



Potomac River Yacht Clubs Association



Volume 3

Issue 1

January 1991

Officers 1991

Commodore

David L. Goodman
(Aquia Harbour)

Vice Commodore

Cliff Johnston
(Capital)

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

Betty Shaw
(Fort Washington)

Paul Fleury
(Tantallon)

From the Editor

Ned W. Rhodes

We had a great meeting this past November at Capital Yacht Club. Thank you Capital for hosting our meeting! We received some good feedback on what we should be planning for next year and we elected the current board to serve a full term. Thank you for your support and we will try hard to put together a good program for next year.

In this issue of the newsletter, I have been able to compile a few articles from publications that are of general interest to Potomac River boaters. And, as I have threatened to do, I am re-publishing a few articles from the Occoquan Yacht Club newsletter, the Daymarker, since I have yet to receive any other club newsletter from which I can steal, er, borrow material. I once again plead for you to get me on your club newsletter mailing list.

And so, I can officially close out another boating season. *Southern Nites* is on shore to dry this year and the Occoquan Yacht Club has had their Change of Command and Christmas Party. Now all we have to do is wait for Spring and read all of our back issues of boating magazines. Have a great holiday season.

**ICPRB 50th Anniversary
Exhibit Opens in November**
Potomac Basin Reporter
October 1990

The Potomac River means many things to many people. For watermen, it is a source of livelihood. For scientists, a complex system with

many questions to answer. During floods or droughts, it is a source of apprehension. For others, it is a source of enjoyment as we sail, swim, or walk along the beauty of its banks. For those who live within its five-state basin, it is something that touches all our lives in one way or another.

For the past 50 years, the Interstate Commission on the Potomac River Basin, along with numerous other agencies, groups, and individuals, has worked to improve the value of the river to all. The road to healing the Potomac's ills has been a long one, and a tribute to the cooperation among those involved.

On the occasion of its 50th anniversary, the Commission takes a look at the process and the progress with "Healing a River: Fifty Years in the Life of the Potomac," at the Smithsonian National Museum of Natural History on the Mall in Washington, D.C. The exhibit will be at the museum's second floor North Gallery from November 29 through January 25. Museum hours are 10 a.m. to 5:30 p.m. daily, except for Christmas Day, when the museum is closed.



November 27, 1990
Board Meeting
Capital Yacht Club

Present

V. Comm. Cliff Johnston
R. Comm. Ned Rhodes
Secy. Andrea Storey
MAL Paul Fleury
Treas. Harriet Douglas

Absent

Comm. Dave Goodman
MAL Betty Shaw
MAL Vacant Position

Others Present

Past Comm. Marty Clune
Past Comm. Jim Ifland

The meeting was called to order at 7:00PM by PRYCA Vice Commodore Cliff Johnston standing in for commodore Dave Goodman who was out of town on business.

The Minutes of the October Board and Delegates Meetings were published in the newsletter and accepted as published.

Reports of Officers:

— V. Comm.: Cliff voiced the concern that the newsletter is not getting the exposure it deserves, especially for members of clubs that do not have a clubhouse in which to post the newsletter.

— R. Comm.: Ned Rhodes stated the newsletter was mailed 11/8/90. Deadlines for the next newsletter will be 12/10/90 and will contain the minutes from this Board meeting and Delegates meeting.

— MAL Paul Fleury: Tantallon and WSSC have come to some resolutions regarding the location of their clubhouse and need for sewer capacity.

— The Treasurer's report was approved as submitted (enclosed).

The slate as approved and accepted will be presented to the Delegates for vote.

Meeting was adjourned at 8:00PM.

