

Potomac River Yacht Clubs Association



Volume 3

Issue 5

June 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

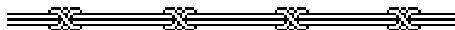
Dave Goodman

Attack! Attack! Attack! It seems as if we boaters are always under attack. User taxes (fees), luxury taxes, and now the issue concerning the Wilson Bridge. Only opening the bridge from 2400 hours to 0400 hours seems too restrictive to this organization. We have taken the position that a better solution is possible. I guess most of us are commuters and greatly understand the impact of that bridge on our daily lives. On the other hand, the interests of commuters, commercial boating, and pleasure boaters should be considered and balanced. Once again it is in these areas that your Association can best support the member clubs and individual members.

As in prior years, the PRYCA member clubs gave tremendous support to the Washington Channel Blessing of the Fleet. Many of the 168 boats involved were PRYCA member club vessels. Thanks! Also, thanks to Capital Yacht Club for the fine "after blessing" cookout.

Our next big event is the annual PRYCA Float In at the Aquia Harbour Yacht Club. This social activity, scheduled July 20-21, should be the biggest and best ever. I know that Aquia is busily planning for us to include a live band. More details on this in the near future. Our Fleet Captain, Gordon Gould, will have more information and plans soon.

Happy and safe boating!



From the Editor

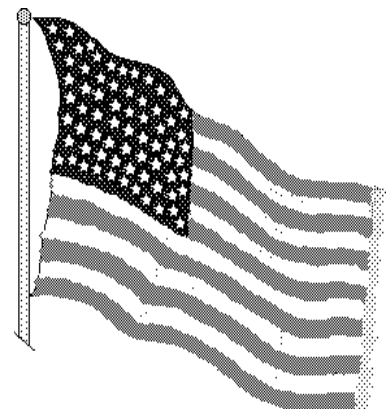
Ned W. Rhodes

Our last Delegate's meeting was a huge success and it was great to see

some familiar faces and to meet some new Delegates. One of the main responsibilities that I have taken on was to get our Roster into shape. An almost final draft roster was passed out at the Delegates meeting, and as soon as it was published, it required some corrections. The changes are relatively minor and so I will hold off on publishing the roster again until I add the two changes to the bylaws, get the signature pages in order and finish up the charts that have all the member clubs shown. If your club has any changes to make, now is the time to do it and get them to me.

Plans are not yet firm concerning the July Float-in, but you should be contacted personally by our Fleet Captain Gordon in the next couple of weeks. Please make sure that the dates (20-21 July) have been passed along to your clubs and included in your schedule of events.

In preparation for the July Float-in, three Occoquan Yacht Club boats will be making a trip down the ICW at the end of June. We are doing this in order to have interesting stories to tell at the Float-in, instead of the usual ones about Mattawoman and Wade's Bay. We'll see you on the river and at the Float-in.



**Potomac River Yacht
Clubs Association
May 15, 1991
Board Meeting
District Yacht Club**

Present

Comm. Dave Goodman

Vice Comm. John Sullivan
Rear Comm. Ned Rhodes
Secy. Andrea Storey

MAL Paul Fleury
MAL John Robey

Others Present

Past Comm. Marty Clune

Absent

MAL John Locke
Treas. Harriet Douglas

The meeting was called to order at 7:10PM by Commodore Dave Goodman.

The minutes of the April Board Meeting were published in the newsletter and accepted as published.

The first order of business was review of the roster. Colonial YC and other down-river clubs' entries are not up-to-date and need to be revised. Rosters will be distributed to delegates later this evening at their meeting for corrections and additions.

Reports of Officers:

—Treasurer, Harriet Douglas (as reported later):

Opening Balance	\$1,968.70
Deposits	154.58
Deductions	<u>97.71</u>
Closing Balance	\$2,025.57

Three clubs have not yet paid their 1991 dues: Aquia Harbour, Marinette Owners, and Occoquan.

