



Potomac River Yacht Clubs Association

Volume 2

Issue 2

August 1990

Officers 1990

Commodore

David L. Goodman
(Aquia Harbour)

Vice Commodore

Cliff Johnson
(Capital))

Rear Commodore

Ned W. Rhodes
(Occoquan)

Secretary

Andrea Storey

Treasurer

Harriet Douglas
(Capital)

Immediate Past Commodore

Kenneth Kelly
Jim Ifland
(Aquia Harbour)

Members-At-Large

Mary Davis
(Tantallon)

Betty Shaw

Paul Fleury
(Tantallon)

From the Commodore

David L. Goodman

It is indeed an honor and a pleasure to have been appointed Commodore of the Potomac River Yacht Clubs Association. I wholeheartedly accept this position with great enthusiasm. I look forward to the coming months with great expectations and I sincerely ask each PRYCA member club for support. Initially, I believe that we, as an organization, have several fundamental requirements to meet if we are to continue as a viable organization on the Potomac River. First of all, many key PRYCA Key Bridge positions have been unfilled since September 1989. Strong and innovative leadership is absolutely essential to our organization if we are to grow and become a vital force on the Potomac River. Accordingly, with the approval of the PRYCA Bridge, I have appointed Cliff Johnston, Capital Yacht Club, as PRYCA Vice Commodore, and Ned Rhodes, Occoquan Yacht Club, as the PRYCA Rear Commodore. We will be defining specific roles and responsibilities for these positions in the coming weeks. Congratulations, Gentlemen!! Secondly, our committee structure needs to be revitalized. An organization cannot exist without vital, robust, productive committees. To that end, I plan on examining the existing committee structure, reorganizing as necessary, and filling these positions with people who want to do the job. I'll be asking for your help and your support. More to follow. Lastly, central to our success is the definition or redefinition of the goals and objectives of the Potomac River Yacht Clubs Association. Heretofore, I

guess we have espoused a legal legislative role; sometimes social responsibilities.

We will define the appropriate roles for our organization, whether it be legal legislative, training, social, or a combination of several functions. I plan on using a long range or strategic planning group to meet this requirement. Commodores, I need your help, please!!

Historically one of our most successful activities has been the annual PRYCA Float In. The 1990 PRYCA Float In was the biggest and most successful ever. Over 50 vessels representing 9 of our Yacht Clubs participated in this annual event. Over 200 of our members enjoyed a super weekend of cocktails, games, dinner, dancing, and camaraderie. A special thanks to Aquia Harbour Yacht Club for their super effort!

Again, thank you for your confidence. If anyone wishes to discuss these thoughts, offer suggestions, etc., please call me at 703-553-4863 (w) or 703-659-3275 (h).



From the Editor

Ned W. Rhodes

In the hopes of capitalizing on the great turnout at the PRYCA Float-In, we decided to put together a small issue. For those of you who missed the Float-In, you missed a good time. I have included an article that appeared in our Occoquan newsletter. From those of us who attended, thank you Aquia Harbour for the hospitality and thank you Commodore Goodman for

the cocktails before hand.

This issue contains a reprint of the most recent PRYCA Board Meeting Minutes (minus the attachments) and a summary of information concerning Federal issues. Keep those cards and letters coming and especially those club newsletters.



PRYCA Float-In

Pam Delancey
Occoquan Yacht Club

What a beautiful setting! Our first trip up the winding channel to Aquia Harbour Yacht Club for the PRYCA Float-In was well worth the trip. The narrow channel is mostly "No Wake" and allowed us to truly enjoy the landscape and curious wildlife. The privately-owned marina had our accommodations waiting for us along with an army of volunteers dressed in green shirts to help direct us and tie our lines. The AHYC originally expected 40 to 45 boats and at sunset had welcomed between 50 to 60 vessels. They had room for all with a few boats rafting against the end slips. They had taken care of all details and even provided an Emergency Rescue Squad from Aquia Harbour (GREAT IDEA).

