

# Potomac River Yacht Clubs Association



[www.PotomacRiverYachtClubs.org](http://www.PotomacRiverYachtClubs.org)

Volume 16

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## Officers 2004

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(District)

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(Prince William)

### Secretary

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(District)

### Treasurer

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(Swan Point)

### Fleet Captain

Stan Grubaugh,  
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Randy Semper, [rsemper@erols.com](mailto:rsemper@erols.com)  
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### Members-At-Large

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(Fairfax/Occoquan)

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(Landmark)

## Get Ready 'Cause Here Comes the Great 2004 Float-In

Stan Grubaugh  
PRYCA Fleet Captain

**This year the Float-In will be held July 16-18 at  
Somers Cove Marina in Crisfield, Maryland**

Somers Cove is an extraordinary marina and the largest Maryland marina for boating, sailing and fishing on the Chesapeake Bay with immediate access to Tangier and Pocomoke Sounds. Located in the historic town of Crisfield, the huge facility houses charter boats, sailboats, powerboats, bait and tackle, and new stainless steel fish cleaning stations. Tucked in a cove with 7,750 feet of shoreline, the Somers Cove Marina Yacht Club calls this public facility home. Annual reports list Somers Cove Marina as docking boats from 31 states, the District of Columbia, and 4 foreign countries.

Visitors are within walking distance to Crisfield's restaurants and a variety of gift and antique shops. There is also grocery, marine supply, service stores, motels, and bed-and-breakfasts in town.

Somers Cove Marina is a huge facility along the lower southwestern edge of Maryland's Eastern Shore. The list of amenities is lengthy: new large pavilion is available for crowds up to 500 people; annual slips to 65 feet; 100 transient berths to 150 feet; dry storage-covered sheds; 30, 50, and 100 amp electric; swimming pool; 7 modern comfort stations; 3 laundry rooms; picnic tables, barbecues and tents; home of charter and headboats; large meeting area and banquet room; 2 pump-out stations; 3 oil and anti-freeze disposal stations; gas and diesel; shuttle



The Harbor at Crisfield, MD



service to restaurants and attractions; 24-hour security and secured parking; 2 stainless steel fish cleaning stations; minutes from Crisfield airport; and internet access.

Tours and sightseeing trips are available for Smith Island, Tangier Island, J. Millard Tawes Historical Museum and Janes Island State Park. In addition, tours of the Crisfield seafood industry and Crisfield's Heritage tours are also available.

Somers Cove offers boating, sailing, fishing, picnicking, touring, and a visitor center.

Crisfield is not our average 30-50 mile cruise. From the Northern Potomac Area, it is about 125 nautical miles and will take a full 1 to 2 day cruise.

For this reason, I am recommending that we team up among clubs and convoy as many participants as possible as we cross the Bay to

Crisfield. The trawlers and slower cruisers could convoy across on Thursday or Friday morning from a Point Lookout area rendezvous. The Northern Potomac Clubs may want to convoy down the Potomac to the bay and across.

The following week is the Crab and Lobster Fest for those that want to make a vacation cruise of it.

More information will be forthcoming shortly. The Marina Home Web Page is <http://www.crisfield.net/marina.cfm>

Get your reservations in now for this grand event by your Potomac River Yacht Clubs Association.

We will be accepting applications at the February meeting and asking for club float plans.

Remember if you cannot attend by boat, land arrangements can be made. Don't miss this event.

## From the Commodore

Marv Storey

I begin this year as your new Commodore with some apprehension balanced with some excitement about my new position. I hope that I will be able to perform in a manner that is more than acceptable to the Association and its membership. I am sure going to give it a try. Please don't hesitate to tell me if you think things are going in the wrong direction.

PRYCA grew to 23 member clubs in 2003. Congratulations to Immediate Past Commodore Randy Semper and his 2003 Board of Directors for a job well done. They had several stumbling blocks to overcome. Winter lasted into summer making for poor boating weather during the first half of the season. The Float-In was canceled due to the activity becoming too popular and Ft. Washington Marina no longer having a large number of transient slips. The fire at Colonial Beach caused Dog Days of August to be canceled. However, we survived and even gained two new member clubs - Old Dominion Boat Club and Corinthian Yacht Club. Welcome Aboard! We now have member clubs truly from Washington, DC to the Chesapeake Bay. This year we are moving forward with our fingers crossed that spring will come when it is supposed to, we will be able to start de-winterizing in April and will have a long safe boating season.

The PRYCA Board of Directors has several new members this year. Their names, club affiliation and email addresses are shown in the banner to the left. Let me specifically welcome the new members who were not on the Board last year. They are: Fleet Captain, Stan Grubaugh from Port of Washington Yacht Club; Treasurer, Frank Erwetowski from The Yacht Club at Swan Point; MAL Ralph Burner from



An aerial view of Crisfield, MD



Fairfax Yacht Club; MAL John Anderson from Washington Yacht Club; MAL Susan Carpenter from Port of Washington Yacht Club; and MAL Gary Farrell from Landmark Yacht Club. They are fantastic individuals who I am sure will represent your interests capably.

The Board is made up of two components. The first is comprised of the Officers of the Association, which includes the Flag Officers who are the Commodore, Vice Commodore, and Rear Commodore, along with the other Officers who are the Fleet Captain, Secretary, and Treasurer. The second includes the five Members at Large (MAL). The MALs coordinate groups of four to five clubs and work with Delegates who represent each of the member clubs. This is the primary communications link with the PRYCA Board. Remember that good communications is dependent upon each member club having an active Delegate who stays in the loop by attending the Delegate's meetings and lets his/her club know what is happening. The MALs and their club assignments are as follows:

- Ralph Burner (West): Occoquan, Ft. Belvoir, Mt. Vernon, Fairfax, and Old Dominion.
- Gary Farrell (Mid): Aquia Harbor, Landmark, Quantico, and Prince William.
- Susan Carpenter (North): Port of Washington, Capital, Eastern, Seafarers, and National Potomac.
- Fran Jarrett (South): Cobb Island, Colonial Beach, Dahlgren, Swan Point, and Corinthian.
- John Anderson (East): District, Ft. Washington, Washington, and Tantallon.

