



# Potomac River Yacht Clubs Association



Volume 2

Issue 1

July 1990

## Officers 1990

**Commodore**  
David Goodman  
(Aquia Harbour)

**Vice Commodore**  
(vacant)

**Rear Commodore**  
(vacant)

**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 Goodman

PRYCA exists to provide a forum for Yacht Clubs to get together and discuss issues common to all and to foster boating safety up and down the Potomac River. We feel that communications between the members clubs is important and so we have made the commitment to publish a quarterly PRYCA newsletter. We hope you find the information useful to your club and we want to encourage your participation in PRYCA by ensuring that your delegate attends PRYCA meetings and by contributing information to this newsletter.

By now, all member clubs should have received information concerning the PRYCA Fifth Annual Float-In scheduled for 14-15 July. Let's make 1990 a "banner year" for the fifth Float-In and the PRYCA!!!

In this issue, you will find information about the PRYCA Float-In, minutes from the last two Board meetings, a treasurer's report, a copy of testimony before the Coast Guard and Navigation Sub-Committee and some other letters of interest.



## From the Editor

Ned W. Rhodes

Here is your copy of the quarterly PRYCA newsletter. I hope that your club will consider submitting articles for this newsletter by sending them to me at 2001 North Kenilworth Street, Arlington, VA 22205. At the very

least, you should submit a copy of your schedule of events for the coming year and you should put me on your newsletter mailing list. If no information is submitted, I will be forced to include articles from the Occoquan Yacht Club Daymarker. You have been warned!

I am looking forward to the PRYCA Float-In as I feel that it is important to meet and get to know other Yacht Club members on the River. One of my goals as Commodore of the Occoquan Yacht Club was to try and organize events and cruises with some of the other clubs. I hope that we can meet at the Float-In and come up with ways to get our clubs together doing the thing we all like to do, which is boating. See you at the Float-In.



## PRYCA Float-In

July 14-15

Once again the Potomac River Yacht Club Association is planning the Fifth Annual PRYCA Float-In. The Aquia Harbour Yacht Club is again hosting this event in conjunction with their AHYC Invitational. The Float-In is scheduled for 14-15 July. Those dates were selected to take advantage of high tide on Aquia Creek.

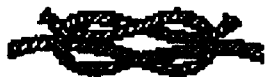
Aquia Harbour Yacht Club is located near the head of Aquia Creek. By boat, head south (from Washington) on the Potomac and enter Aquia Creek. Proceed under the railroad bridge and follow the channel to what looks like a lily pad farm. You then have to wind your way back to the Yacht Club which consists of a marina with fuel, a restaurant, and community facility with golf

course, tennis courts and swimming pool. For those of you who wish to practice your navigation, the Club is located at Longitude 77° 23' W, Latitude 38° 27'30" N. In the past AHYC member boats have been stationed in Aquia Creek to help guide participating boats.

By car, take I-95 South from Springfield and go 26 miles to the Garrisonville/Aquia exit at mile marker 144. Go left onto Garrisonville Road and across the light at Route 1. Then straight ahead to the guard gate and then another mile to the Harbour Inn.

The schedule of events and the menu for the Saturday dinner are enclosed and individual slips will be limited. Since the creek is well protected, rafting together is possible and power will be available. Slips will be \$10, rafting with power will be \$5.00 and rafting with no power will be free. Swimming pool passes are \$1.00 for the weekend, dinner Saturday night is \$40 per couple and breakfast on Sunday is \$5.95. You will need to sign up no later than July 4 with your club Fleet Captain.

This should be a fun event and a great opportunity to get together and talk to the members of the other yacht clubs on the river.



**Coast Guard Authorization Bill  
Testimony  
Presented by Jay H. Brown,  
President  
National Boating Federation  
Before the  
House Merchant Marine and  
Fisheries Committee  
Coast Guard and Navigation  
Sub-Committee  
24 April 1990**

Good morning ladies and gentlemen. My name is Jay Brown. I am President of the National Boating Federation, which, as many of you know, is an organization of unpaid volunteers, representing approximately two million recreational boating families.

