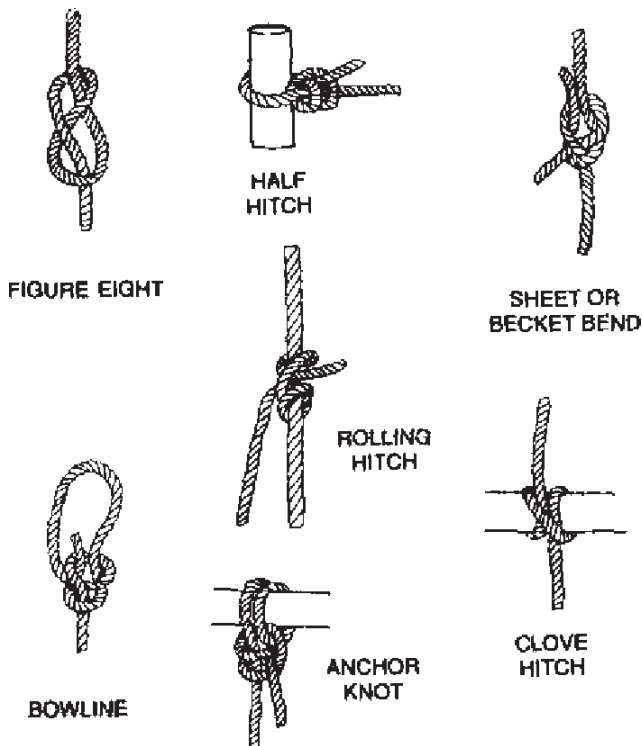
The flow of the Potomac River continued to reflect the wet conditions throughout the basin, according to the U.S. Geological Survey.

In April, daily flow of the Potomac measured near Washington, D.C., averaged about 18.9 billion gallons per day (bgd), or about 176 percent of the historical average of about 10.7 bgd. Daily extremes ranged from a high of about 48.8 bgd on April 13 to a low of about 8.8 bgd on April 30. Metropolitan area water suppliers withdrew about 370 million gallons per day (mgd) during the month, about nine percent less than April 2002. Total freshwater inflow to the Chesapeake Bay averaged about 104 bgd, about 11 percent more

than the historical average. The Potomac contributed a near-average 22 percent.

May was even wetter, with flow for the month averaging about 22 bgd, or about 232 percent of the historical average of about 9.5 bgd. Daily extremes ranged from a low of about 7.9 bgd on May 2 to a high of about 51.7 bgd on May 17. Metropolitan water supply withdrawals averaged about 379 mgd, about eight percent less than May 2002. Total inflow to the bay averaged about 87 bgd, or about 36 percent more than the historical average of about 64.1 bgd. The Potomac contributed an above-average 30 percent of the total.

Water supply reservoirs are full, and groundwater levels throughout the basin are at normal or above-normal levels.





The OYC Fleet at Wolf Trap Light



The Harbor Pilot

Upcoming Events

Aug 9-10	Dog Days of August @ Aquia Harbour YC
Aug 16	PRYCA Board Meeting @ Colonial Beach 1030
Aug 16	PRYCA Delegates Meeting @ Colonial Beach 1130
Sep 12-15	End of Summer Party @ Fort Washington
Oct 4	PRYCA Board Meeting @ Colonial Beach 1000
Nov 3	PRYCA Board Meeting @ Capital YC 1800
Nov 3	PRYCA Delegates Meeting @ Capital YC 1930



Potomac River Yacht Clubs Association



2749 North Wakefield Street
Arlington, VA 22207

Address Correction Requested