PRYCA has historically sponsored two events each year and co-sponsored three others. The two events we sponsor are the Change of Watch in January and the Float-In in July. The co-sponsored events are: Cobb Island Days in June (Cobb Island YC), Dog Days of August (Colonial YC) in August, and the End of Summer Party (Tantallon YC) in September. Cobb Island Days is a fun weekend. Andi and I have attended for the last several years and have had a great time in spite of having to put pontoons on our bicycles to peddle around town. Maybe it won't rain this year. The Float-In this year will be an entirely new event for all of us. It is being held at Somers Cove Marina in Crisfield. Yes, I know it's all the way across the Bay but is it the only marina that can hold all of us at one time. Try to plan your club's cruise around stopping at the Float-In for part of it. Check the Rear Commodore's article for additional details. Dog Days with its pig roast and party along with special events held by the City of Colonial Beach is a great weekend. We hope the fire damage and hurricane repairs are completed in time for us to return this August. The End of Summer party normally sponsored by Tantallon Yacht Club is always a great closing of the boating season. This year, because of changes at Tantallon, we may have to move the party to another location. Stay tuned for future news on this one.

I would like to extend my thanks to all those who assisted in making the 2004 Change of Watch a fun event. Curt Johnson, our Master of Ceremonies; Joe Hadley and Dianne Bricker, who handled reservations and table assignments; Kathy and John Corley, who made the table centerpieces; and all the others who helped put things in their places and hang the flags and banners.

Last, congratulations to our award recipients, Walt Cheatham who received the Honorary Captain Award and Chuck Johnston who received our Meritorious Service Award.



Walt Cheatham



Chuck Johnston



**From the Vice Commodore**

Joe Hadley

**Wonder Where The Money Went?**

For each of the past 5 years the Transportation Equity Act for the 21st Century (via the Wallop-Breaux Trust Fund) gave \$5M to the Coast Guard for the national recreational boating safety program. Here's where it went and you're not gonna believe some of this:

Factory visit program: \$6.3M for ensuring manufacturers comply with Federal regulations—CG reps will visit half of all manufacturers each year; plus, new boat manufacturer outreach: \$434K for compliance enhancement. But see related article this issue!

Boat compliance testing: \$651K to check that boats on the open market comply with CG regulations.

Associated equipment compliance testing: \$426K to test what appears to be after-market alternators and bilge pumps to fuel pumps and starters.

National recreational boating survey: \$1.8M to find out who we are—boat usage, characteristics of operators and passengers, what boats we use, what safety equipment we carry and the environment in which we boat.

Boating accident database and state incident notification: \$3.1M to pull all state and federal information into one pile.

Articulated mannequins/computer simulation model: \$1.2M to develop technology to improve PFDs via development of true-to-life anthropomorphic mannequins and to develop a risk-based floatation device approval process.

Carbon monoxide research: \$591K.

Hull ID number economic analysis: \$48K to do a cost/benefit study of increasing hull ID numbers from 12 to 17 digits—why didn't I get this one????

Virtual reality Personal Water Craft: \$408K to assist understanding operator reactions to various scenarios?????

CG info line: \$860K.

Federal requirements publication: \$427K.

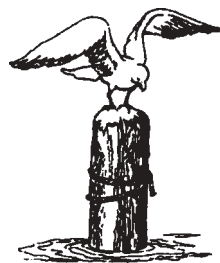
Emergency radio call procedures stickers: \$26K.

Aids to navigation booklet: \$135K educational materials for the CG Auxiliary and Power Squadron safety courses—didn't this already exist?

Operation "Boatsmart": \$2.6M for activities related to drinking and boating.

Kayak/canoe sponsor study: \$26K to study the efficiency on floatation for canoes and kayaks—another one I shoulda gotten!

And, the rest of \$20.8M for various localized safety programs and assistance to individual states...leaving \$4.2M uncommitted or not obligated!



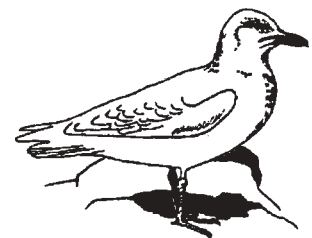
**From the Secretary**

Andrea Storey

The year 2004 begins my third round as Secretary for PRYCA. Before serving as MAL East for two years, I had served two multi-year terms as Secretary beginning in 1986 when Ed Nagel was PRYCA Commodore.

This year I would like to concentrate on getting the PRYCA Member Clubs Rosters out at the April Delegates Meeting so that all club Delegates will have one to start the boating season. To that end each club has been contacted recently by your MAL for a list of your club's officers and their contact information (office, name, spouse or SO, address, phone, and email). I will remind those again who have not responded by the February meeting at Mount Vernon Yacht Club. I am also asking for your club letterhead and/or a graphic of your club burgee that can be printed with the list of your club officers so that there will be sight recognition of your club's boats on the water. It's nice to know whom you're waving at when you pass on the river.

I feel very fortunate and honored to serve the members of PRYCA again and look forward to a rewarding year with the former and new PRYCA Board members and 23 yacht club officers and their members. I can be reached via the PRYCA website: [Secretary@PotomacRiversYachtClubs.org](mailto:Secretary@PotomacRiversYachtClubs.org) or [awstorey28@aol.com](mailto:awstorey28@aol.com).