Who are the recreational boaters in our country? The average Joe Boater makes payments on a sixteen or eighteen

foot trailerable boat with an outboard engine. Most Joe Boaters are found on our lakes and rivers, fishing, water skiing or just lazing a Sunday away.

It is on behalf of these Joe Boaters, according to Kenneth Schwartz, of the Office of Management and Budget, in his recent letter to me, that at least fifty percent of the budget "set aside for search and rescue, aids to navigation, marine safety, and environmental protection..." is spent. Absurd? You bet.

Before we consider the very real special contributions, in cash and kind, which the recreational boaters make to the Coast Guard's budget, let's look at the proposed budget, and its changes in priorities over the short period of just ten years:

Since 1980, the Coast Guard's total budget has doubled, from \$1.113 billion to \$2.210 billion.

Since 1980, the search and rescue budget has been cut by 21%, and the recreational boater has been told to look to other recreational vessels for help, or, failing that, to look to a commercial tow and salvage operator or local agency, with sometimes inadequate training and/or equipment, or to the Coast Guard Auxiliary...themselves recreational boaters.

Since 1980, the aids to navigation/ice breaking operations budget has been cut 18%. Most channel markers are set in depths of thirty-five feet or more. Certainly not a depth required by recreational vessels. In fact, if there were not a single recreational vessel on the waters tomorrow, there would still be the need of the Navy, commercial operators and the Coast Guard's own vessels, for the placement and service of aids to navigation. This, of course, would include light houses, radio beacons and LORAN. You'll forgive me if we make short shrift of ice operations...not exactly carried out for the benefit of the recreational boater.

Since 1980, the Marine Safety budget has been cut 42%. Again the responsibilities carried out by that office have been relinquished largely to private industry...and once more, the volunteer Coast Guard Auxiliary is being drawn upon to carry out a number of routine inspections.

Since 1980, the environmental protection budget of the Coast Guard has increased from 7.5% to only 8%. Recrea-

tional boaters are certainly concerned about the environment (we are very close to it), but, by far the largest portion of this expense is attributable to response to oil and chemical spills. OMB apparently feels that we are responsible for these costs, too.

So where has all the money gone? We all know where it has gone. Not in service to the recreational boater! The budget for drug interdiction and enforcement of laws and treaties has risen by 100%! It seems to us that this expense should be borne by the general taxpayer, which group, we must always remember, includes the recreational boater.

In addition to those taxes which defray Coast Guard operational cost, of benefit to the population at large, the recreational boater has been paying a very large user tax of well over two hundred million dollars a year in the form of fuel, import and excise taxes, commonly called the Wallop/Breaux. Ever increasing allocations of this fund have been made annually for Coast Guard use. We must also keep in mind the enormous contribution made, in kind, by the United States Power Squadrons and Coast Guard Auxiliary. Their contribution amounts to millions of dollars in donated time, expertise, and use of their personally owned vessels.

Despite the \$70 million dollars appropriated to the Coast Guard from the Wallop/Breaux fund for FY 1991, the service chose to avail itself of only \$60 million, leaving ten million to revert to deficit reduction, not really a direct function of a user fee.

Now comes the Office of Management and Budget, requesting yet another \$25 tax on all boats using "navigable waters." Yes, per vessel! From an 8 foot rowboat in the Dakotas to the *Exxon Valdez*. The boater in South Dakota has never had Coast Guard presence. If he were to see a Coast Guard vessel, his comment would probably be: "I wonder who the guy is with the crazy graphics on his boat. I dig the red stripe!" How can this be anything other than an additional tax? Where is the "use" for which he is to be charged a "user fee"? On the other end of the scale, almost 10% of Coast Guard operating personnel are stationed in Alaska, not really a hotbed of recreational boating.