—Fleet Captain: Marty Clune reported for Gordon Gould on the Blessing of the Fleet. There will be 14 flotillas with 140 boats already registered and 160 expected. The Spirit of Washington will lead the parade of boats beginning at 1:00PM.

—MAL Paul Fleury: Ft. Washington is soliciting RFPs for management of the Ft. Washington Marina complex.

—Commodore, Dave Goodman:

—After joining the Virginia Advisory Committee on boating interests, he has received no further information.

—In view of the Delegates Meeting later it was decided to table discussion of arrangements for the PRYCA Float IN until the June meeting.

—Woodrow Wilson Bridge Opening Issue: "Soundings" publication has asked for an official position from PRYCA on the joint proposal to Congress from Senators John Warner and Paul Sarbanes to limit the opening of the bridge to the four hours between midnight and 4AM.

After discussion of the issues it was decided that PRYCA's official position addresses three points: (1) the hours of opening are too restrictive (2) the schedule of openings should be published, and (3) the schedule of openings should be the result of negotiations among the jurisdictions and the interests, e.g., commercial, highway, and boating.

Dave will write Warner and Sarbanes, advising them of our position.

—National Boating Federation Meeting in San Diego. Dave attended the meeting while in California on business and was very favorably impressed with their level of activity and support from large contingencies around the country. They are financially sound with \$24,000 in the treasury. They are aggressively attacking user fees and luxury tax. They asked to be placed on our newsletter mailing list and suggested we also send it to our local politicians and decision makers.

Dave recommended that we continue PRYCA's membership in the NBF.

It was moved, seconded, and passed to pay our 1991 NBF dues.

The meeting was adjourned at 8:05PM.

Andrea Storey, Secretary



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Delegates Meeting
District Yacht Club**

Present

Comm. Dave Goodman

Vice Comm. John Sullivan
Rear Comm. Ned Rhodes
Secy. Andrea Storey

MAL Paul Fleury
MAL John Robey

Others Present

Past Comm. Marty Clune

Absent

MAL John Locke
Treas. Harriet Douglas

Clubs Present	Delegate/Rep.
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District	Marty Clune
Tantallon	Paul Fleury
Ft. Washington	Sewell Griffith
Aquia Harbour	Ruth Koetter
Capital	Gordon Gould
Occoquan	Ned Rhodes
National Potomac	George Edwards
Marinette Owners	Dwight Edwards
Eastern PBC	Richard Osborne
Mt. Vernon	John Robey

Clubs Absent

Colonial	Landmark
National	Seafarers

The meeting was called to order at 8:05PM by PRYCA Comm. Dave Goodman.

The Secretary highlighted the proceedings of the board meeting that preceded the delegates meeting and reported a quorum of delegates present to conduct business.

Note: Treasurer Harriet Douglas was absent due to the recent death of a family member.

Vice Comm. Sullivan asked delegates to submit to Ned Rhodes any changes or additions to the roster via mail or fax.

Rear Comm. Rhodes explained the format of the roster asking for activities, cruise information, and newsletters from member clubs. Cruise itineraries and activity specifics will be published in the newsletter.

Fleet Captain Gould:

—Blessing of the Fleet: Fifteen clubs are represented at the most recent meeting of the committee. Expected participation has reached 160-180 boats. There will be a party at CYC following the blessing.

—Float In: Promotion of the Float-In will be four-pronged—from the Commodore, MALs, Newsletter, and Fleet Captain.

Commodore Goodman:

—Woodrow Wilson Bridge Closing: Dave repeated the PRYCA position and response to Senators Warner and Sarbanes. Rich Osborne asked if PRYCA's input was sought on the proposed Woodrow Wilson second span. Dave said it was not sought but would be given.

—Luxury Tax and User Fees: Dave cited the NBF action and the need to support their efforts in our behalf. PRYCA needs to be more legislatively active.

New Business: Bylaws change, Article XII, Section 2 (underlined part is the addition).