### From the Rear Commodore

George M. Allen

As your Rear Commodore Elect, I look forward to the challenges of the coming year. We have started the planning process for the PRYCA Float-In. Plans are to hold the event at Somers Cove Marina, Crisfield, Maryland, July 17th and 18th. Bridge members are planning to visit the Marina the last week of January to get rates and other information. We made every attempt to get the event into a marina on the Potomac, but that is just not possible this year. I encourage you to plan on attending.

Somers Cove was very receptive to having boats arrive the day before the event, and staying an extra day if desired. Many Captains and Mates are including this event as part of their summer cruise plans. Your Club may want to consider this as an option also. In past years, some members have driven cars to the event rather than boat in. This can be accommodated, as there is a motel adjacent to the Marina.

Crisfield offers many shops and restaurants if you want to stroll during the day. The downtown area is an easy walk of only a few blocks. There is also a great museum at the marina. A pool is also available, as well as very nice restrooms, showers and laundry facilities. As I get the plans fleshed out, I will get information to your MALs and Delegates.



### From The Fleet Captain

Stan Grubaugh

The rules for recreational boating are changing constantly due to the increased state of security we find ourselves in.

The role of the U.S. Coast Guard has evolved tremendously from courteous on-the-spot assistance and safety to on-the-spot readiness and security. Make no mistake, the weapons, small arms and machine guns are loaded and primed. They now are aligned with the new Department of Homeland Security instead of the traditional Department of Transportation.

If you are on the water, specifically in the northern Potomac River area, prepare to be boarded and have your documentation papers ready. This is for the safety and security of all of us.

1. Do not challenge their right to board you.
2. Be courteous and forthright with them.
3. If you are asked about firearms on board, answer truthfully.
4. Do not violate no wake zones and obey the rules of the road.
5. If radio equipped, monitor Channel 16 for emergency traffic.
6. Use hailing frequency Channel 9 for recreational boat-to-boat hailing.
7. Do not anchor or loiter in the vicinity of bridges or monuments.

For any questions, check out [www.uscg.mil](http://www.uscg.mil) for the latest information. For Rules of the Road information, check out their new Navigation Center site at [www.navcen.uscg.gov/mwv/navrules/navrules.htm](http://www.navcen.uscg.gov/mwv/navrules/navrules.htm).

Make full use of the U.S. Coast Guard Auxiliary boating safety programs including Vessel Safety Inspections, Safety and Navigation

Training Classes.

Above all, don't forget the PRYCA BOATR Program for practical boating skills and applications. Successful completion can mean savings on your boaters insurance.

### Numbering Of Vessels

Joe Hadley

Current federal statutes and regulations administered by the CG limit the number of conditions that a state may require of owners to obtain vessel numbering certificates for undocumented boats.

At the request of a number of states arguing it will promote public safety, under a CG proposal issued January 14, 2003, in addition to proof of ownership and proof of payment of state and local taxes, states would be allowed to require proof of liability insurance as a condition for obtaining vessel numbering certificates.

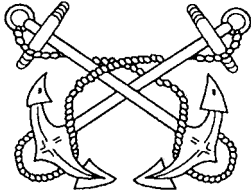
### Fishermen: New Cove Point Restrictions

Vice Commodore Joe Hadley

On December 30, 2003 the CG announced a new final rule establishing an enlarged safety and security zone surrounding the Cove Point LNG Terminal. In short, you are prohibited within 550 yards of the terminal and the area will not be marked with buoys.

Despite comments to its proposal to the effect that fishing in the area would be totally eliminated, the CG has stood firm.

For the precise coordinates of the safety zone see 68 FedReg 75133, 12/30/03.



### From the Immediate Past Commodore

Randy Semper

On December 8, 2003 Past Commodore Dave Goodman passed away. Dave was a good friend to many of us and he will be missed. In 1999, PRYCA recognized his contribution to the association by naming him a Distinguished Commodore of the Potomac. Dave thoroughly enjoyed boating and continued to be active in many boating organizations. He was the Rear Commodore of the Chesapeake Bay Yacht Clubs Association, President of the National Boating Federation, a Past President of the Aquia Harbour Chapter of the International Order of the Blue Gavel, a member of the Mid-Potomac Power Squadron, and of course a Past Commodore of the Aquia Harbour Yacht Club. The AHYC Clubhouse will not seem the same without him on a Friday evening.

PRYCA is off to another year with a new Board of Directors under the able leadership of Commodore Marv Storey. It was a pleasure to serve as PRYCA Commodore last year. I enjoyed working with the members of the 2003 Board they are a talented group of people and I thank each of them for their efforts during the year.

Recipients of PRYCA awards presented at the Change of Watch dinner were Walt Cheatham who was given the Honorary Captain of the Potomac award and Charles Johnston who received the Meritorious Service award.

One of the highlights of the past year was the opportunity to say "Welcome Aboard" to the members of Corinthian Yacht Club. The Corinthian Yacht Club membership application to join PRYCA was approved in December. With the addition of Corinthian Yacht Club, we now have 23

member clubs stretching from Washington DC to the Chesapeake Bay.

This past year was an eventful one for PRYCA. We submitted comments to the Washington DC Planning Commission voicing concerns of boaters and yacht clubs about the proposed redevelopment plan for the Southwest DC Waterfront. We also sent comments to the Fairfax County Government about a proposed budget reduction that would have severely reduced the hours of the Fairfax Marine Patrol. The efforts of many boating entities combined led the County Supervisors to restore full funding for the marine patrol.