Andrea Storey
Secretary

November 27, 1990
Delegates Meeting
Capital Yacht Club

Present

V. Comm. Cliff Johnston
R. Comm. Ned Rhodes
Secy. Andrea Storey
MAL Paul Fleury
Treas. Harriet Douglas

Absent

Comm. Dave Goodman
MAL Betty Shaw
MAL Vacant Position

Others Present

Past Comm. Marty Clune
Past Comm. Jim Ifland

Clubs Present

<u>Clubs Present</u>	<u>Delegate</u>
District	Roscoe Drakeford
Tantallon	Dottie Strunk
Washington	John T. Locke
Aquia Harbour	Ruth Koetter
Landmark	Don Cruse
Capital	Gordon Gould
Occoquan	Ned Rhodes

Clubs Absent

Colonial
Eastern
Ft. Washington
Marinette Owners
Mt. Vernon
National
National Potomac
Seafarers

The meeting was called to order at 8:00PM by PRYCA Vice Commodore Cliff Johnston standing in for Commodore Dave Goodman who was out of town on business.

The Secretary called roll of the clubs represented as above. A sufficient number of clubs were represented to conduct business.

The Secretary noted that the October minutes were printed in the newsletter and mailed to all delegates and commodores. This constituted sufficient notice for a delegates meeting. The Secretary asked for correct addresses and updated lists of officers, especially delegates, so mailing lists would be correct.

Reports of Officers:

— Treasurer:

Opening balance: \$1,843.68.

Closing balance: \$1,724.97.

— Vice Commodore: Clubs were reminded to send rosters of their newly elected officers and the usual date of their elections. Newsletter circulation is not as wide as it should or could be among members of individual clubs. He introduced Ned Rhodes, Editor, to lead a discussion for improved circulation.

— Rear Commodore:

Circulation: Newsletters are mailed to the Delegate and Commodore of record of each club plus members of the PRYCA Board. Some may be going astray because member clubs have not updated their rosters with PRYCA Secretary. Suggestions to increase and improve circulation follow:

— verify rosters of clubs and update as needed

— add publishers of club newsletters to mailing list

— contact publishers and editors of local publications and ask to be added to their mailing list.

Content: Ned requested copies of newsletters from member clubs so that information could be included in PRYCA's newsletter to further publicize their activities and upcoming events.

— Members at Large: Paul Fleury advised that Blue Plains Sewage Treatment Plant has a publication and we could get on their mailing list.

— Chairman of the Hydrilla Fund: Marty Clune highlighted the history of Hydrilla harvesting during the last four years and the current situation. Virginia has withdrawn from the harvesting effort, which Maryland will continue at least for another year. The situation was written up in Watermark.

— Old Business: None.

— New Business:

— PRYCA Event Schedule: dates and locations will appear in the newsletter.

— Spring Safety Seminar

- Blessing of the Fleet
- Float In
- Fall Social Event
- Holiday Boat Float

— Club Reports:

— Aquia Harbour: Float In 7/20-21/90

— Tantallon: Now has legal water/sewer hookup and clubhouse is now part of B Dock.

— Capital: Suggested handouts from the Safety Seminar so that attendees could take the information back to their clubs and conduct demonstrations.

— District Yacht Club: Still is in a confrontational stance with the Park Service. Most other clubs on the Anacostia support the ABA's effort to resist 400-800% increases in rent.

— Landmark: Commented favorably on another publication. Ned will be given the particulars so PRYCA can be placed on their mailing list. Preliminaries for a 1992 Tall Ships gathering in New York City will be commencing shortly. Marty will try to get a speaker for one of our late meetings.

— Occoquan: Santa to Occoquan is scheduled for 12/1/90 and the Holiday Party 12/8/90.

— Washington: Renovation of the clubhouse, docks, and property are nearly completed. They are working with the ABA in the Park Service problem.

— Election of PRYCA 1991 Board Officers Proposed slate as follows:

- Commodore - Dave Goodman
- Vice Commodore - Cliff Johnston
- Rear Commodore - Ned Rhodes
- Secretary - Andrea Storey
- Treasurer - Harriet Douglas
- Member at Large - Paul Fleury
- Member at Large - Betty Shaw
- Member at Large - John Locke

It was moved, seconded, and passed unanimously to accept the slate by acclamation.