Change to read: The Association flag may be flown by the Members at Large and Delegates as described in Section 1, but without the embellishment of rank insignia.

Following brief discussion, it was moved to adopt the change, seconded, and passed unanimously.

Club Reports:

—Aquia Harbour: Float-In June 20-21, 1991.

—Tantallon: Now in full operation with Wednesday night dinners a regular function. Gas and diesel fuel are both available.

—Capital: Scheduled informal cruises among members to various compass points from Baltimore to Norfolk.

—District Yacht Club: Will be participating in the Blessing of the Fleet. Planned cruises on Memorial Day, Fourth of July and Labor Day.

—Occoquan: Memorial Day trip to Cobb Island followed by a number of

cruises with the jump-off point being Solomons.

—National Potomac: George Edwards expressed appreciation to Ned Rhodes for his efforts in producing an excellent newsletter. They have a summer cruise in July that begins at Aquia Harbour following the Float In. Call George if you wish to join in at any point.

—Ft. Washington: Activities are almost exclusively tied to marina restoration. Several of their social events have been held at Colonial Beach.

—Marinette Owners: They have changed their bylaws to increase the number of fleets in their membership. Dwight will send a roster to Ned.

—Eastern Power Boat Club: They will send six boats to the Blessing of the Fleet this year and have various other social functions.

—Mt. Vernon: John Robey was presented with his PRYCA MAL flag and warmly welcomed as our newest office.

Commodore Goodman thanked the clubs in attendance for their support and expressed PRYCA's intention to be proactive in representing the member clubs.

George Edwards asked if a silent auction would again be held at the Float In. (It will be considered at the Board's June meeting.)

Gordon Gould invited all clubs interested to participate in the Trinka regatta. Look for coverage in the local press.

The meeting was adjourned at 9:30PM

Laminated Charts

First Frame Graphics, POB 2179, Easton, MD (800-752-4481) is an authorized NOAA dealer and carries charts of the entire Bay in paper, laminated paper and treated paper. Their polyester lamination is thin and flexible, yet surprisingly strong. You can draw and mark on it with pencil or any other type of marker. Erasing is done with a good quality pencil eraser. The laminated charts are rollable, foldable and completely waterproof.

Welcome to James Creek Marina

MVYC Power Fleet

A brand spanking new facility was opened up in Washington. The James Creek Marina, situated at the southeast end of Ft. McNair at the mouth of the Anacostia River, has easy access to its comprehensive fuel dock, where gas and diesel fuel are available at competitive prices.

Also available is a proper pump-out station (hoorah!) At \$5 it's only 30% of the price at some rinky-dink don't-work facilities elsewhere, and if you gas up it's free.

They monitor Channel 16, so call the general manager Damian Buckley on 202-554-5000. Incidentally, he's a Brit and recognizes a Red Ensign when he sees one, so it must be a good place. The whole place is affiliated with the Gangplank Marina and it will have its own restaurant in due course.

Somers Cove Expansion Crisfield, MD

The new Charter Boat Center at Somers Cove Marina is nearing completion. Occupancy is now set for mid-June due to last minute changes in the location of the electrical transformers.

The new administration building will have a reception office, control and security offices, a vending machine center, laundry, and bathrooms with showers. A new fish cleaning building with state of the art equipment for our patrons is located beside the administration building. A total of 111 new slips ranging in size from 35' to 65' are now available.

This new facility offers the opportunity to centrally locate Crisfield's charter boat fleet, will provide the fleet with modern facilities and services and hopefully will become a magnet for fishermen and tourists alike.

Renovations to the existing control building have been completed. The building has a new registration center, offices, a conference room, a new air circulation system for the restrooms and a new roof over the patio.

Also completed this year were the new accessory building with bathrooms

and showers for piers A-D, the renovations to L-pier and a new fish cleaning building at the boat ramps.