In 2003, it seemed like it rained almost every weekend anyone had boating plans culminating with Hurricane Isabel in September. Many clubs and marinas along the river and its tributaries sustained damage from the storm. Hopefully, they are on their way to full recovery. The November issue of this newsletter related many of

the problems. It was one of the most informative newsletters we have produced in several years. If you missed the November issue, it along with earlier newsletters and newsletters from individual clubs are available on our website.

Thanks to the Cobb Island Yacht Club for hosting PRYCA clubs at the 2003 Cobb Island Days. While wet, it was fun. Thanks also to Aquia Harbour Yacht Club for volunteering to host the Dog Days event when Colonial Yacht Club indicated they wanted to skip a year while the Colonial Yacht Center was restored to full operation.

The increased utilization of the Fort Washington Marina finally forced us to cancel the PRYCA Float-In. The marina has become more popular. Eventually they told us they could only provide half the number of slips that were available to us just two years ago. The reduced number of slips, particularly at the last moment, led us to cancel the entire event, rather than continue with



PRYCA does a burgee exchange with Corinthian Yacht Club



it for just a select few. While the timing was regrettable, it was the right decision.

The 2004 Board of Directors is working to identify a new location where boaters from many of our clubs can gather. It is a challenge since there are not many marinas capable of handling the number of boats we bring to a float-in. If the tentative plans can be confirmed, it will be fun. The PRYCA Float-In has always been a great opportunity to see old friends from other clubs.

We hope to see you on the water this year.

### From the Treasurer

Frank Erwetowski

#### PRYCA Annual Dues Due

The Annual Dues for Member Clubs is \$60 per year. The PRYCA Treasurer, Frank Erwetowski, will send out the notices in January, which coincides with the beginning of the Association's fiscal year. This bill needs to be paid by the February Delegates Meeting. (See Article VIII, Section 4 of the By-Laws.) Checks should be made payable to PRYCA, re: 2004 Dues.

The Treasurer's address is:

PRYCA Treasurer  
11420 Mohawk Court  
Swan Point, MD 20645-2146

### From the Mid MAL

Ralph Burner

My first article as a new MAL and they only give me 7 days to do it. How am I to decide what to write about and put it together in just 7 days? After all, I'm not a professional at writing newsletter articles. And what to write about? I had a brilliant idea that I

would do an article about the rebuilding all the clubs are doing following Isabel. Why not? There were all kinds of articles about the damage that was suffered, so it only made sense that I could write about the recovery. But that meant that I would have to start calling people, actually chasing some people, and I just didn't have the time to do that. Nor am I sure who I should be chasing in some cases. I can tell you that Fairfax Yacht Club has committed to about \$280k to rebuild that facility. The wayward E-dock that got loose during the storm is back where it belongs, the main dock has been mostly rebuilt, and replacing all the wiring to the docks is underway. They still have a long way to go, but should be pretty much operational by spring. That's all the information I have on rebuilding efforts.

Next I thought that maybe I could introduce myself. Some of you know me, but I know there are a lot of you who don't, so here goes. I live in Alexandria with wife, Anna and dog, Ginger. We've been in the same house since we were married 18 years ago. I started my boating career in the 70's by going out on boats owned by friends and co-workers. I bought my first boat in 1981 and kept it at Captain John's Beach Marina. It was a 21' runabout that would do over 60 MPH when conditions were right and I loved it. I could cruise to Pope's Creek for crabs in less than an hour and going to DC took no time at all. Then I met Anna and after we were married we decided to trade up to our current 29' cruiser. Boy, I sure missed the speed of that runabout, and the fuel economy, but now there was a bathroom! What an improvement on those days when the water was cold.

We bought our new boat from a dealer in Richmond and our very first trip was to bring it all the way down the James, up the Chesapeake to the

Potomac, and then up the Potomac to Fairfax Yacht Club. It was pretty foggy that day and we had a hard time figuring out where we were at times. (We still don't have GPS.) When we were just south of the Potomac we started running into some rough seas and we took a lot of water over our bow. What a maiden voyage that was! We finally got to Fairfax YC and put our new boat in slip A-5. It was May of 1988 and, except for storing it out of water for the winter, it's been docked there ever since.

Fairfax is a bit of a different kind of club. It's not really as social as other clubs because it's a condominium, but we keep trying. I've served on the activities committee and also spent about 5 years on the board. I guess you could call it a bridge, but our bylaws call it a Board of Directors, so that's what we call it.

Eventually Anna and I joined Occoquan and Solomons Island yacht clubs. We enjoy all of them when we actually have the chance to do so, which is never often enough. For a few years I was the PRYCA Delegate for Fairfax and Walt Cheatham, also a member of Fairfax and Occoquan, was the MAL. This year he and I switched jobs. I have big shoes to fill. He shouldn't have any problems.

Well, this is about all I can come up with at this point. I'm already 3 days beyond the deadline and I'm not even sure this will even be published. Maybe if I slip the editor another bottle of cheap red wine he'll still get this into the newsletter.

*Ed. Note: I am still waiting for the wine. Wish me luck.*





## From the North MAL

Susan Carpenter

### DC Waterfront Development

Because my marina, Gangplank Marina, in downtown DC on the Washington Channel, is smack-dab in the middle of the redevelopment plans for DC waterfronts, the PRYCA Board asked me to give a short summary of the various plans. I will concentrate primarily on the SW waterfront portion here. To understand the various developments, it would be best to understand some of the players, making it less painful by tracing some of the twists and turns so far in recent SW waterfront redevelopment history.

### Background

First of all, the properties along the SW waterfront are leased from DC or from the National Park Service. For instance, the National Park Service holds the lease for Washington Marina and the Fish Market; DC has the lease for the Gangplank, CYC, etc. There is a patchwork that requires a fairly detailed map to determine who exactly has what here—not unlike other areas of DC.