The meeting was adjourned at 8:45PM.

Andrea Storey,
Secretary

Woodrow Wilson Bridge Schedule

CBYCA Immediate Past
Commodore Ken Kier

The Coast Guard proposal to extend the emergency schedule period for openings of the Woodrow Wilson bridge, over the Potomac River, until completion of the repair work was supported by the Association. The emergency schedule, as published in the October issue, will extend until January 23, 1991, unless rescinded sooner. Further, because of the almost continuous heavy flow of traffic across the bridge, CBYCA has proposed to the USCG that the following permanent schedule be implemented when the emergency repairs have been completed:

Monday - Friday

12 midnight - 5AM; on signal, on the hour only.

At 10AM, 12 Noon and 2PM; on signal only.

8PM - 12 Midnight; on signal, on the hour only.

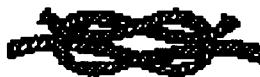
Saturday, Sunday and Holidays

12 Midnight - 7AM; on signal, on the hour only.

10AM - 4PM; on signal, on the hour only.

8PM - 12 Midnight; on signal, on the hour only.

The CBYCA feels that this would be a more realistic schedule than that which prevailed prior to the present emergency period. The proposal represents a compromise which would minimize the disruption of vehicular traffic across the bridge, and yet satisfy the needs of ALL river traffic. The CBYCA strongly opposes any suggestion that the bridge be permanently closed to recreational boating, as has been proposed by several state and local officials.



CBYCA Delegates Briefed on 1991 Budget

CBYCA Newsletter, November 1990

CBYCA Delegates in attendance at the November meeting of the Association, held at Bush River Yacht Club, were presented with information concerning the Association's Budget for 1991.

The Budget which had been previously approved by the CBYCA Board of Governors revealed that 69% of the total expenses were incurred in services to the Membership, such as preparation and distribution of meeting minutes, preparation and distribution of Chartroom Chatter and the Yearbook; 17% of the total expenses were incurred in Legislation Activities and Affiliations and the remaining expenses of 14% results from the Administrative area.

Income for CBYCA is derived from two major sources, Dues and Yearbook Ads.

Hydrilla Remains Dominant Aquatic Plant in Potomac

It is safe to say that hydrilla is by far the dominant submerged aquatic plant in the tidal freshwater Potomac.

Some of the more northern tributaries, such as Piscataway Creek, Maryland, and Gunston Cove, Virginia, which at one time were inundated with hydrilla, only contained remnants of what were once heavy beds. Other tributaries in this stretch of river, such as Broad Creek and Hunting Creek, continued to contain extensive beds of hydrilla. Access to these creeks, however, was not hampered by the hydrilla growth. The more southern tributaries, such as Quantico, Neabsco and Chopawamsic Creeks, Virginia, and Chicamuxen Creek and Mallovs Bay, Maryland, all contained thick hydrilla beds, extending virtually from shore to shore. Boating access in these areas was somewhat limited due to these dense beds. Extensive beds of hydrilla were also found along the Potomac proper, extending out from shore several hundred feet.

Although hydrilla was by far the dominant species within the northern portion of the Potomac, other aquatic

plants were found in various amounts. Native species such as wild celery, coontail, water stargrass, and two species of naiids were observed during the survey, as was the other Potomac exotic, Eurasian milfoil. Below Mallows Bay, where the salt content of the water increases, these native species replace hydrilla as the dominant species of submerged aquatic vegetation.

What is in store next summer for the Potomac River and the boating public is difficult to predict. A cool, wet spring may cause another harvesting season similar to the last two seasons. Or hydrilla could come back with a vengeance all along the Potomac. Or it might not come back at all. In any case, the Aquatic Plant Control Program (APCP) will be ready and waiting for whatever surprises are in store.

For additional information on the APCP, contact Giselle Bernstein of COG, at 202-962-3345.