There is a Limit to the Authority and Privileges of Rank

This was never made more clear than in this tale by Frank Koch in "Proceedings", the Naval Institute's magazine:

Two battleships assigned to the training squadron had been at sea on maneuvers in heavy weather for several days. I was serving on the lead battleship and was on watch on the bridge as night fell. The visibility was poor with patchy fog, so the captain remained on the bridge keeping an eye on all activities.

Shortly after dark, the lookout on the wing of the bridge reported, "Light, bearing on the starboard bow".

"Is it steady or moving astern?" the captain called out.

Lookout replied, "Steady, captain", which meant we were on a dangerous collision course with that ship.

The captain then called to the signalman, "Signal that ship: We are on a collision course, advise you change course 20 degrees."

Back came a signal, "Advisable for you to change course 20 degrees."

In reply, the captain said, "Send: I'm a captain, change course 20 degrees!"

"I'm a seaman second class," came the reply, "You had better change course 20 degrees."

By that time the captain was furious. He spit out, "Send: 'I'm a battleship, change course 20 degrees.'"

Back came the flashing light, "I'm a lighthouse!" We changed course.



Galley Gourmet
Pat Urick
Occoquan
Yacht Club

There are a few things you can be assured will result from an OYC "get together" or picnic: Lots of good food to eat, lots of cold drinks to be consumed, and an empty dish or two not claimed.

One more thing guaranteed to result from a picnic is everyone requesting the recipe for at least one dish. The dish that was most requested at the flag raising was Pat Urick's Oriental Chicken, so here it is:

Oriental Chicken

6 cups diced chicken
1-1/2 lbs. seedless grapes
1 8-oz. can water chestnuts, sliced
1-1/2 cups sliced celery
1-1/2 cup toasted slivered almonds
2-1/4 cup mayonnaise
3/4 tsp. curry powder (Pat doubles)
1-1/2 tbs. soy sauce
1 9-oz. can pineapple tidbits, drained

Mix mayonnaise, curry powder, soy sauce, chicken and water chestnuts together and chill for several hours. Add remaining ingredients just before serving. (Pat informed that she has successfully "halved" this recipe for smaller groups.)

Do The Right Thing: VHF Communication by the Book

Ken Englert
Boating, June 1990

To begin this new boating season right, I think both novice and veteran boatowners could use a VHF refresher course. Improper radio operation, unfortunately, has reached epidemic proportions and can jeopardize emergency and safety communications.

I'm convinced that many of our airwave problems stem from the lack of knowledge on how to correctly use a marine radio. So let's go back to basics and review the Do's and Don'ts.

Listening And The Proper Pauses: The first rule is *listen first*. We all share a large party line with other boats, so show a little courtesy for your fellow boatowner. Always take a moment to be sure the channel is clear.

After switching to another channel, listen first to be sure that radio traffic is not already in progress. Be advised that there are mandatory pause periods that must be observed by all marine radio operators.

For instance, did you know that you

cannot recontact another vessel or radio station that you have just completed communications with until 10 minutes have elapsed? In addition, radio communications that run longer than three minutes are prohibited.

While we're on the subject of radio pauses, be sure you understand how to call another boat or station. Don't forget that you are prohibited from calling another station for longer than 30 seconds.

If you fail to establish contact, you must wait for two minutes before resuming your call. After three attempts, with two-minute intervals in between, you must then wait 15 minutes before trying again.

Another common radio faux pas is to neglect to use your radio call sign. The FCC rules and regulations are quite specific about using your radio call sign at the beginning and end of your message.

It's a good idea to use the name of your boat as well, but on-the-air identifications must be the radio call sign. For example, "Yacht *Misterie*, New Attitude WY21234."

Channel Selection: As one FCC Field Operations Bureau memo cited: Port Operations VHF radio frequencies (channels 5, 12, 14, 20, 65, 66, 73, and 74) may be hazardous to your health!

