



Potomac River Yacht Clubs Association



Volume 3

Issue 7

September 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

The summer's boating season has certainly passed too quickly. Our St. Patrick's Day cruise remains vividly in my mind, and now it's Labor Day. Nevertheless, Fall boating is spectacular, especially in Virginia and Maryland. In that regard, as I indicated in my last letter, I encourage maximum participation at the Fall Raft-In on Mattawoman Creek. Mark your calendars for 28 September!

In accordance with the PRYCA Bylaws, I have appointed a nominating committee to work under the leadership of IPC Jim Ifland. This committee consists of R/C Lewis Graham, Capital Yacht Club; Comm. Jerry Jordan, Ft. Washington Yacht Club; and Vice Comm. Dave Yarnell, Occoquan Yacht Club. Their mission is to select a slate of officers for next year's PRYCA Bridge. The nominating committee must complete their deliberations by 10 October. If any member of a PRYCA club would like to serve on the Bridge or a committee, please call me at 703-553-4863 (work) or 703-659-3275 (home).

Lastly, I would like to commend the Capital Yacht Club for hosting and organizing the First Annual 52 Regatta/Mini-Marathon, to be held 5 October 1991 in the vicinity of their clubhouse. Details concerning this event are located elsewhere in this newsletter. This is an enormous effort to raise money for the handicapped. I encourage all PRYCA sailors to consider participation in this event.

Happy and Safe Boating!



POTOMAC RIVER YACHT CLUBS ASSOCIATION

August 12, 1991
Board Meeting
District Yacht Club

Present

Comm. Dave Goodman
MAL John Locke
Vice Comm. John Sullivan
MAL John Robey
Secy. Andrea Storey

Absent

Rear Comm. Ned Rhodes
MAL Paul Fleury
Treas. Harriet Douglas

Others Present

Past Comm. Marty Clune

The meeting was called to order at 7:05 PM by Commodore Dave Goodman.

There was no report by the Secretary.

Reports of Officers:

Treasurer: Dave Goodman read the report submitted by Harriet Douglas:

Opening Balance	\$1,718.47
Deposits	62.62
Deductions	<u>477.83</u>
Closing Balance	\$1,303.51

— One club has not yet paid 1991 dues: Marinette Owners.

Fleet Captain: Gordon Gould and Vice Commodore John Sullivan complimented Aquia Harbour Yacht

Club on a marvelous, best-ever PRYCA Float-In.

Comm. Dave Goodman:

— Float-In Recap:

— Dave sent letters to all commodores giving a rundown of the activities and highlighting those clubs that were represented.

— It was the largest participation, with 63 boats and 300 dinners served.

— There was a profit of \$147.00.

— The Fall PRYCA event will be in conjunction with Occoquan Yacht Club on 9/28/91. All interested boaters will meet at the Dunes, Mattawoman Creek. Fleet Captain Gould (202-986-2900) and Rear Commodore Rhodes (703-534-2297) will coordinate the event regarding numbers of boats, food contributions, tides, and navigation. Please contact them if you are interested in joining the party.

— The nominating committee has been named; a vote will be taken under new business:

— Chairman Jim Ifland, Immed. Past Commodore (703-659-3364)

— Jerry Jordan, Comm., Ft. Washington Yacht Club (301-292-0611)

— Lewis Graham, Rear Comm., Capital Yacht Club (202-488-8110)

— David Yarnell, Vice Commodore, Occoquan Yacht Club (703-491-3797)

— Delegates who were at the Float-In were presented with their PRYCA flags.

— The National Boating Federation next meeting will be held in Seattle September 28, 1991. Dave will try to combine it with a business trip to the West Coast.

New Business:

— It was moved and seconded to accept the slate for the nominating committee; the vote was by acclamation. The committee must submit the slate for the new bridge officers to the secretary by 10/10/91 and it will then be published in the newsletter within a week.

— We discussed the function, level of activity, leadership, relationship to

the board, and support of the various committees of the PRYCA.

— Fleet Captain Gould introduced the idea of a holiday parade of decorated boats early in December. This has the support of the WWC, which has in its membership a large number of restaurateurs who would support such an event.

— MALs will present PRYCA burgees to Delegates who were not at the Float-In during meetings at their own clubs.