Virginia Withdraws from the Hydrilla Program

The Council of Governments (COG) has recently been notified by the Virginia State Water Control Board (VASWCB), that Virginia will not be able to participate in the Potomac Aquatic Plant Control Program (APCP) this year or next. Recent budget cuts were given as the reason for this withdrawal from the program.

The APCP is the cost-shared program that is responsible for the cutting of hydrilla in the Potomac River and its tributaries. The program has been in existence since 1986 when the Corps of Engineers, the states of Maryland and Virginia, the District of Columbia, and COG signed a Local Cooperative Agreement (LCA), which established the program and identified federal and non-federal obligations. The LCA has been renewed, every year since 1986. As a result, hydrilla has been removed every summer from high public-use areas in the Potomac.

What effect Virginia's withdrawal will have on the program has not yet been determined. Because each state is responsible for paying half the actual harvesting cost in their jurisdiction, it appears that program sites on the

Virginia side of the river will not be cut for the next two summers. Currently there are 10 sites on the Virginia side of the river, located between Alexandria and Widewater, that are cut under the program. These sites include marinas and community dockage, as well as sites serving commercial fishermen.

Those sites on the Maryland side of the river should not be affected by Virginia's withdrawal from the program. Representatives from both the state of Maryland and the Corps of Engineers, which provides the federal funds, have indicated their willingness and commitment to continue funding the program for at least this fiscal year, guaranteeing that Maryland sites will be cut next summer.

COG will be meeting with Virginia officials to discuss the implications of their withdrawal from the program. Any questions pertaining to the status of Virginia sites should be directed to Robert Ray of the Virginia State Water Control Board, (804) 367-0792. General questions on the APCP can be directed to Giselle Bernstein of COG, at (202) 962-3345.

Watching the River Flow Potomac Basin Reporter September 1990

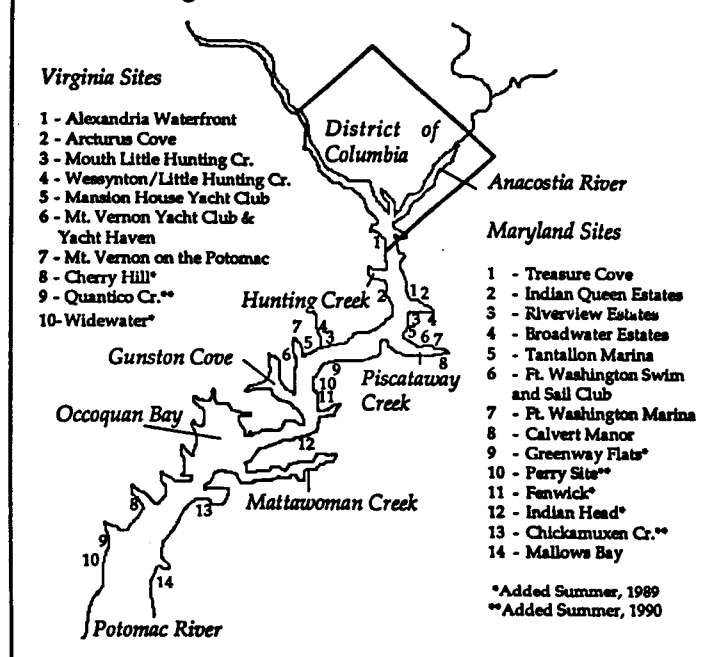
For the third consecutive month, the flow of the Potomac River in August was above normal, according to the U.S. Geological Survey.

August flows averaged 3.2 billion gallons per day (bgd), about 40 percent above the long-term average. Daily flows ranged from a low of 1.4 bgd on August 19 to a high of about 7.8 bgd on August 26. The upper river also was above average, with Paw Paw, W. Va., registering about 67 percent above the norm.

Municipal diversions of water from the Potomac averaged about 411 million gallons per day, a little below the August 1989 level. Freshwater inflow to Chesapeake Bay averaged 24.6 bgd, about 25 percent above the long-term August average. The Potomac contributed about 18 percent.