The FCC has received numerous complaints regarding the misuse of these channels, which were specifically set aside for *port operations*—these channels are used for vital communications during docking operations of such large vessels as supertankers. So be advised and learn which channels you can and cannot operate on.

In case you were not aware of it, Channel 70 is not authorized for routine ship-to-ship radio traffic anymore. This channel has been reassigned and restricted to distress and safety calling or general purpose calling via Digital Selective Calling (DSC).

Channel 16: This channel is recognized as the international radio distress frequency that is used for Mayday emergencies. The Coast Guard uses this frequency as a liaison channel to communicate important messages to the boating public.

Additionally, Channel 16 is used by all boatmen as a hailing frequency, meaning that it's a common radio "meeting place" through which initial

contact with another boat or station is made.

After using Channel 16 to initiate contact, you must then switch to any unused ship-to-ship or working channel such as channels 9, 68, 69, 71, 72 or 78.

Emergency Calling: When using a marine radio, it's important to understand what constitutes an emergency. Running out of gas may be personally distressing, but it hardly qualifies as a Mayday. Marine Radio Emergency Signals are classified into three categories of priority. In order of importance they are:

— **MAYDAY:** The international distress signal is used only when there is an immediate danger of loss of life or vessel. (For example, the vessel is sinking, or a person on board is badly burned or unconscious.)

— **PANPAN:** The Urgency Signal is used when the safety of the vessel or a person is in serious jeopardy. (For example, a vessel is dead in the water and is drifting toward the rocks, a person on board has received an injury and is in need of medical assistance but no grave threat to their life exists.)

— **SECURITY:** The Safety signal is used to precede an important message concerning navigation safety or an important weather warning. (For example, a submerged log is reported floating in the channel or storm warnings are announced.)

To summon aid quickly, be sure your emergency Mayday communication contains the following information:

— **WHO** are you: your vessel's name and radio call sign.

— **WHERE** are you located and what method did you use to determine your position (loran coordinates, RDF fixes, visual landmark sightings, etc.).

— **WHAT** is the exact nature of your distress or difficulty (such as fire on board, or vessel taking on water).

— **KIND** of assistance that you require.

— **NUMBER** of persons on board and condition of any injured party.

— **SEAWORTHINESS** or condition of your boat.

— **DESCRIPTION** of your boat in detail.

— **SCHEDULE** of when you'll be monitoring your radio.

Radio Shorthand: Radio "pro-words" help keep communications brief,

clear, and to the point. Here are a few of the more important words you should be acquainted with:

OVER — one party's radio transmission is completed and now he's waiting for a response.

OUT — radiotransmission has ended and no reply is expected. Often, phrases such as "over and out" are heard on the airways, which is conflicting and incorrect.

ROGER — last message has been received.

WILCO — last transmission has been received, understood, and will be carried out. ("Roger-Wilco" may be standard dialogue in many 1940 "B" war flicks, but it's improper radio procedure.)

AFFIRMATIVE — indicates that what you are hearing sounds correct.

NEGATIVE — simply means no. We use the pro-words affirmative and negative instead of "yes" and "no" because the latter two words can be misunderstood, particularly when a transmission is weak and noisy.

WAIT — means there will be a pause for a few seconds so please stand by.

FIGURES — used in the middle of a message to alert the listener that numbers are being transmitted. For example: "The boat length is figures 45'."

BREAK — this is often heard on Coast Guard broadcasts. The work "break" is used to separate the text from other portions of the message or to separate one message following another message.

ISPELL — the radio operator is going to spell the following word phonetically.

To avoid any misunderstanding, the Phonetic Alphabet (also referred to as the Alpha Bravo Code) is used to transmit letters to spell out words. This is particularly useful when situations involve language difficulty, or when precise spelling is important.

Books to Keep On Board: The following is a list of reference material that will help you keep your radio operation procedures up to date.