In 1988, when the Coast Guard received the budgetary axe, the first cuts in

Coast Guard services were those SAR stations which benefited the recreational boater. Recreational boaters set up a hue and cry, successfully securing additional funding for the Coast Guard. Yet the Coast Guard considered reopening those SAR stations "very low priority." When asked for what the additional money was proposed to be used, we were informed that it was going toward law enforcement and defense readiness. You, the Coast Guard Sub-committee, agreed that we, the recreational boaters, were indeed paying for, and deserved, the services rendered by those orphaned stations.

Referring once more to the letter from Kenneth L. Schwartz, of OMB: he expressed the opinion that 50% of the Coast Guard budget covering SAR, aids to navigation/ice operations, marine safety, and environmental items were spent on behalf of the recreational boater. A patent absurdity!

He also writes: "Increasing the amount of Coast Guard costs offset by user fees from \$161 million to \$361 million is less draconian than the \$720 million recovery cited by the Congressional Budget Office (CBO). As recently as February of this year, CBO said of the costs to operate the Coast Guard, 'Much of these costs could be recovered through the imposition of fees that would save the Federal Government about \$710 million in fiscal year 1991...' How generous he is! Can he possibly believe boaters are so gullible as to be convinced that CBO's reference was only to the recreational boater? Or is he attempting to lay the blame on Congress?"

Mr. Schwartz further writes: "As to your fundamental question, 'How will the money be used?', it will be used to offset the costs of operating the Coast Guard, including, but not limited to recreational costs." How stupid of us not to understand that. And we, of course believe him.

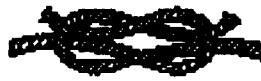
We will continue to have these Coast Guard financing problems so long as they come under "Function 400", which leaves them competing for funding within the Department of Transportation, with AMTRAK and other public transportation, as well as highways and air travel services.

The recreational boater pays general taxes, as does every other responsible

citizen. Directly and indirectly, we more than pay our way, and more than our share of Coast Guard funding. These proposed new taxes are not even earmarked for Coast Guard use. They would go into the General Fund, where they may ultimately be used for deficit reduction.

When proper, and long overdue, Coast Guard accounting procedures are required to have the same accountability as they require of their funding to the states, it will be apparent the recreational boater is paying his own way, and is not getting a "free ride."

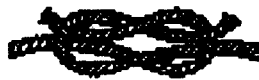
The National Boating Federation, on behalf of its over two million boat owning families, urges the sub-committee to reject this tax proposal.



### Bad Weather

*Folklore of American Weather (1963)*

Bad weather may usually be predicted by: red sunrise; yellow sunset; rainbow in the morning; halo around the moon; flickering stars; day deck (on a boat) in the morning; fog in the winter; lowering clouds; wind from easterly quarters; thunder in the morning; overly restless cats and dogs; biting flies; descending smoke; very active and playful porpoises; screaming sea gulls; a cow with its tail to the east.



### Galley Notes

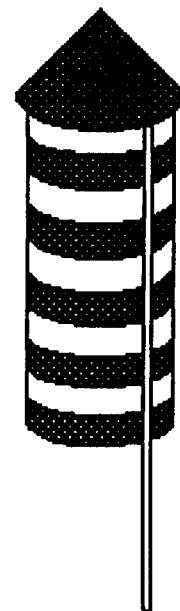
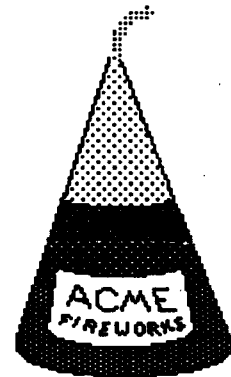


Presented here are two recipes from Fredrick Tilp's book Chesapeake Fact, Fiction and Fun.