Harvesting Sites On The Tidal Freshwater Potomac



Creek Pigs

Potomac Basin Reporter, August 1990

A year or so ago, the editor and another ICPRB staff member were walking an Anacostia tributary and observed numerous grocery store shopping carts along and in the creek. We jokingly came up with a new method of gauging stream quality based on the number of shopping carts per kilometer of stream. The "shopping cart stream index" became an in-house joke, although the humor is lost on those who don't see this sort of thing frequently.

And there are more than just the carts to go by. On a recent reconnaissance of Lower Beaverdam Creek, one of the most polluted Anacostia tributaries, the following foreign items were observed in one 50-meter (164 feet) stretch of the stream:

Miscellaneous Debris:

1 large trash dumpster, 7 55-gallon steel drums, 1 refrigerator, 1 small refrigerator, 2 air conditioners, 1 compressed air tank, 1 hot water heater, 1 metal cart, 2 shopping carts, 1 roll of fencing wire, 18 cable/wire bundles, 1 piece of wire mesh, 6 metal grates, 2 road guardrails, 3 railroad ties, 1 lawnmower, 1 washtub, 2 office chairs, 1 aluminum downspout, 1 storm drain pipe, 2 electric fans, 3 garden hoses, 1 artificial Christmas tree, 4 wooden skids, 2 foam sheets, 1 piece of plastic packing foam, 1 plastic bucket, 7 rugs, 3 mattresses, 1 stereo cassette system, 1 telephone, 1 blinking hazard light, 1 large stuffed panda bear (synthetic), 2 "big wheels" type tricycles, 2 metal trays, 15 plastic trays, 16 plastic bags, 58 beverage cans, 43 beverage bottles, and 79 Styrofoam cups.

Auto Parts:

1 hood, 4 fenders, 2 doors, 27 gas tanks, 1 gas tank pipe, 7 sheet metal pieces, 1 truck battery, 1 dashboard, 3 seats, 1 drink holder, 1 carburetor, 1 exhaust pipe, 1 hydraulic jack, 8 hubcaps, 5 wheel rims, 3 truck tires, and 58 car tires.

Government programs and citizen efforts to improve water quality won't go very far without a strong social ethic against littering and dumping. Let's make the shopping cart index a thing of the past!

LET'S GO SAILING

By Marilyn Spey

Mid-Gulf Sailing, July 1990

Reprinted with Permission

I don't know about you, but the word "cruising" forms images in my mind of carefree and sunny days calmly sailing from marina to marina, perhaps taking a few days off now and then for exploring new ports and trying out new restaurants (especially the latter).

So, the first time my husband asked me to help him crew a 32' ketch-rigged sailboat from Beaufort, South Carolina, to Ft. Walton Beach, Florida, I readily said yes. At last, I thought, I'll get to go "cruising". How could I have known there was such a vast difference between cruising and delivering? I learned many things the hard way while on this inaugural trip, some of which I'll share with you. In fact the first few lessons were learned before ever setting sail.

First lesson: Don't try to be a contortionist! It might make sense to put the bedding on the V-berth the same way you would on your bed at home — pillows forward; but if you can, try to imagine two pillows stuffed into the end of a "V". Not much room for four flailing arms, but tons of room at the other end for four tired feet. We fitfully slept this way for two weeks. Then, one evening while being shown around a neighboring 50' yacht (which not only had an upright electric refrigerator but a freezer to boot), I spied the right way to make up a V-berth. My husband and I chuckled to ourselves and didn't mention my unseamanlike mistake to our new friends. After that I no longer feared an elbow to the eye and could peacefully dream of freezers and air conditioners.

Second lesson: Be humble! And be friendly to the folks who tie their boats up next to you. Don't let it bother you that while you are swatting flies, fanning yourself and scrubbing the broken potato chips and dead bugs from the cockpit, they are enjoying the sunset from their white wicker furniture on their enclosed air-conditioned aft deck. Just smile and wave, and pretend that yes, indeed, "this is the life."