### Anacostia Waterfront Initiative

The Anacostia Waterfront Initiative is the broader planning initiative that includes both sides of the Anacostia (Navy Yard, the River Walk, etc.) and the SW waterfront along the Washington Channel where the Gangplank, CYC, Washington Marina, cruise boats *Odyssey* and *Spirit* ships, Fish Market, old Hogates, Phillips, Channel Inn, etc. are located. The DC Office of Planning's Anacostia Waterfront Initiative (AWI) has been hard at work for several years. Some redevelopment is already taking place

with more to come. The yacht clubs along the Anacostia will have more information about their turf.

### NCRC

In about 2000, DC Council recognized this DC/federal difficulty and decided to create a new agency, National Capital Revitalization Corporation (NCRC), with board members appointed by the US President and the DC Mayor to attempt to work with the various stakeholders of DC properties. Ultimately, the NCRC took over the older out-of-steam Redevelopment Land Agency (RLA) lands, using the acronym RLA-RC, a subset of NCRC. In 2001 the Gangplank Marina lease was sold to the fairly new NCRC for \$6.4 Million. The NCRC defined the Gangplank as the cornerstone for redeveloping the SW waterfront. Because NCRC is a development corporation, they wisely paid the on-going Anacostia Waterfront Initiative to study the SW waterfront and to develop that plan on a stepped-up timetable. That was done during the last two years, 2001-2003. In late 2003, DC Council approved the plan presented but with enough serious reservations that the plan has the possibility of being changed radically. Principally, there is some citizen opposition to the (up to 12-story) towers and some other parochial issues.

The NCRC has had some difficulties keeping staff with numerous turnovers in President/CEO and other key staffers during the past two years. There were also difficulties with the slipholders at the Gangplank as they, developers, were suddenly landlords. Slipholders, NCRC and Coastal Properties, Inc. (Gangplank's Annapolis-based marina management company) continue to work out their problems—things are getting better.

### Proposed New Agency

Just before Christmas, a new wrinkle was introduced by Mayor Anthony Williams to a celebrity-filled audience at Arena Stage. He has proposed a new agency, Anacostia Waterfront Corporation, to take charge of all waterfront development. Right now we do not have many facts, only rumors, about what will happen once they are approved.

Some site to check are:

<http://dc.gov>  
[www.ncrcdc.com](http://www.ncrcdc.com)  
[www.ncpc.gov/planning\\_init/waterfront/anac\\_faqs.html](http://www.ncpc.gov/planning_init/waterfront/anac_faqs.html)  
[www.planning.dc.gov/planning/cwp/view.asp?q=581773&planningNav\\_GID=1647](http://www.planning.dc.gov/planning/cwp/view.asp?q=581773&planningNav_GID=1647)  
[www.dcwatch.com/council15/15-616.htm](http://www.dcwatch.com/council15/15-616.htm)

### From the Editor

Ned W. Rhodes

Snow and cold. That is what this winter is shaping up to be. Once again I am glad that *Impulse* is up on land under a protective cover of shrink rap. At least I won't have to go down and shovel snow off her.

And then there was the story of Lloyd Scott Oglesby in today's Post (January 25, 2004) who sailed out of Alexandria only to get stuck in the frozen ice off Mount Vernon. Temperatures have hit 25 at night and he had no heat on board. The Coast Guard was finally dispatched to break the ice and haul him back in to the Alexandria City Docks.

But, to him there was still adventure on the water as he is quoted as saying, "I was out there steering through icebergs. For a while there, it was glorious good fun." I can understand that. Sometimes just being on the water is "glorious good fun."



**From the Mid MAL**

Gary Farrell

I would like to introduce myself to the PRYCA members. My name is Gary Farrell. I am the current VC for Landmark Yacht Club on Aquia Creek. I am the Mid Potomac Mal for 2004 and I will be representing AHYC, LYC,QYC, and PWYC.

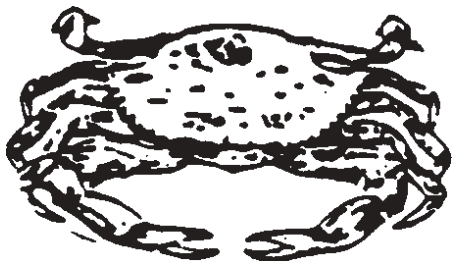
If you are coming up Aquia Creek and look over to port about 1/2 mile inside the creek, you will see Landmark Yacht Club. On the T-dock (the only dock we have), sits the *Yes Indeedy*, my 43 Egg Harbor aft cabin. We have 8ft of water at the end of the T-dock that can handle two 45 footers. Please stop and say hello. In turn, I will try to visit each of your clubs by boat this summer.

I was going to tell the PRYCA members a little about how each of the four clubs I represent fared after hurricane Isabel. As I was doing research for this article, I went to each clubs web site where I found articles, pictures, and a lot more information about each club than I could ever get into this article. Please go into the PRYCA web site and follow the links to these clubs. If you don't do the computer thing, I am sure you can call any officers at the those clubs and they would be glad to send you something.