**Blue-Blazing Oysters.** Professional oystermen, being traditional purists, scorned cooked oysters but achieved an exciting recipe called "torch bearers". It goes like this: place six to eight oysters in

a large metal pie pan. Add just enough 151 proof dark rum to cover oysters; set afire. Flavor the blue-blazing oysters with black pepper and tabasco. When the fire is out, munch slowly with a certain quiet dignity and ceremony which will accentuate the rum taste and aroma.

**Chesapeake Cure.** Rock & Rye was the traditional cure for most everything ... it fought off colds, influenza, miasmas, megrims, swamp dizzies and blackwater fevers. Imprisoned in a square bottle is a fifth of Maryland Rye, jigger Jamaica Rum, 1/2 cup rock candy, 12 cloves, quartered orange and a seedless lemon (peel left on). Allow to soak for a fortnight; strain spices out with fine cloth. Replace fruit and serve hot with affinities such as thin slices of dry-cured, pepper-slices of Pennsylvania Dutch rye bread. Even Methodists subscribe to this.



# PRYCA FLOAT IN

## SCHEDULE OF EVENTS

- Saturday-14 July 90
  - • Dockage Fees
    - Slip' (if available) - \$10.00/per night
    - Raft with Power - \$5.00 per cord/per night
    - Raft - No Charge
  - • Harbour Inn available for lunch (1100-1600)
  - • Nautical Competition - Dinghy Relays - Inter-Club Competition
  - • Swimming Pool Passes - 1.00 for the weekend
  - • Golf Course - Available on Request
  - • Tennis Courts - No charge
  - • Cocktails 1900-2000, Cash Bar
  - • Dinner 2000-2100, \$40.00 per couple
  - • Dancing 2100 - ?
  - • Water Ballet - AHYC Players
- Sunday - 15 July 90
  - • Bloodies on the Docks 0900
  - • Breakfast at Harbour Inn 1100-1400, \$5.95

\*Local Transportation Available on Request

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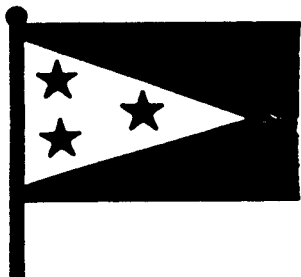
### MENU

#### Dinner (Saturday)

Teriyaki Chicken  
Barbecue Ribs  
Fried Oriental Rice  
Roast Pork  
Corn on the Cob  
Irish (Red) Potatoes  
Fresh Fruit - Melons, Strawberries, Pineapple, Grapes  
Coffee or Tea

#### Breakfast (Sunday)

A la Carte



# Potomac River Yacht Clubs Association



PRYCA Delegates Meeting  
May 14, 1990  
Potowmack Landing

Commodore Kenneth Kelly called the meeting to order at 7:30 PM.

## Reports:

### Treasurer - Harriet Douglas

(Attachment A) The opening balance is \$2710.61 with deposits from NBF MC royalty, Aquia Harbour dues, and interest; and withdrawals for PRYCA flags for members on the board of directors, NBF dues, and postage. The closing balance is \$2569.39.

### NBF Representative - Eve Finch

Eve reported on the annual meeting of the National Boating Federation held in Washington, DC, and distributed copies of various materials presented and received as follows:

NBF President Jay Brown's testimony before the House Merchant Marine and Fisheries Commission (Attachment B),

PRYCA Commodore Ken Kelly's testimony before the same Commission (~~Attachment C~~),

Letter from NBF Exec. Dir. Ron Stone (Attachment D), and

Letter from Kenneth L. Schwartz, OMB's Dep. Assoc. Dir. of Transportation, Commerce and Justice to Mr. Stone (Attachment E).

The Bill commonly referred to as the "Trash Overboard" bill effected soon and imposes a fine of up to \$25000 for discharging trash overboard. The only allowable discharge is "Graywater" which is either dishwater or shower water. Although the CG Aux. cannot impose fines, members can report infractions to the USCG which can fine violators.