Third lesson: Don't be a martyr! When the thermometer you hung in the cabin shows a reading of 100 degrees at 6:00p.m., loosen up. It only took me a few sweaty evenings in the galley to see that the old axiom of "one hot meal a day" for the Captain is not as important as the First Mate's sanity, and that eating a cold fish salad in the cockpit could prevent a mutiny.

Fourth lesson: Be prepared for all emergencies! When the head breaks down while underway and the only alternative is to "bucket and chuck it," don't scream at the Captain that you'll never go sailing again. Maintain your dignity at all costs, even if it means forgetting the "one hand for the boat" rule when you are trying to keep yourself and the bucket in a vertical position while heeled at a 20 degree angle.

Fifth lesson: Keep your sense of humor! After being "at sea" for four days in a sailboat with no shower facilities, and with fourteen coats of bug spray (a necessity going through the swamplands of Georgia) and ten coats of suntan lotion caked on your skin, wondering why there have been no marinas along this segment of the waterway, keep your cool. You have just been advised by the Captain that a thunderstorm is approaching and there is nothing better than a fresh water "shower." So you put on a bathing suit, lather yourself with soap and shampoo and eagerly step into the cockpit. As you feel the first few raindrops, all of your negative thoughts about sailing disappear and you wait expectantly for that long anticipated cleansing of body and morale. Then, as suddenly as it came, the rain stops and the sun is once again shining. With no other option, you pick up the deck sponge at your feet and squeeze as much moisture and as little dirt as possible onto your sudsy body, and resume grumbling.

Sixth lesson: Expect the unexpected! The Captain has found a quiet anchorage off the main waterway at Flagler Beach and you are both settled in for a restful sleep. Don't be alarmed when the cabin is suddenly lit up by a bright and alien light and you hear a voice asking permission to come aboard. After taking a peek outside, the Captain assures you it is only the Marine Patrol, a plainclothes sheriff and

other drug enforcement agents. Try to be a gracious hostess in spite of wearing a crumpled tee shirt, curlers in your hair and a coating from face to foot of a white sunburn cream. As the law enforcement officers delve into your bags and cupboards, they explain that the area is known for drug drops; but, glancing in your direction, they are satisfied that this vessel harbors no smugglers. With apologies, they depart, this time with the use of their powerful engines.

What other adventures are on the horizon, you wonder.

**Secret Plans Revealed for 1991
Week-Long Cruise
Visionary Scheme to Beat Fuel
Crisis**

Tom Coldwell
Occoquan Yacht Club

The 1990 season is all but finished, and already the new board is rumored to be working on an ambitious 1991 season. They've already completed plans for the traditional week-long cruise, taking into account members' concerns about the skyrocketing cost of fuel.

Although not officially announced, the itinerary was leaked to the Daymarker's cracked editorial staff. Crack editorial, etc.

First stop in the 1991 week-long cruise: the Fairfax Yacht Club! What a great treat is in store. We'll be able to go ashore, unfold our bikes to journey across the Jeff Davis Highway Bridge for sight-seeing amidst the giant sand piles overlooking the scenic Occoquan Harbor Marina and get a close-up view of the sandlot's endless belt conveyor, celebrated as one of the longest in southern Northern Virginia. Later we can stroll the docks of the neighboring Captain John's Beach and later still watch the sunset from Fairfax Yacht Club's gently undulating docks, or listen to FYC's renowned waterside chanters in their haunting "No Wake" serenade to passing canoeists.

Next day, we'll slip our lines and power out the Occoquan River and into its bay as we head for our next stop, Tyme N Tide Marina! Here's where the first mates will really go crazy, guys, for just a few blocks away is a shopper's

paradise in a teeming marketplace with the exotic name of Featherstone, named for a very heavy indian headdress. OYC captains will probably want to while away the hours touring the T'n'T boatel looking at all the outrides hanging above. In order to keep a pleasant pace, we'll spend TWO nights here.

