

Potomac River Yacht Clubs Association



Volume 3

Issue 3

April 1991

Officers 1991

Commodore

David L. Goodman
(Aquia Harbour)

Vice Commodore

John Sullivan
(National Potomac)

Rear Commodore

Ned W. Rhodes
(Occoquan)

Secretary

Andrea Storey
(District)

Treasurer

Harriet Douglas
(District)

Immediate Past Commodore

Kenneth Kelly
Jim Ifland
(Aquia Harbour)

Members-At-Large

John Robey
(Mt. Vernon)

Paul Fleury
(Tantallon)

John Locke
(Washington)

From the Commodore

Dave Goodman

I am pleased to announce several successes since our last newsletter. First, due to the efforts of PRYCA and CBYCA, the state of Virginia has restored some funding for hydrilla control this summer. I understand that the amount restored was about \$58,000.

In other areas, we have staffed the positions of Vice Commodore and Member at Large and the Blessing of the Fleet is going well. John Sullivan, IPC from National Potomac Yacht Club, will assume the responsibilities of Vice Commodore and John Robey from Mount Vernon Yacht Club will serve as MAL. The Vice Commodore will take on the responsibilities concerning the MALs and member club delegates. We want to improve communications, fix rosters, etc. — in other words, make this thing really work.

Also, our Fleet Captain, Gordon Gould from Capital Yacht Club, is doing a super job in organizing the Blessing of the Fleet. Gordon is very enthusiastic and I am sure this will be our best year for activities. Thanks guys!!

Our next monthly Board meeting is on 8 April, 1930 hours at Ft. Washington. All are invited.



From the Editor

Ah, Spring is in the air. We have had our first thunderstorm and my garage has flooded once again. At least when I am on the river, I don't worry about the garage flooding. Let me begin by apologizing for what appears to be a problem on our end with the Post Office Box at Capital Yacht Club. We thought that we had someone looking in the box

on a regular basis, only to find that was not so. Let me assure you that **this has now been fixed**. We now really have someone emptying the box on a regular basis and so all those checks and newsletters should not be lost again. Sorry for the problem. Now, if you need to write to us, you can use the address on the back of the newsletter or send it to me at 2001 North Kenilworth Street, Arlington, VA 22205.

And speaking of mail, many thanks to Mount Vernon Yacht Club and National Potomac for copies of their newsletters. I enjoy each one that I read and I have been getting many good ideas from them. One of the new things for this newsletter is a calendar of activities for all the member clubs. I have filled them in with the activities that I know about. If you want your club activities to appear on the calendar, just send them to me and I will see that they appear in the next newsletter. Just from looking at the information that I have, I did not realize how active we all are.

I am also in the process of updating our club rosters. Some of the information that I have is very old and we would appreciate it if your Delegate would make sure that we have a current roster from each club. Our MALs should be contacting each club to verify that we have this information. The plan is to distribute a club roster to each Delegate at the next meeting sometime this summer. Happy boating.



Board Meeting
March 6, 1991
District Yacht Club

Present

Commodore Dave Goodman
V. Commodore John Sullivan
R. Commodore Ned Rhodes
Treasurer Harriet Douglas
Fleet Captain Gordon Gould

Absent

MAL Paul Fleury
MAL John Locke
Secretary Andrea Storey

Others Present

Past Commodore Marty Clune
Tom McDonald

The meeting was called to order at 7:15 by Commodore Dave Goodman.

Reports of Officers:

Secretary - Not present. Ned was asked to assume the duties of Secretary to record the meeting minutes.

Treasurer - The attached Treasurer's report was discussed and approved. There was discussion concerning the non-payment of dues by Seafarers for 1990. The Treasurer will write a letter to all clubs who have not paid their 1991 dues to request payment. Metrosailors have paid their 90/91 dues, but it is rumored that they have disbanded.

Fleet Captain - Blessing of the Fleet packets have been sent to all clubs. The Blessing is scheduled for Sunday, May 19. There was discussion about giving out plaques as prizes for the various categories. They will try and hold three organizational meetings so that everyone has a chance to attend. All the permits have been approved and the Coast Guard Aux will be invited. Compliments to Gordon for a job well done for last year's event.