## New Business:

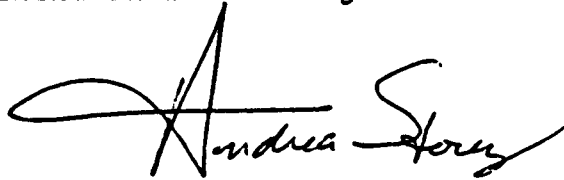
Relative to PRYCA's inability to conduct business because of poor attendance at Delegate Meetings, Andrea proposed a change in the bylaws reducing the number of voting representatives to 3/4 of those present required to pass a motion. After discussion, the motion was defeated in favor of a second motion to change the percentage of club representatives required to vote on an issue from 50% to 30%. The motion was passed and will be presented as a bylaws change to the total

membership for vote.

Commodore Ken Kelly submitted his resignation (Attachment F) as Commodore of PRYCA effective 5/21/90 due to retirement and relocation to New Orleans, LA. It was with regret that the board accepted it. As his final official act, he recommended as his replacement, Dave Goodman, Aquia Harbour. Dave was present, and unanimously accepted to complete Ken's term of office.

Submissions for the PRYCA newsletter are due to Ned Rhodes, Occoquan Yacht Club no later than June 16.

The next board meeting will be at Potowmack Landing's Afterdeck Cafe, June 11, 1990, at 7:30 PM. Dave will contact Bill McMenamin for arrangements.

A handwritten signature in black ink, appearing to read "Andrea Storey". The signature is stylized with a large, sweeping initial "A" and a long, horizontal stroke extending to the right.

Andrea Storey,  
Secretary

POTOMAC RIVER YACHT CLUBS ASSOCIATION

Beginning Report Balance: ----- \$2,710.61

Deposits:

5/1/90 ----- \$ 73.51  
 ( N, B, F, M?C. Royalty thru  
 12/31/89 )

5/1/90 ----- 45.00  
 ( A.H.Y.C. Dues )

5/5/90 ----- 12.76  
 ( Interest )

Total Deposits: ----- 131.27

DEDUCTIONS:

4/18/90 --M.J. Clune ----- \$ 62.50  
 ( C.# 298- Flags )

4/19/90 -- N.B.F. 1990 Dues ----- 200.00  
 ( C.# 299 )

4/19/90 -- HARRIET Douglas ----- 10.00  
 ( Postage 1989-90 )

Total deductions: ----- 272.50

Ending Total Balance: ----- \$2,569.38

NOTE:  
Report balance contains \$450,00 for PRYCA Hydrill fund

CLUBS that have not paid 1990 dues:

- Ft. Washington Yacht Club
- Metro Sailors
- National Yacht Club
- Seafares Yacht Club
- Wicomico Yacht Club

Clubs that have not paid 1989-90 dues

- Sailing Club Of Washington



EXECUTIVE OFFICE OF THE PRESIDENT  
OFFICE OF MANAGEMENT AND BUDGET  
WASHINGTON, D.C. 20503

April 4, 1990

Mr. Jay H. Brown  
President  
National Boating Federation  
3217 Fiji Lane  
Alameda, California 94501

Dear Mr. Brown:

Thank you for your March 15th letter to the President concerning U.S. Coast Guard user fees. Insofar as my responsibilities at the Office of Management and Budget include the Coast Guard's programs, I have been asked to respond.

The Operating Expense account in the President's Budget for the Coast Guard in 1991 is over \$2 billion. Of that amount roughly \$1.3 billion is set aside for search and rescue, aids to navigation, marine safety, and marine environmental protection. Even if one were to argue that half of the aids to navigation funding is essentially for commercial use, that would still leave \$1 billion worth of spending in that account for the benefit of the recreational boater. In fiscal year 1991 it is anticipated that a total of \$161 million will be received from the motorboat fuel tax to offset that \$1 billion cost.