The next board meeting will be 9/16/91 at Capital Yacht Club at 7:30 PM. The next Delegates meeting will be 11/18/91 at 8:30 PM at the Mt. Vernon Yacht Club preceded by a board meeting at 7:30 PM.

The meeting was adjourned at 7:50 PM.

From the Editor

Ned W. Rhodes

The seas are alive with thousands, no! maybe even millions of tempting edible shrimp and the Occoquan Yacht Club has a lock on a select source of the cutest and best tasting shrimp ever to grace a pot of boiling water. Again, it's time for our annual shrimp feast at the Dunes and we would like all interested PRYCA member clubs to join us. The date is September 28/29. Please complete the shrimp order form in this issue of the newsletter and send it with your check for \$7.00 deposit per pound of shrimp you order to Ned W. Rhodes, 2001 North Kenilworth Street, Arlington, VA 22205 by the 20th of September. If you have any additional questions, you should give me a call at (703) 534-2297.

The Dunes are located at the end of Mattawoman Creek. OYC members start to converge on the Dunes at noon on Saturday. The evening meal is shrimp, cooked by all of us in community pots, using a variety of spices (bring what you like). We all bring our tables out and eat dinner. After dinner, we clear everything away and start a huge bonfire that lasts well into the night. Since there is not wood readily available, we ask that each participant bring a boat load, or at least a partial boat load. The water depth back to the Dunes is approximately 4 feet and we have had anywhere from 10-30 of our

boats attending, ranging in length from 19-42 feet.

By the way, don't forget the youngsters, plan to bring marshmallows and sticks or wire hangers. And you grown ups, don't forget your weenies!

This year is likely to be the biggest shrimp feast yet so get your reservation in early. This year, we may have a splash off between Howard DuVol and the Way family for number of times in the water in a 48 hour period. The winner of the "One Long Step for Mankind Without Spilling a Drop" contest may repeat it if there is enough demand.

PRYCA Float-In

Gordon T. Gould
PRYCA Fleet Captain

The 6th Annual PRYCA Float-In was a tremendous success being the biggest and best to date. Over 60 boats from visiting clubs participated in the event. Clubs represented at the Float-In were Aquia Harbour Yacht Club, Capital Yacht Club, Mount Vernon Yacht Club, Metrosailers Yacht Club, National Potomac Yacht Club, Occoquan Yacht Club, Seafarers Boat Club, and Tantallon Yacht Club. The dinner and dance was the largest social event in the history of Aquia Harbour with close to 300 boaters enjoying the good food, excellent music, and boating camaraderie. Once again, the Capital Yacht Club captured the dinghy race championship and PC George Edwards from National Potomac Yacht Club won the raffle for 100 gallons of gasoline. I believe we all owe a vote of thanks to the Aquia Harbour Yacht Club for planning and executing this wonderful boating event.

1990 — Fewer Boating Fatalities

The Lookout, National Boating Federation, July 1991

For the fifth straight year, boating fatalities have decreased, despite increasing vessel registrations, including the proliferation of "Personal watercraft".

It was not so long ago that a fatality rate of 6 per 100,000 seemed an unattainable goal! Without substantial mandatory education or vessel operator licensing, the 1990 rate of 4.4 fatalities

per 100,000 seems a strong indication of the success of voluntary education, as well as the respect most boaters accord their environment.

Perhaps the foregoing will persuade the Florida legislature to abandon its quest for statewide vessel speed limits, as well as repeated attempts at operator licensing. Such bills failed once more as the legislature adjourned May 2.

**Summary
of 1991
User Fee
Rules**
LLO Jim
Webster



CBYCA is providing a *summary* of the rules as we understand them. Space does not permit a verbatim copy of the rules so if you have a special case or are uncertain of what to do, call 202-267-0979 which is the information number of the USCG, Auxiliary Boating and Consumer Affairs Division.

This summary is intended to cover the typical Chesapeake boatman who has a vessel over 16 feet with perhaps a dinghy.

A) First, the dinghy doesn't count unless it is over 16 feet, nor does any manually powered vessel. Recreational vessels, both power and sail, 16 feet or greater require the decals.

B) The decal is required if the vessel is operated on:

- a) Territorial Seas of the U.S.
- b) Internal navigable waters of the U.S. subject to tidal influence.
- c) Internal navigable waters of the U.S. not subject to tidal influence, but from which a 16 foot powered displacement type vessel can, for most of the boating season, navigate to waters subject to tidal influence.

d) Specific listed waters (of which none are listed East of Lake of the Woods, MN).