Tom McDonald - Reported that there were plans to hold a number of events for Safe Boating Week. There were plans on having the Park Service helicopter doing water rescues as well as demonstrations by a Coast Guard cutter.

More on that later.

Rear Commodore - Have put together a club activities calendar listing all the activities that we know about for the member clubs. Once again, we need additional input from other clubs so that they can be listed on the calendar which will be published in the newsletter. The PRYCA Bylaws have been retyped and were given to Marty for review. Next newsletter deadline will be March 18. The PRYCA roster is being redone and we will go back to a one club per page format.

New Business:

The Coast Guard will be staying at Fort Belvoir and their Change of Command for the Cutter *Capstan* will be held soon. We will publish details when we get them.

The NBF Delegate position is a liaison mission. Dave Goodman has been appointed as Delegate with Ned Rhodes as alternate.

CBYCA sent a packet of information to all CBYCA member clubs and then a letter to all PRYCA clubs inviting their participation in the CBYCA safety seminar at the end of the month.

Virginia was not going to fund any hydrilla activities, but after CBYCA and PRYCA contacted some of the Virginia delegates, we were able to persuade the state to fund the effort for \$58K.

PRYCA Float-in - The board asked Gordon to start to think about activities and money-making ideas for the Float-in. A few suggestions were an auction or 50/50 drawing. We should consider this a joint money-making activity between Aquia Harbour and PRYCA. Dredging at Aquia may start in October of 1991. Gordon was also asked to give some thought to a PRYCA Fall event.

Anacostia Rowing and Sculling Association - Support for this organization may be premature as they are still organizing. DC Government has given them partial use of a building. Most will support any activity that will bring life to the River. The main problem on the Anacostia is the low water level and the mud which can be dangerous if one were to fall over and attempt to push off the bottom. The recommendation appears to be that we hold off on any support until the Association can come

up with a plan.

No word concerning the Recreation Boating Council.

Commodore Goodman has sent a letter to every Commodore and he has plans to regularly communicate with them. So far he has received a good response.

Delegate Flags - Marty solicited quotes on flags. There was concern expressed about spending too much. Commodore Goodman was to poll the rest of the Board as to whether we should get flags made from World Flag in Hong Kong.

John Sullivan has agreed to become Vice Commodore and John Robey has agreed to become a MAL. Tom McDonald has agreed to continue to be our Coast Guard and DC Harbor Police liaison.

Meeting ajourned at 8:30. Next Board meeting will be April 8 at 1930 at Fort Washington.

There was to be a delegates meeting following the Board meeting, but only two Delegates were in attendance and so the meeting was cancelled.

DC Blessing of the Fleet

Once again the Waterfront Washington Association (WWA) is sponsoring a Blessing of the Fleet on Sunday May 19. The fleet operations are under the direction of Sandra Hense and Gordon Gould of Capital Yacht Club (CYC). All landside activities are being coordinated by the WWA President, Mr. George Riseling.

Last year we had a record number of participating clubs and boats. A good time was had by all with no mishaps or major problems. Again this year, the Capital Yacht Club will be hosting a cook-out on the waterfront for all participants to enjoy after the Parade. Anchorage is plentiful and a free water taxi is available from CYC if you hail them on Channel 16.

Three planning meetings will take place on March 21, April 18 and May 9 in the Halyard Room at the Gangplank Marina on Maine Avenue in the District. If someone from your organization needs more information or did not receive a packet of information, call Gordon Gould

at 202-488-9128. Thank you Gordon for a job well done last year and serving as the PRYCA Fleet Captain this year.