Increasing the amount of Coast Guard costs offset by user fees from \$161 million to \$361 million is less draconian than the \$710 million recovery cited by the Congressional Budget Office (CBO). As recently as February of this year, CBO said of the costs to operate the Coast Guard, "Much of these costs could be recovered through the imposition of fees that would save the Federal Government about \$710 million in fiscal year 1991..."

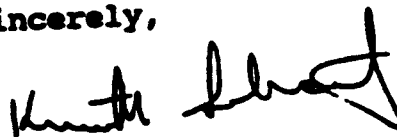
As to your fundamental question, "How will the money be used?" It will be used to offset the costs of operating the Coast Guard, including, but not limited to the recreational costs.

While it is true that the President promised no new taxes, he has endorsed the use of selected fees where the beneficiary of a Government-provided service can be clearly identified and is able to pay for that service.

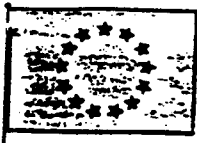
Based on the above, the Administration believes that its user fee proposals are reasonable and appropriate.

I hope this information has been useful to you.

Sincerely,



Kenneth L. Schwartz  
Deputy Associate Director  
Transportation, Commerce  
and Justice



# NATIONAL BOATING FEDERATION

1000 Thomas Jefferson Street, Washington, D. C. 20007

Telephone: 202-338-5718

April 26, 1990

The Honorable William Lehman  
Chairman  
US House Appropriations Committee  
Transportation Subcommittee  
2358 Rayburn House Office Bldg.  
Washington, D.C. 20515

Dear Representative Lehman:

Our organization is proud to be a member of the American League of Anglers and Boaters whose Vice President, Mr. Norville S. Prosser, testified before your Subcommittee April 25 in support of appropriating the full level of authorized funding for FY 1991 in the Boat Safety Account of the Aquatic Resources Trust Fund. For the record, we wholeheartedly endorse that position.

Speaking for more than 2,400 boat and yacht clubs and a collective membership of approximately two million recreational boating families, the National Boating Federation typifies the kind of boaters who pay the federal excise tax on marine fuel that is the sole source of the Boat Safety Account.

We are not asking our federal government for general revenues to support programs uniquely benefiting recreational boaters. All we ask is that we be allowed to pay our own way by application of \$35 million for state boating safety and public access enhancement programs and \$35 million for the Coast Guard.

The money is there in a dedicated trust fund. Any part not appropriated does not lapse to general revenues to be used for budget deficit reduction purposes. The law provides that monies authorized but not appropriated from the Boat Safety Account shall automatically roll over to the Sport Fish Restoration Account in the Aquatic Resources Trust Fund.

To borrow from the remarks of Rep. Tauzin, Chairman of the US House Coast Guard and Navigation Subcommittee, at the April 25th hearing, we think it is wrong to collect our boat fuel taxes for one purpose and use it for another for want of appropriation of the full level of authorized funding. Furthermore, we are on solid ground in objecting to the proposal to exact \$200 million

HONORABLE WILLIAM LEHMAN  
April 26, 1990  
Page 2

more from recreational boaters in so-called Coast Guard user fees, with no guarantee of service, at the same time that it is proposed to hold back \$10 million in authorized funds emanating from boaters.

The statement of the National Association of State Boating Law Administrators entered in the hearing record manifests the many ways in which federal marine fuel tax, matched dollar for dollar by the states, is being constructively used to advance recreational boating safety and to construct new boat access ramps. It is no coincidence that since the inception of the Boat Safety Account of the Aquatic Resources Trust fund, and the increased law enforcement and education efforts made possible thereby, we have seen dramatic improvements in recreational boating's safety record. Last year the fatality rate in boating accidents dropped to an all-time low of 5.5 per 100,000 boats.

We would like to see all of our money continue to be put to such good use. Wouldn't you?