**Current Statement of Financial Condition**

As of December 31, 2003

	this month	year-to-date
<b>Opening Balance</b>		\$ 6,667
<b>INCOME</b>		
Dues		1,320
Interest	1	20
Change of Watch 2003 (net)		894
Float-In (net)		<1,114>
Quarter Master Sales	9	775
Safe BOATR (OYC donation)		73
Change of Watch 2004 (net)	4,155	3,155
Other		50
<b>Total Income</b>	<b>4,165</b>	<b>5172</b>
<b>Total Assets</b>		<b>11,839</b>
<b>EXPENSES</b>		
Newsletter 419; website 75	494	
Roster		446
NBF Dues		200
Sponsored Events		300
QM		1,687
Safe BOATR		942
Post 283; bank 5;corp 75	75	363
Bridge	132	180
<b>Liabilities &amp; Expenses Accrued</b>		
Postage, admin, etc.	7	290
<b>Total Expenses &amp; Liabilities</b>	<b>214</b>	<b>\$ 4,902</b>
<b>BALANCE</b>	<b>\$3,951</b>	<b>\$ 6,937</b>





## Washington Yacht Club

John W. Anderson

It has come to my attention that although WYC has been in around for almost a century, very few people are aware of its existence. In an effort to correct that situation, I have submitted the following for your approval. This is an abbreviated version of information gleaned from minutes of past meetings, stories relayed to me, and other articles that are currently available.

### The History of Washington Yacht Club

To promote the sport of boating, six men met on April 25, 1910 and founded the Washington Yacht Club. Each man held an office. The first Club site was on the south side of the Anacostia River east of the present day Sousa Bridge. The property was leased from the District of Columbia for \$10.00 a year.

Initiation fees were \$2.50 and monthly dues were 50 cents. The club was then, as it is now, a "do it yourself" Club—making it possible for persons of modest means to become members. The members bought the materials, transported it to the site and built their first wharf. Time was also allotted for the design of our present day burgee, which was adopted in 1911.

Between 1910 and 1925 the Club had to move 4 times, always on the south side of the River. With each move the men dismantled everything they could salvage and reconstructed somewhere between the old Pennsylvania Avenue Bridge and the 11<sup>th</sup> Street Bridge. The new sites were leased from the War Department, Public Buildings and Grounds, The War Department and finally the Interior Department.

In 1925 the Club was asked to move again. This time a 200-foot site

was located on the opposite side of the River. The highly motivated and somewhat undercapitalized membership used a scow, rafted their new Clubhouse across the River and set it on their newly laid 7-foot high block foundation to create the present site at the foot of 15<sup>th</sup> street.

Over the years as sailing and rowing were replaced by motor boats and water skiing took the place of swim meets, trenches have been hand dug under the railway, concrete has been hand mixed and poured, storage sheds and wood shops have been converted from oyster sheds, pilings driven, docks and finger piers built. As well, countless modifications, repairs and additions that have been made by the membership using sweat equity in lieu of a large bank account. The Club has increased from the original 6 members to 37 as of the last meeting, each with his own area of responsibility.

The club has undergone numerous changes over the last 90 years, always improving, always striving for excellence. The effort and the fine example set by our forefathers and mothers are illustrated, even today, by the well-kept grounds, newly built docks, and the neat and clean clubhouse. We are proud of our club, we are proud of the flag the waves above it on our self erected pole and we are especially proud of our recently received plaque from the Department of Health, District of Columbia and the National Park Service stating that Washington Yacht Club is a "Green Marina."

Some dates the merit mention are:

- 1910—Washington Yacht Club was founded.
- 1911—The burgee that we presently use was designed and adopted.
- 1911—The office of Fleet Captain and Measurer were added.
- 1913—The Club was incorporated as a non-profit organization.
- 1915—\$25.00 bonds were sold to construct a Clubhouse addition.
- 1918—Club dues were waived for members of the Armed Forces.
- 1919—Electric light was installed using a purchased electric plant.
- 1928—The Galley was built.
- 1929—Running water was installed.
- 1931—A telephone was installed.
- 1932—Pilings were driven with help from Corinthian Yacht Club.
- 1932—4<sup>th</sup> of July celebration was held at Mattawoman Creek.
- 1934—Floats were installed for Sea Scouts.
- 1941—News of Dec. 7<sup>th</sup> was received during an oyster roast.
- 1942—All boats had to be registered with the Harbor Master. The Coast Guard checked all arrivals and departures. War caused gasoline rationing, men leaving to join the military.
- 1944—The wooden entrance steps were replaced with concrete
- 1946—Electric service from Potomac Electric Power Co. was installed.
- 1951—The Ladies Auxiliary was organized.
- 1955—The Oyster shed was hand carried across the entire length of the lot.
- 1957—The rendezvous at the Gravel Pit replaced rowing and swimming meets replaced by outboard motors and skiing.
- 1959—The new flagpole was dedicated.
- 1960—The storage sheds were constructed.
- 1990—Additions were made to the clubhouse.
- 2001—The new docks were designed and replacement was begun



2002—The entranceway was blacktopped.  
2003—A Green Marina Certificate of Achievement was received.

## The Cobb Island Yacht Club

Bob Jackson

In 1981 most of the sailboat owners who had berths at the Cobb Island Marina did not live on Cobb Island or even in Charles County. They came from a variety of areas such as Washington, DC, St. Mary's and Prince George counties. Friendships were formed on the docks as a result of their interest in boating and gradually the idea to form a "boat club" began to take shape. The primary function of the club was to establish a roster to include pertinent data of the cruising members as to call signs, addresses, boat identification and phone numbers. This enabled fellow boaters to be on call to aid one another while cruising on the river or on shore. Using a bulletin board at the marina ship's store to communicate, the group organized raft-ups, potluck suppers and day cruises. One event, which remains to this day, is the annual Memorial Day Kick-off Boat-in and Cookout. General good fun sustained the group for about 6 years. When in 1987 the Cobb Island Marina changed hands, the boats were scattered and Cobb Island Marina based club was no more.