Our next stop is a thriller, taking us as far away as the headwaters of a neighboring state, the remote, beautiful and ever-mysterious Mattawoman Creek. We'll be roughing it for one night, rafted off Smallwood State Park — although we know some of our more daring adventurers will probably dinghy ashore to pick up some bargains at a bloodworm stand.

The longest leg of the cruise comes next, a withering reach to Quantico Marina, well down the Potomac and a whole state away. Here's another shopper's paradise in the tiny and charming village of Quantico. We'll not soon forget this chance to walk among and converse with the locals, and no doubt next day we'll all be sporting "cammies" and tattoos that say Mother or Semper Fi.

We'll depart Quantico and start the homebound leg, fortunately easing up on the pace with one more stop for two nights of adventure on the multi-splendored, trestle-crested Neabsco Creek. Imagine the fun we'll have at the Pilot House, as Terry Hill and his hardy craftsmen reminisce and share with us the really great canvas stories. All too soon, even a great week-long like this must come to an end, and we'll fire up for the long voyage home. It will be hard to contain our excitement, especially knowing that through creative cruise planning we have beaten the fuel crisis!

There you have it, the inside scoop from a usually reliable source on the 1991 week-long cruise. Meantime, we hear the board is thinking ahead and recommending a similar cruise for 1992 but using the OTHER engine.



Well, the Occoquan Yacht Club massive chili cookoff is now history, but never fear, here are two recipes from the cookoff. With names like these, they should have won.

Road Kill Chili

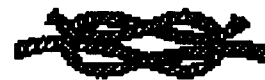
About 3 lbs. of fresh road kill venison, coon, possum, squirrel, rabbit, or whatever. Make sure it is still recognizable or you might get the neighbor's cat or poodle, sometimes even a skunk (but most of the time you get a good whiff of them in time).

Take it down to the boat where the first mate is to clean it up (unless your first mate's name is Arleen). Remove gravel, sticks, hair, or anything else that you can't figure out. For the more squeamish, you can use ground beef.

- 2 cans refried beans
- 1 can red kidney beans
- 2 quarts stewed tomatoes
- Couple of good sized onions, chopped
- Salt and pepper to taste
- As much chili powder as you can stand.
- Fry up meat and onions. Fling in the rest and heat up and enjoy.
- (Some people put in jalapeno peppers and a small tube of Preparation H for the next day.)

Ben's Chili

- 1-1/2 lbs. ground beef
- 1 can of red kidney beans
- 1 qt. stewed tomatoes
- 1 good sized onion
- You can buy stewed tomatoes in the store or used Mom's home canned (tomatoes with diced green pepper, diced onion, and slices celery plus leaves).
- Brown the meat and onion, add rest of ingredients, heat and enjoy.



POTOMAC RIVER YACHT CLUBS ASSOCIATION

NOV.27, 1990

BEGINNING REPORT:-----\$1,843.68

DEPOSITS:

11-6-90 -----\$ 9.84
(INTEREST)

11-7-90 ----- 90.00
(NATIONAL Y.C.)
DUES

11-9-90 ----- 90.00
(METROSAILORS
(Y. C. DUES)

TOTAL DEPOSITS: ----- \$ 189.84

DEDUCTIONS:

11-27-90 ----- \$308.55
(T & T CATERING FOR)
(MEETING 11-27-90)

TOTAL DEDUCTIONS:-----\$ 308.55

ENDING BALANCE: -----\$ 1,724.97

NOTE: REPORT BALANCE CONTAINS \$450.00 FOR PRYCA HYDRILL FUND

CLUBS THAT HAVE NOT PAID 1990 DUES:

SEAFARES YACHT CLUB

CLUBS THAT HAVE PAID 1991 DUES:

NATIONAL YACHT CLUB

METROSAILORS YACHT CLUB


TREASURER

Upcoming Events

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



Potomac River Yacht Clubs Association



**1000 Water Street, SW
Washington, DC 20024**

Address Correction Requested