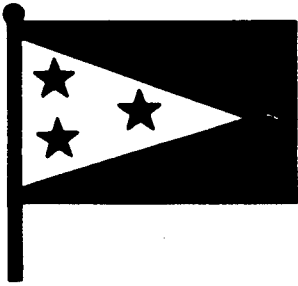
Sincerely,



Ron Stone  
Executive Director

RS/kdh  
4-26-1.rs

cc: Norville S. Prosser  
George Stewart



# Potomac River Yacht Clubs Association



PRYCA Board Meeting  
Potowmack Landing  
June 11, 1990

## Present

Dave Goodman, Comm.  
Andrea Storey, Secy.  
Paul Fleury, Memb. at Large  
Mary Davis, Memb. at Large  
Marty Clune, Past. Comm.

## Absent

Jim Ifland, Past Comm.  
Harriet Douglas, Treas.  
Betty Strunk, Memb. at Large

Dave called to order a short business meeting concentrating on the July 14-15 Float In and membership issues.

### Float In:

- o Aquia Harbour has invited clubs that are not members of PRYCA in addition to PRYCA member clubs for the following reasons:
  - The Float In is the most highly visible activity we have,
  - This will be an opportunity to expand membership, and
  - The addition of other clubs will guarantee maximum attendance.
- o Members-at-Large will contact their six clubs to give them details of the Float In. A list of people who plan to go should reach Aquia Harbour by 7/1.
- o Dave will mail a flyer to each commodore with all details by 6/17.
- o Dave will give the same information to Ned Rhodes for publication in the June Newsletter which will be mailed.

### Membership:

- o Dave has contacted Old Dominion and Corinthian YCs regarding membership in PRYCA.
- o Non-member clubs attending the Float In will be approached about membership.
- o Some of our committees have vacant chairmanships and others are inactive. We reviewed the club rosters and Dave will make contacts and request recommendations to fill vacancies.

### Other Concerns

- o Dave will contact Tall Timbers regarding the death there over Memorial Day Weekend and send an appropriate condolence from PRYCA.

- o The Port America Project was approved and there is a project summary with details should any club wish to obtain information.
- o We all agreed that communication was our most important concern and that the newsletter is the best vehicle to transmit news of interest to PRYCA members. We will all try to keep Ned up-to-date on news, events, and misc. information that would be of interest to our members.
- o Club assignments for MAL's is:

Paul Fleury

Ft. Washington  
Tantallon  
Metro Sailors  
National Potomac  
Marinette  
Eastern

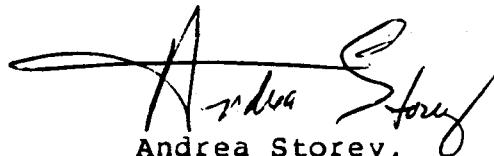
Mary Davis

Capital  
Aquia Harbour  
Wicomico  
Occoquan  
District  
Mt. Vernon

Betty Strunk

Colonial  
Seafarers  
Washington  
Landmark  
National  
S. C. O. W.

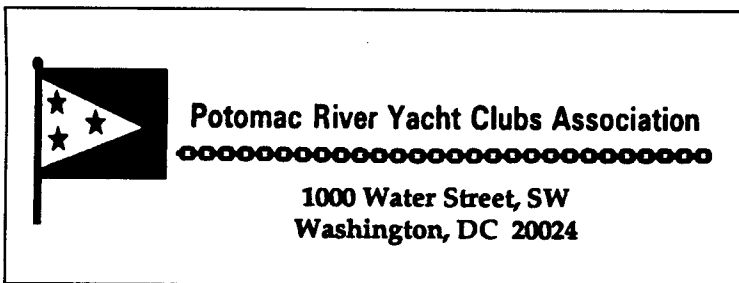
- o In view of the close proximity of the Float In to the 4th of July weekend, the Board will meet at Potowmack Landing (front meeting room) on 6/25 at 7:30 PM.



Andrea Storey,  
Secretary

## Upcoming Events

July 14-15 - PRYCA Float-In at Aquia Harbour Yacht Club



Address Correction Requested