They Faced the Fax

Boating, November 1990

In answer to our query... "Send us your list of outrageous boat names," here's the list that we *could* print. Spotted by Leo Leonard on the Shrewsbury River, NJ: *Men-O-Paws*. Submitted by Pete Kopcsak: *Sin Or Swim* and *Bac Cha* (which we're told is Greek for "frenzied woman"). David Rovsek of Newport Beach, CA, saw this on the transom of a Bayliner: *II Climax*. Yet another New Jerseyite, John R. Arena, spotted this one moored in Wildwood: *Fun Ghoul*. "If you have any Italians on staff," Arena writes in, "they'll know what this name means." From the truly tasteless file comes an entry from Vicent Rossignol of Miami, who knows of a die-hard spear fisherman whose boat bears the name: *Kill Something*. Kevin Lenson of Greensboro, NC writes: "Your search for detestable boat names reminds me of the *Flintstones* episode, where Fred and Barney bought a boat. Fred wanted to name it *Nautical Lady*. Barney preferred *Queen Of The Sea*. So they compromised and named it *Nausea*." In a similar vein is this one seen by Jeff Bahr of Point Pleasant, NJ: *Naw-Sea-Ah*. A favorite from R.T. Culbertson of Omaha, Nebraska, is *Chicken Ship*. "The way the owner answers this calls," Culbertson writes, "albeit illegally, is 'cluck, cluck.'"

Did You Know...

CBYCA Chartroom Chatter
January 1991

That a person in the water, or a becalmed boat, 1000 feet in front of a moving ship or tug, has less than one minute to get out of the vessel's way?

That 25% to 50% of the existing marine fuel docks will cease operation after October 1991, because of the stringent contamination liability coverage which has been ordered by the Environmental Protection Agency? Furthermore, very few insurance companies are willing to provide the required coverage notwith-

standing the prohibitively expensive premiums?

Nearly 1000 people die in boating accidents each year? Four out of five were not wearing life jackets and 50% were alcohol related?

The most important part of a marine fire extinguisher is the USER? Every potential user should practice using it — a good place to do so is at a CBYCA sponsored "Hands-on" Safety Program.

The Bitter End

Pat Feeley
Sailor Magazine, March 1, 1985

The thing about signal flags is that they are just so ineffably yachty. Stuffed neatly in a little bulkhead rack, folded properly, they look wonderful, and evoke the days of Herreshoff darlings and Concordia yawls — a time when this was a gentleman's sport and there were no little Tupperware trailer/sailers.

No one uses them anymore, and that is a great pity because they are good for more than protesting some idiot who's barged the starting line. The last and really exhaustive word on the subject is carried in *H.O. 102*, a book which takes in not only signal flags, but Morse, distress signalling, code flags, radiotelephony, and just about any way you can think of (but for three raised fingers and a hearty shout of, "Read between the lines, #\$\$*!") that one might wish to use aboard.

You may be surprised to know that single-letter signals, the ones on the little plastic chart that comes with the flags, are not the half of it. You'll find an entire, and quite complex, medical code that, lacking other opportunities for frequent use, makes for nice yachty insults: Romeo Tango (Stop carrying out your intentions and watch for my signals) or Mike Sierra Foxtrot (Put it in a sling and rest it).

Suitably equipped, one can display discreet lust: Papa Romeo Uno (You should come as near as possible) or Golf Tango (I will try to connect with line-throwing apparatus) or Foxtrot Oscar Uno (I will keep close to you during the night), or even a wistful kind of longing with Kilo Kilo Terrathree (I cannot connect tonight but will try in daylight). One can convey passion: Charlie Bravo Saxisix (I require immediate assistance; I

am on fire) or the angst of the herpes generation: Zulu Victor (I believe I have been in an infected area in the last 30 days). The let-it-all-hang-out crowd can use Mike Kilo Foxtrot, but that one you'll have to look up for yourself.

For the ladies, there is the classic Mike Kilo Romeo (Headache is very severe) or Mike Lima Bravo (Patient has delusions), should the attentions of the gentlemen displaying some of these flags be in need of discouragement.

The code flags, it seems, could also be of use on a Sunday night at the club after the races. Wouldn't it be pleasant if someone would just wear Romeo Uniform (Keep clear of me; I am maneuvering with difficulty) instead of spilling his drink all over your new pants? His doing that, of course gives you a chance to run up Mike Quebec Echo Bissotwo (My tentative diagnosis is alcoholism).

If everything clicks, of course, there's always Mike Alfa Bravo (I request you to make rendezvous in position indicated).