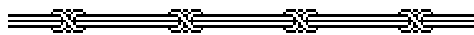
How to Use Your VHF Radio is a free 30-page book on the basics of VHF procedures that's put out by the FCC (FCC, Consumer's Assistance Office, Dept. B, 1919 M Street, N.W., Washington, DC 20554).

Another one I use for quick reference is *The Maritime Radio User's Handbook*, which is published by the Radio Technical Commission for Maritime

Services. It covers just about every aspect of marine radio communications. To obtain a copy send \$10 (book rate) or \$12 (first-class mail) to RTCM, Dept. B, Box 129087, Washington, DC 20036.

The *Marine Radio Procedures Guide* is a complete mini-course on how to correctly use your radio. This handy radio user's guide is printed on both sides of a waterproof 8" x 11" plastic sealed card. It's available for \$6 from Technical Information Services, Dept B, Box 24A34, Los Angeles, CA 90024.

Be part of the solution and work to minimize unnecessary marine radio congestion and abuse. Mastering proper radio operation procedures is an important part of a skipper's basic boating skills, and is something from which we'll all benefit.



Boating Trivia

The Gull, AHYC

1. The widest part of a boat is its _____.
2. A Class "C" fire is which of the following: gasoline, wood, electrical?
3. A fox on vessel is: a three strand rope, an oar, a single strand rope, an attractive swabette?
4. Five or more short and rapid blasts on a whistle or horn is the _____ signal. All clear, danger, underway?
5. Does the tidal current flow faster in deep or shallow water?

Answers:

1. Beam.
2. Electrical.
3. Single strand rope
4. Danger
5. Deep



June 1991

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						1 Washington Festival
2 Washington Festival	3	4 Agula Harbour YC General Meeting 7:30 PM	5 National Fisheries YC Board Meeting 7:30 PM	6	7	8 Tendron YC Alexandra Waterfront - Snod Bay Regatta Agula Harbour YC Cobb Island Cruise Alexandra Waterfront Festival
9 Agula Harbour YC Cobb Island Cruise Alexandra Waterfront Festival	10	11	12 National Fisheries YC Dock Pot Luck 7 PM	13	14 Flag Day	15
16 Father's Day Mount Vernon 15th Anniversary Party	17 Agula Harbour YC Bridge Meeting 7:30 PM	18	19 National Fisheries YC General Meeting 7:30 PM	20	21	22 Tendron YC Snod Dinner on the Water of Mt. Vernon Alexandra Waterfront Festival Agula Harbour YC Tim Around Cobb Island Regatta Otago YC Big 6 Lilies Cruise to Gardner Cove Mount Vernon Waterfront Cruise National Fisheries YC Georgetown Cruise
23 Agula Harbour YC Tim Around Cobb Island Regatta Otago YC Big 6 Lilies Cruise to Gardner Cove Mount Vernon Waterfront Cruise National Fisheries YC Georgetown Cruise	24 Mount Vernon Waterfront Cruise	25 Mount Vernon Waterfront Cruise	26 Mount Vernon Waterfront Cruise National Fisheries YC Snod Party 7 PM	27 Mount Vernon Waterfront Cruise	28 Mount Vernon Waterfront Cruise	29 Mount Vernon Waterfront Cruise
30 Mount Vernon Waterfront Cruise National Fisheries YC Dock Brunch						

May 1991

July 1991

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July 1991

Sunday Monday Tuesday Wednesday Thursday Friday Saturday

	1	2 Agula Harbour YC General Meeting 8:00 PM	3 Tendron YC invite Agula Harbour for dinner	4 Fireworks at Westington Channel Agula Harbour YC Fireworks Cruise	5 Agula Harbour YC Fireworks Cruise	6 Agula Harbour YC Fireworks Cruise Occoquan YC 4th of July Dock Party																																																																																																														
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June 15 - Board Meeting - Tantallon Yacht Club
Board Meeting 7:30 PM

Upcoming Events



Potomac River Yacht Clubs Association
Box 41
1000 Water Street, SW
Washington, DC 20024

Address Correction Requested