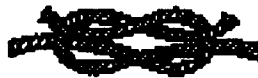
As the day progressed, several OYCers arrived by land and sea to enjoy the day's events such as the dinghy contest and swimming at the hilltop pool. After a dip in the pool, we made a mad dash to our boats to escape a rough-looking storm. This gave everyone a rest and time to prepare for dinner. Several OYCers had dinner on board, but I'm told dinner at the restaurant was terrific, well organized and with a Hawaiian theme.

Later we met at the restaurant and danced not "till the cows came home" but more like "till we mastered the Electric Slide." Some of us mastered it after the third try, and some of us thought we nailed it but really didn't but didn't care or knew we wouldn't remember!! (GOT IT?) WHAT FUN!

The next morning those of us who weren't suffering from all that "Sliding" met on the docks for home-made Bloody Marys provided by AHYC. There were

sodas for the heavy "Sliders."

We all left at different times on Sunday and as we slowly made our way back to our marina, I couldn't help but be impressed with the gracious hospitality shown to all of us as we invaded AHYC's peaceful hideaway. Thank you, and WE'LL BE BACK!!!!



Federal Issues

It appears that the proposed \$25.00 annual Coast Guard decal, et al, is in a momentary state of limbo. The big news event recently has been the massive meeting of the sixteen organizations comprising the powerful coalition of the American League of Anglers and Boaters (ALAB) of which NBF is a member.

Jim Finch represented NBF at the two day conference hosted jointly by the American University, the Kennedy Center and the Rayburn House Office Building attended by 220 people. The meeting was held on the sixth anniversary of the enactment of the Wallop-Breaux Trust Fund and was conducted to review the progress made since its inception, explore measures that can be taken to refine it, strength it and make it better known among the rank and file anglers and boaters.

Senator John Breaux, in his keynote address, seemed to summarize the thinking of most. He is now on the Senate Finance Committee, before whose committee 1991 reallocations for Wallop-Breaux will be heard. In that capacity he assures us that these dedicated funds will be protected. He feels that the future reallocations of the trust funds is excellent despite periodic attempts by others to break into the fund and use it for other purposes - concerns and sentiments shared by Senator Wallop and reported on near the conclusion of the briefing.

All the panelists addressing the theme "Can the Wallop-Breaux Program Survive and Thrive in the 1990's?" were unanimous in their enthusiastic opinion that the fund was healthy, growing, being protected and gaining support from all segments, and that the future of Wallop-Breaux was indeed rosy.

Senator Malcolm Wallop befittingly

concluded the session. Senator Wallop humorously expressed his worry over an act of omission rather than of commission. Seems each year the Federal deficit begins with a proposal by OMB to raid the W-B Trust Fund, their purpose being to divert these dedicated funds to other purposes within the Department of Interior. This year he has thoroughly reviewed the two budget books submitted to Congress and can find no reference to such a raid. His worry is that there is a third book floating around out there somewhere.

He did state, however, that OMB's proposal of a \$25.00 use fee on all boaters to help sustain the Coast Guard budget is being done despite the fact that the Coast Guard has been slow to utilize all the funds available to in in W-B. This gives critics some reasoning for diversion to other purposes.

As expressed in one of the workshops, "We are all shareholders in Wallop-Breaux. It belongs to all of us, not just one group."



Congress Sends Signal: FCC

Fees Imposed

BOAT/U.S. Reports

The Reagan and Bush administrations' long-standing goal to require those who use government services to pay for them has come home to roost in a new fee for many boaters.

All those applying for a new ship station license, or renewing one, will have to pay a \$35 fee to the Federal Communications Commission (FCC). Good for five years, the license is required to operate any marine VHF radio or single side band radio.

The license fee for marine radios is just a small portion of a sweeping new fee schedule for all FCC licenses approved by Congress last November as part of the Omnibus Budget Reconciliation Act of 1989.