In all seriousness, *H.O. 102* contains a wealth of useful signalling information, and though few of your fellow yachtsmen can read your signals, all naval and commercial vessels and the coast guards of all countries can, so they could prove eminently useful in any kind of emergency. Being signals they are not dependent for their usefulness on your having a common language, so *H.O. 102* should probably be in the ship's library of any and all distance cruisers. My copy was \$4 a couple of years ago, and it so amused a friend and I that he had made for us some out-front T-shirts that say in flying signal flags, "Zulu Sierra." I've never had the courage to wear mine, but he wears his into Flynn's in Sausalito and occasionally gets lucky. What does Zulu Sierra mean? "My vessel is healthy, and I request free intercourse."



Excerpt from a keynote address given by U.S. EPA Assistant Administrator for Water, LaJuana S. Wilcher, at the opening of the ICPRB Commission's 50th Anniversary exhibit: "Healing a River: 50 Years in the Life of the Potomac" at the Smithsonian's Museum of Natural History, November 29, 1990:

"...we must teach every woman, man, and child what the Native Americans here knew before John Smith ever sailed our Potomac. Indian Chief Seattle spoke in response to President Franklin Pierce's offer to purchase land from his tribe. He said: 'This shining water that moves in the streams and rivers is not just water, but the blood of our ancestors. If we sell you our land, you must remember that it is sacred, and you must teach your children that it is sacred and that each ghostly reflection in the clear water of the lakes tells of events and memories in the life of my people. The water's murmur is the voice of my father's father. The rivers are our brothers, they quench our thirst. The rivers carry our canoes and feed our children. If we sell you our land, you must remember, and teach your children, that the rivers are our brothers, and you must henceforth give the rivers the kindness you would give any brother.' We must give our great river the kindness she deserves. The challenges are great, but together, we can succeed. We must succeed, because we can not afford to fail."



**We've Been Heard!
Now We Must Act!
Fax, Received 01-17-91
The Lookout, National Boating
Federation, Feb. 91**

102nd Congress First Session
U.S. House of Representatives

1991 H.R. 534

Date Introduced: January 15, 1991
Sponsor: Representative Robert W. Davis (R-MI)
Co-Sponsor: Representative Herbert H. Bateman (R-VA)

This is a bill to amend Title 46, United

States Code, to REPEAL THE REQUIREMENT THAT THE SECRETARY OF TRANSPORTATION COLLECT A FEE OR CHARGE FOR RECREATIONAL VESSELS.

01-15-91: Referred to the House Merchant Marine and Fisheries Committee.

The full text of HR 534 should be readily available as you read the great good news. Lookout will gladly send you a copy at your request.

It has been known, ever since the last-minute "reconciliation sneak attack", that the Merchant Marine and Fisheries Committee (which controls the Coast Guard and its budget) has been opposed to any discriminatory recreational vessel tax.

Nevertheless, it would be wise to remind the members of the Committee of our strong endorsement of this view.

Above all, however, you MUST take the time to make your views known to YOUR representative in Congress. If we sit idly by, having been given this opportunity by Messrs. Davis and Bateman, one might infer that we deserve our overtaxed fate!



Va. Seeking Funds to Cut Hydrilla Closed Harbors Seen If State Ends Effort

Brooke A. Masters, Washington Post

Underwater weeds may choke off several Northern Virginia harbors this summer, unless state legislators succeed in their efforts to protect the region's fishermen and boating enthusiasts from becoming the latest victims of the state's budget deficit.

The state recently announced that budget concerns had prompted them to withdraw from a regional coalition to mow down hydrilla, an escaped aquarium plant that first began clogging the Potomac in 1983. The leafy green weed helps improve water quality, but it also tangles around boat propellers and fishing nets, and makes it difficult to get in and out of infested areas.

"In my district, I will have 14 families on welfare if they don't cut that hydrilla," said Prince William Supervisor Hilda M. Barg (D-Woodbridge). "They can't make

a living fishing if they can't get their boats" to the fish.

Without Virginia's \$78,000, hydrilla will not be harvested from about 44 acres in 10 locations from Alexandria to Wide Water, in Stafford County, said Giselle Bernstein, who coordinates the harvesting for the Metropolitan Washington Council of Governments. Maryland is still participating in the program and has agreed to put up \$130,000 to cut boating channels at 14 places on the river.