C) Exemptions:

- a) Foreign vessels operating under a current U.S. customs sailing permit.
- b) Coast Guard Auxiliary vessels accepted by the Coast Guard as an Auxiliary Operational Facility and bearing a current Auxiliary Operational Facility decal and wreath.

c) Vessels owned or operated by a voluntary fire department or rescue squad and used for public service.

d) Vessels owned or operated exclusively by the Boy or Girl Scouts of America or a YMCA and used primarily for training youths in seamanship and navigation skills. Other nonprofit charitable organizations who own this type vessel should call the information number above for info on how to apply for the exemption.

D) Fees:

- a) 16 feet to less than 20 feet — \$25
- b) 20 feet to less than 27 feet — \$35
- c) 27 feet to less than 40 feet — \$5
- d) 40 feet or greater — \$100

E) Decals:

Attach within 6 inches of state vessel registration number, or where it would be if you had one, on a documented vessel.

F) Payment:

a) Phone in toll-free — 1-800-848-2100 and provide information on number and type(s) of decals, your Mastercard or Visa number and mailing address.

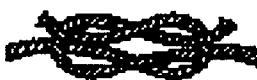
b) Mail-in: Phone 1-800-368-5647 to request forms or obtain forms at a nearby USCG Unit. then send filled out form and check, money order, Mastercard or Visa Card authorization to: US RVF, P.O. Box 740169, Atlanta, Georgia 30321-0169. Failure to obtain the decals can result in a civil fine not to exceed \$5,000.

G) The decals you obtain are good for calendar year 1991, another set will be due for '92, '93, '94 and '95 unless we obtain the law's repeal.

H) These rules become effective July 31, 1991.

Slips Available (in D.C.)

The District Yacht Club (1409 Water Street, S.E.), on the Anacostia River, has memberships available. We offer fixed docks, secure grounds, private clubhouse, railway for hauling vessels, work area, workshop, lockers for storage, ample parking, modest rates. For additional information call (202) 543-9788, (202) 546-4748, or pager (301) 507-2263.



**What's In Store for 1991
Potomac SAV News Bulletin**

Summer 1991

It is a relatively safe bet that hydrilla will be back in the Potomac River again this summer, as it has been since 1982 when it first appeared at Dyke Marsh. And if hydrilla is indeed still in the Potomac, then it is also a relatively safe bet that the Aquatic Plant Control Program (APCP) managed through COG, will once again have a mechanical harvester on the river, providing river access through the dense hydrilla beds.

For the sixth year in a row, the APCP will be evaluating program sites to determine where and when hydrilla should be cut. Although this year's program has been scaled back due to budget cuts in Virginia and the District of Columbia, it is expected that all 24 program sites will be cut at least once this summer. Harvesting is expected to begin in July and continue through September.

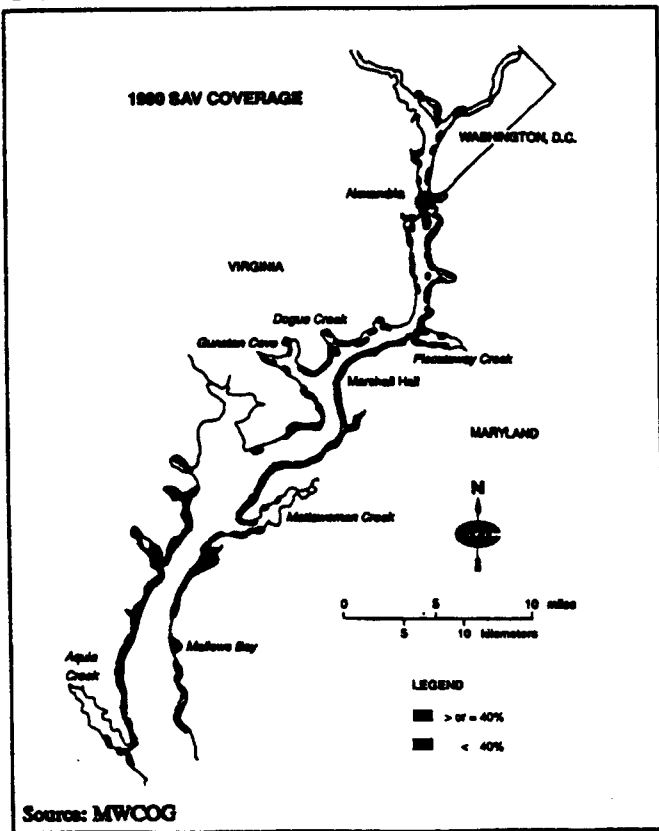
The current program plans call for the harvesting of almost 100 (out of about 5000 total acres of SAV) acres of hydrilla-dominated SAV from the 24 sites located from Alexandria in the north to Widewater, Virginia, in the south. The sites range in size from less than a quarter of an acre to slightly more than four acres. As in past years, some sites may have to be cut more than once, depending on plant density and rate of re-growth.