According to knowledgeable sources, both the House and Senate Budget committees requested lists of "feable" government services. Those for the FCC came out of the House Energy and Commerce Committee chaired by Rep. John Dingell (D-Mich.) and the Senate Commerce Committee chaired

by Sen. Ernest Hollings (D-S.C.). The FCC fees were but one small portion of the enormous 400-page "revenue-enhancing" measure passed by Congress to battle the burgeoning federal budget deficit.

Officially, the FCC stood neutral on the fee package, but sources have said privately the Commission did not want the fees because none of the \$40 million generated will go back to the FCC. In addition, the new fees may increase processing time and workload for FCC staff.

In another unusual move, Congress directed the FCC to bypass the normal process of publishing the fees in the Federal Register and allowing the public to comment. Many boat owners were surprised when they opened renewal notices this spring and found a bill for \$35.

In addition, those wishing to obtain a restricted radiotelephone operator's license will also have to pay a \$35 fee; however, this license is not required unless a boater cruises outside U.S. waters. The license is also good for life.

For boat owners with a VHF and a single side band, one ship station license covers both radios.

Approximately 116,000 new ship station license applications are processed by the FCC each year, making boat owners one of the largest volume users of FCC services. The Commission's fees also hit other major holders of FCC licenses, both private and commercial, most of them for more than \$35, including owners of aircraft, television, radio and cable TV stations, cellular phone services, satellite and microwave systems, as well as land mobile operators.

BOAT/U.S. has successfully argued against a blanket federal "user fee" on all boat owners because all proposals to date do not guarantee any government services in exchange for a user fee. The fees being imposed by the FCC differ in that they are for specific agency services, namely a license and radio call letters. Since boat owners were not singled out in this proposal, there is little chance of the fees being rescinded on the grounds that boat owners were unfairly treated.

New VHF radio owners applying for a first-time license or those renewing a license need to send FCC Form 506 and \$35 to a new address: Federal Communications Commission, Marine Ship

Service, P.O. Box 358275, Pittsburgh, PA 15251-5275.

Boat owners who wish to comment on the new fees should write to: Reps. Edward J. Markey and Matthew J. Rinaldo, House Telecommunications Subcommittee, 316 Annex II, U.S. House of Representatives, Washington, D.C. 20515.



Trash Placard a Must BOAT/U.S. Reports

As part of an international treaty to help clean up oceans, bays and rivers, owners of boats 26 feet or larger must by July 31 display a trash disposal placard on board.

The placards list all at-sea garbage disposal restrictions and the prohibition against dumping plastic trash anywhere. The ban on plastic trash and the other restrictions went into effect Jan. 1, 1989.

As the enforcing agency for the MARPOL Treaty, the Coast Guard requires that the 9-by-4-inch placard be "prominently displayed." Lt. Carl Crampton, the Coast Guard's project manager, says that means "anywhere people recreate or congregate. If you have a galley, you might want to put it there." The cockpit might also be a good spot.

Crampton said the Coast Guard will look for the pollution placard in the course of its routine safety inspections, but he said fines for not having it have not yet been established. Technically, however, any violation of any provisions of the MARPOL Treaty can bring a civil penalty of up to \$25,000, a fine of up to \$50,000 and up to five years in prison.

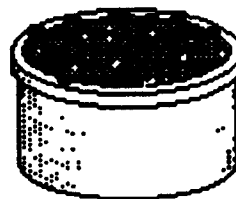
BOAT/U.S. is producing its own version of the placard and it is expected to be available this month, in time for members to comply with the new law. Members can get one at a BOAT/U.S. marine center or by calling 1-800-937-BOAT or 1-800-937-2628. (The item number is 711021; price is \$1.)

It is estimated that recreational boaters throw some 200 million pounds of trash into U.S. waterways each year. Plastic trash is banned everywhere because it does not naturally decompose, and it entangles and kills thousands of

sea mammals, fish and birds every year, besides being a hazard to swimmers, waterskiers and marine engines.