Although the federal government matches state contributions dollar for dollar, Prince William Supervisor Edwin C. King (D-Dumfries) told the county's state legislators Thursday that local counties would have to pay the entire bill if they take over the cutting.

Northern Virginia's legislators are trying to fight the cutback. State Sen. Joseph V. Gartlan Jr. (D-Mount Vernon) has sponsored a budget amendment to appropriate about \$57,000 for the hydrilla cutting.

"Harvesting this is vital to access to marinas and docking areas," said Gartlan, who lives in the Mason Neck area of Fairfax County.

If Gartlan's bill fails, it means bad news for the fisheries, marinas and swimming areas along the Virginia shoreline, particularly in Prince William and Stafford counties.

Two rainy summers in a row have reduced hydrilla's growth nearer the District, but the weed has been spreading steadily south, Bernstein said.

Hydrilla cannot grow if the water is too salty, but rain has increased the Potomac's fresh water content, allowing hydrilla to thrive there she said.

Submerged aquatic grass which include hydrilla and a host of other plants, have spread from 40 acres in 1983 to more than 5,000 in 1989, Bernstein said.

"If it's a boom year [for hydrilla] we could have a real problem on the Virginia side," Bernstein said.



POTOMAC RIVER YACHT CLUBS ASSOCIATION

MARCH 6, 1991

BEGINNING REPORT: ----- \$ 1,724.97

DEPOSITS:

12-6-90 ----- \$ 9.69
(INTEREST)

1-7-91 ----- 8.91
(INTEREST)

2-6-91 ----- 8.39
(INTEREST)

2-27-91 ----- 25.90
(MASTERCARD ROYALTY)

2-27-91 ----- 45.00
(MT. VERNON Y.C.)
(DUES C# 1010)

2-27-91 ----- 45.00
(TANTALLON Y.C.)
(DUES C# 3140)

TOTAL DEPOSITS: ----- \$ 142.89

DEDUCTIONS:

11-28-90 Ned Rhodes ----- \$ 40.79
(NOV. NEWSLETTER &)
(MAILING C# 313)

3-6-91 Ned Rhodes ----- 100.95
(DEC. & JAN. NEWSLETTER)
(& MAILING C# 315)

TOTAL DEDUCTIONS: ----- \$141.74

ENDING BALANCE: ----- \$ 1,726.12

May 1991


Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1	2	3	4 Trenton YC Band Rehearsal National Pastime Day Raising Occquan YC Flag Raising/Dock Party District I South Old Flag Raising
5 Mount Vernon YC Commissioning Day	6	7 Aquila Harbour YC General Meeting 7:30 PM	8	9	10	11 Trenton YC Flag Raising Aquila Harbour YC CG Inspection
12 Mother's Day Aquila Harbour YC CG Inspection	13	14	15	16	17	18 Aquila Harbour YC Cruise to Alexandria City Dock
19 Washington Channel Blessing of the Fleet	20 Aquila Harbour YC Bridge Meeting 7:30 PM	21	22 Trenton YC Steak Dinner on the Water at Mt. Vernon	23	24	25 Trenton YC Memorial Day Cruise - Maltstrom Creek Aquila Harbour YC Memorial Day Cruise - Yeocomsos River Occquan YC Memorial Day Cruise to Codd Island
26 Trenton YC Memorial Day Cruise - Maltstrom Creek Aquila Harbour YC Memorial Day Cruise - Yeocomsos River Occquan YC Memorial Day Cruise to Codd Island	27 Memorial Day (observed)	28	29	30	31 Memorial Day	

April 1991							June 1991							
1	2	3	4	5	6		1	2	3	4	5	6	7	8
7	8	9	10	11	12	13	9	10	11	12	13	14	15	
14	15	16	17	18	19	20	16	17	18	19	20	21	22	
21	22	23	24	25	26	27	23	24	25	26	27	28	29	
28	29	30					30							

Please Pay Your 1991 Club Dues and Send in a
Current Roster of Your Club Officers

April 8 - Board Meeting - Ft. Washington 7PM

Upcoming Events



Potomac River Yacht Clubs Association
1000 Water Street, SW
Washington, DC 20024

Address Correction Requested