On May 1, 1993, some of the original members and a few more island boat owners formally organized a "new" Cobb Island Yacht Club. Officers were elected, bylaws were written, a burgee was designed, dues imposed and a newsletter established as a communication tool instead of the bulletin board at the marina. The club determined that its mission would be to foster boating safety, education in seamanship, partnering with the community, sail and power events and

organizing cruises. Membership was obtained in Boat/US. The U.S. Coast Guard Auxiliary began conducting annual boat safety checks and sail and powerboat events organized. The powerboat predicted log races became popular and an automated scoring system to aid in determining the winning vessel was designed. For the first time the CIYC began the tradition of participating in Cobb Island Days as a fundraiser by preparing and serving a Pig Roast.

In order to enhance the range of activities available to the club members, application was made to the Potomac River Yacht Clubs Association (PRYCA). The PRYCA met on September 9, 1996 and officially accepted the CIYC into its ranks. In 1998 more changes took place within the club to aid its growth. CIYC became a corporation, the bylaws were revised and the position of Fleet Captain was established. The PRYCA placed Cobb Island Day on its calendar of official events, which resulted in many boats from other yacht clubs visiting the island. Two more essential positions were added in 1999, that of Dockmaster and Quartermaster. In 2000 the CIYC newsletter, the "Lighthouse," was distributed via the Internet and the club created and designed its own web page.

Boat ownership does not determine membership in the CIYC. The criteria for membership are an interest in boating and in the mission of the CIYC.

The current officers are: Commodore Bob Jackson, Vice Commodore Paul Malloy, Treasurer Bert Cheseldine, Secretary Patti Paul, Fleet Captain Nancy Jackson, Quartermaster Roger Fajans and Dockmaster Bill Mudd.

## CG Factory Inspections Cut

Vice Commodore Joe Hadley

Powerboat Reports editor Chris Landry advises that in 2004 CG inspections of manufacturers will be cut in half! But, see "Wonder where the money went?" in this issue.

"That's bad news," says Landry, "considering that the CG Factory Inspection Program leads to hundreds of recalls of boats each year." The CG reports 187 recalls in 2001 from 1,164 plant inspections.

In 2004 inspectors will visit only 900 of the 4,000 manufacturers instead of the usual 2,000 inspections.

FYI, Landry says "inspections cover areas specific to CG regs that fall under four categories: flotation, electrical, fuel systems and ventilation." He also states that "inspectors aren't concerned with quality of construction, however, or a boatbuilder's allegiance to the industry's voluntary standards set by the American Boat and Yacht Council (ABYC). There's a voluntary program out there that covers that—the NMMA's (National Marine Manufacturers Association) certification program."

"NMMA...says the program has some sharp teeth behind it. Of course, since certification is voluntary, it's up to the boatbuilder whether it's willing to be bitten."





## **CG Finally Approves Lighting Alternatives**

Vice Commodore Joe Hadley

Two plus years in the making, on December 8, 2003 the CG removed the tungsten-incandescent-light-only source rule for private aids to navigation. This means that private aids may now use LED or other lanterns and lights provided they comply with fairly rigid standards for the new lights.

Because this rule will permit the use of new technology, less-expensive, and less maintenance-intensive lighting options, expect to start seeing these new LED lights soon.

## **Coast Guard Life Jacket Rule Becomes Effective On December 23**

Rule Intended to Minimize Drownings Among Children Under 13

United States Coast Guard Headquarters, Washington, DC (December 23, 2003) — The United States Coast Guard's Life Jacket Rule will go into effect December 23, 2003. In support of the ongoing efforts of the states and Coast Guard to improve boating safety, the Coast Guard is requiring that all children under 13 years of age wear Coast Guard approved life jackets, while aboard recreational vessels underway, except when the children are below decks or in an enclosed cabin. This rule was created to address the problem of childhood drownings while boating. Between 1995 - 2001, 210 of our children, under the age of 13 died while boating. One hundred and twenty one (121) of them by drowning. Most of these deaths could have been prevented if the child had been wearing a properly fitting life jacket.

This Rule affects only those States

that have not established requirements, by statute or rule, for children to wear life jackets. For the remaining states, the rule recognizes and adopts the existing state regulation, even if it is less stringent.

"Statistics show that life jackets save lives—but only when they are worn," says Captain Scott Evans, Chief of the U.S. Coast Guard's Boating Safety Office in Washington, D.C. "Children customarily wear protective gear when rollerblading, skateboarding, and bicycling, and similar precautions are in order on the water. The Life Jacket Rule was proposed to make sure that there is a life jacket rule in all states."

Penalties for a boat operator who fails to have all children under the age of 13 wear a life jacket are similar to those for failing to have life jackets on board. Penalties may be assessed up to a maximum of \$1,100 for each violation.

The United States Coast Guard published the Interim Rule June 24, 2002, in the Federal Register, and in cooperation with states, conducted an education and public awareness phase that began July 1 and will end December 31, 2002. States with no current regulation for life jacket wear by children include Colorado, Guam, Hawaii, Indiana, Iowa, Minnesota, the Northern Mariana Islands, New Mexico, North Carolina, Virgin Islands, Virginia, Wisconsin, and Wyoming.

For more boating safety information see [www.uscg.mil/news](http://www.uscg.mil/news) and [www.uscgboating.org](http://www.uscgboating.org).



## **Past Commodore David L. Goodman**

January 29, 1942 to December 8, 2003

We are all saddened by the loss of our Past Commodore David L. Goodman on December 8, 2003. Dave put a new-found breath of life into PRYCA during some lean years.

Dave was raised in Arma, Kansas, where he graduated from high school in 1960. He received a Bachelor of Arts degree from Pittsburg State University, Pittsburg, Kansas, and a Master of Business Administration degree from Oklahoma City University. He served 25 years in the U.S. Army, retiring as a major. He was awarded the Combat Infantry Badge, the Bronze Star, the Republic of Vietnam Gallantry Cross, Army Commendations and Meritorious Service Medals. He was Program Manager on disability leave from CACI at the time of his death.