GALLEY NOTES

Pam Delancey



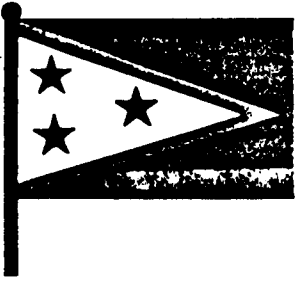
For those of us with less galley space, maybe this recipe from Tom ("On the Docks") Tilmon might be easier.

Refried Bean Diablo Dip

1 can refried beans (Old El Paso)
1 can nacho cheese soup
Hot picante sauce (Pace works best), to taste
1 bag plain Tostitos

Mix beans and soup. Add picante sauce to taste (Tom says the hotter the better). Cover with Saran and microwave for 3 minutes on high. Stir. Microwave 3-1/2 minutes longer. Serve with Tostitos. Great for teenagers. (I'm not sure if that means as a cure, or to pour over.— I guess I'll know in a year when Chris becomes one.)





Potomac River Yacht Clubs Association



PRYCA Board Meeting
June 25, 1990
Potowmack Landing

Present

Dave Goodman, Comm.
Andrea Storey, Secy.
Harriet Douglas

Absent

Paul Fleury, MAL
Mary Davis, MAL
Betty Shaw, MAL

Proxy

Jim Ifland, Immed. Past Comm.

- o Dave called the meeting to order at 8:18 PM. See Agenda (Attachment 1).
- o Treasurer's report for June (Attachment 2)

\$2659.38	opening balance for June
10.50	deposited
<u>16.72</u>	dispersed
\$2563.16	closing balance for June

Five clubs still have not paid their 1990 dues

We received a letter from IRS asking for PRYCA's EIN.
Dave will furnish it to IRS.

Jim Finch requested \$17.00 for postage for mailing the NBF newsletter. It will be sent to him.

- o Float In Update (Attachment 3)
 - Dave mailed a flyer to the homes of all commodores of member clubs.
 - Last year the PRYCA paid for the DJ and life guard services. This year we will cover the DJ plus rental/setup/pickup/delivery of tables for the dinner as follows:

\$125.	Tables
<u>225.</u>	DJ
\$350.	Total
 - Dave invited members of the PRYCA Board of Directors to his home between 5:30-6:00 before dinner.

- o The following people have been contacted and have accepted appointment to the PRYCA Board of Directors to fill vacant positions:

Vice Comm.	Cliff Johnson, Capital Yacht Club
Rear Comm.	Ned Rhodes, Occoquan Yacht Club

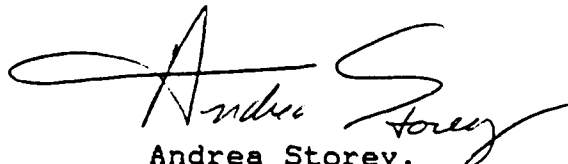
Johnson and Rhodes were approved by the three board members present plus the proxy vote of Jim Ifland. All positions are now filled.

- o In line with requests for more social events, Dave proposed a fall foliage cruise to a destination to be announced at a later date.
- o Dave called the management at Tall Timbers Marina regarding the Memorial Day death of Byron Reed, Restaurant Manager, and formerly the Patuxant River Officers Club Manager. Rick was very appreciative of PRYCA's concern and compassion.
- o A telephone Tree has been set up to disseminate information more quickly as follows:

Dave will call

- Andrea who will call
 - Harriet
 - Cliff
 - Betty who will call
 - Delegates in her six clubs
- Jim
- Ned
- Mary who will call
 - Delegates in her six clubs
- Paul who will call
 - Delegates in his six clubs

- o The next meeting will be held at Potowmack Landing, August 13, 1990 at 7:30 PM. Dave will call Bill McMenimin to reserve the room.


Andrea Storey,
Secretary

Upcoming Events

August 13 - PRYCA Board Meeting @ Potomack Landing



Potomac River Yacht Clubs Association



1000 Water Street, SW
Washington, DC 20024

Address Correction Requested