Dave was active in many local organizations. He was serving as President of the National Boating Federation (NBF), was sworn in as CBYCA Rear Commodore just three weeks before his death, and was a Past Commodore of his own Aquia Harbour Yacht Club (AHYC). Working with Joe Orth of the National Potomac Yacht Club (NPYC), he brought the International Order of the Blue Gavel to the Mid-Atlantic area, where AHYC was the second chapter and Dave served as its first Chapter President. Dave, a Pilot in the United States Power Squadrons (USPS), was influential in the formation of the newest squadron in District 5, the Mid-Potomac Power Squadron. He was also a member of the Chesapeake Commodores Club, a life member of the American Legion of Arma, Kansas, and a member of the Occoquan Veterans of Foreign Wars.

Dave's enthusiasm for life, passion

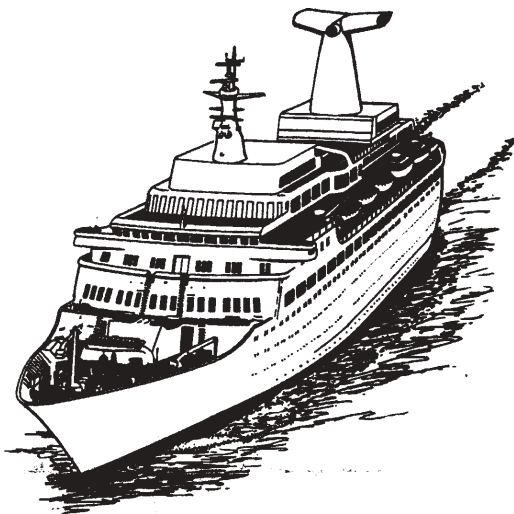


for boating, and pride and honor of serving his beloved country as well as what Dave considered the ultimate privilege of being a United States citizen, will continue to be an inspiration to us all as a lasting memory. Considering all of Dave's outstanding accomplishments, those who knew him best credit his intense involvement with anything he undertook as the ingredient for his success. Dave's love of the water and of boating etiquette will never be surpassed. As the Army was so much a part of Dave's life with established rules and procedures, he brought that same discipline to proper uniform attire, radio communication, and practice of safe boating procedures on the water.

Dave was enthusiastically looking forward to one of CBYCA's most challenging activities, the responsibility of putting together the annual Roster Book publication. As NBF President, he chaired a very successful fall meeting at Capital Yacht Club just five weeks before his death. He was so happy with his new boat, which he brought up to Capital Yacht Club for the weekend. He seemed to be doing so well. It's hard to believe he could leave us so soon afterwards. He led us in an exploration of and renewed dedication to NBF's mission and goals. Dave was also instrumental in establishing youth participation in his home club, AHYC. Dave will be truly missed but never forgotten. He will continue to be "First on the Water" in the hearts of his fellow boaters.

Dave is survived by his wife Judy, three daughters, three grandchildren, one sister, one uncle, and numerous nieces and nephews. Memorial contributions may be made to Hope Lodge, American Cancer Society, 636 West Lexington Street, Baltimore, Maryland 21201. Dave stayed at Hope Lodge during his radiation and chemo treatments at Johns Hopkins Hospital.

*Note from P/C Penny Orth: I want to thank PRYCA Past Commodore John Hancock for help with this tribute to President Dave Goodman. Personally, Dave's passing has left me with a great sadness. I have worked with Dave in three boating organizations, PRYCA, CBYCA, and NBF. He was always great to lead your team or to just have on your team. I will miss him.*



## The 2004 Change of Watch

Vice Commodore Joe Hadley

Saturday night, the 24<sup>th</sup> of January, 195 folks from 18 clubs and CBYCA enjoyed dinner and dancing at the annual Change of Watch.

In keeping with tradition, the evening began with cocktails on the mezzanine floor of the Sheraton Crystal City Hotel. At the appointed hour everyone took their seats and the new Bridge was introduced. Next the Arlington Cadets of the Civil Air Patrol presented the colors and PC Curt Johnson began the short program.

The highlights of the program included outgoing Commodore Randy Semper presiding over an exchange of burgees with new member club, Corinthian YC, and the presentation of very well deserved awards to former MAL Walt Cheatham and former FC Chuck Johnston. The program was concluded with PC/VP of the National Boating Federation Penny Orth installing the new Bridge.

After enjoying dinners of prime rib, chicken picatta and salmon florentine, attendees danced the night away to music provided by Peggy Castle.

If you missed it, you missed one heck of a party. From a guy's perspective the ladies were uniformly in extremely fine feather, with us guys looking like a bunch of penguins wearing other than boat shoes so we could dance—and it seemed at times like everyone was dancing at once. From all reports a terrific time was had by all.



Past Commodore Curt was our Master of Ceremonies



IPC Randy and Commodore Marv



MAL Fran Jarrett, MAL Ralph Burner, Fleet Captain Stan Grubaugh, VC Joe Hadley, RC George Allen, Secretary Andrea Storey, PC Randy Semper, Treasurer Frank Erwetowski, Commodore Marv Storey, MAL Susan Carpenter, MAL John Anderson and MAL Gary Farrell



A Timely Gift for IPC Randy



Anna Burner, Susan Cheatham and Arleen Rhodes

Upcoming Events

Mar 1 PRYCA Board Meeting  
Apr 5 PRYCA Board Meeting @ Tantallon YC  
Apr 5 PRYCA Delegates and Commodores Meeting  
Check <http://www.PotomacRiverYachtClubs.org>  
for up-to-date information



**Potomac River Yacht Clubs Association**

2749 North Wakefield Street  
Arlington, VA 22207

Address Correction Requested