The harvesting firm, Aquatic Control Technology, which harvested the plants last summer, will be harvesting again this summer. Supervising the harvest operation will be International Science and Technology, which has been involved in the APCP for the past two summers. The experience of both these firms should contribute to a smooth harvest season.

It is too early to tell if the pattern of the past two years will be repeated again this year or if hydrilla will recover to pre-1989 levels in the upper Potomac. With the current program reduction, tough times are expected, should the latter occur.



Distribution of SAV in the Tidal Potomac: 1990



Boundary Disputes Helped Shape Potomac Regionalism
 Potomac Basin Reporter, June 1991

The regional approach toward protecting and enhancing our natural resources has served the Potomac basin well. Looking at problems from a regional perspective has gained favor in the last few decades, although historically, the approach has waxed and waned. Its success depends on how people at the time view their living conditions, and their willingness to compromise for the greater good.

Regionalism was a necessary and sometimes forced solution to Potomac problems, in no small degree because the river denotes boundaries for Maryland, Virginia, West Virginia, and the District of Columbia. The use of the river as a jurisdictional property line has caused friction for more than 300 years, resulting in heated arguments, and sometimes deaths.

The Potomac's use as a boundary, at least in terms of European settlement, began in the early 1600s, when royal land charters were granted to the Virginia Company and Lord Baltimore. Unfortunately, the series of grants, bestowed over about 30 years, conflicted with each other. The first charters greatly increased the holdings of the Virginia Company north into Pennsylvania, and south into the Carolinas. Later, in 1632, King Charles I granted land to Lord Baltimore, which would become the colony of Maryland. The charter set the western and southern boundaries of the colony as the further bank of the Potomac River, from the Chesapeake to the "first foundation," or source of the river. But the land was largely unexplored, leading to confusion and controversy over the true course of the mainstem Potomac, as compared with some of the large tributaries. Yet the land was uninhabited and little commerce took place, so the boundaries of the colonies were not immediately important. Common law also provided access to the river for all interested.

Early disputes centered on land holdings that would be determined by the river's location. In the 1730s claims by the governor of Virginia and Lord Fairfax over the same property led to the appointment of a commission to

Potomac SAV Stays South for Second Year in a Row
 Potomac SAV News Bulletin
 Summer 1991

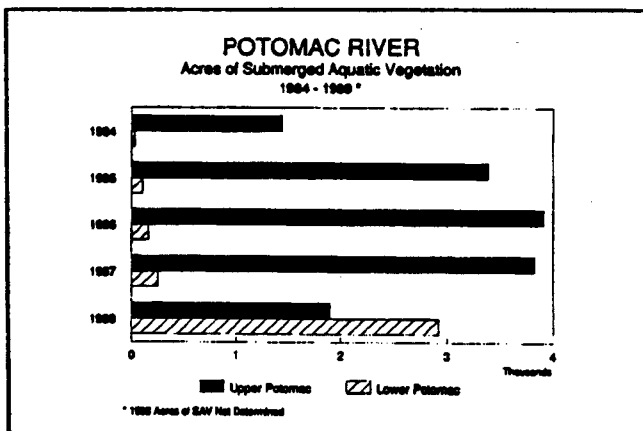
As reported in this bulletin last year, 1989 saw a dramatic change in the distribution of hydrilla and other SAV in the Potomac River. Up until 1989, there was a steady increase in SAV in both the upper Potomac, which includes the area from Washington, D.C. to Occoquan Bay, Virginia, as well as in the lower Potomac, which extends south of Occoquan to Widewater, Virginia. But in 1989, the upper Potomac lost almost 2,000 acres of the submerged grasses, which the lower Potomac gained over 2,500 acres.

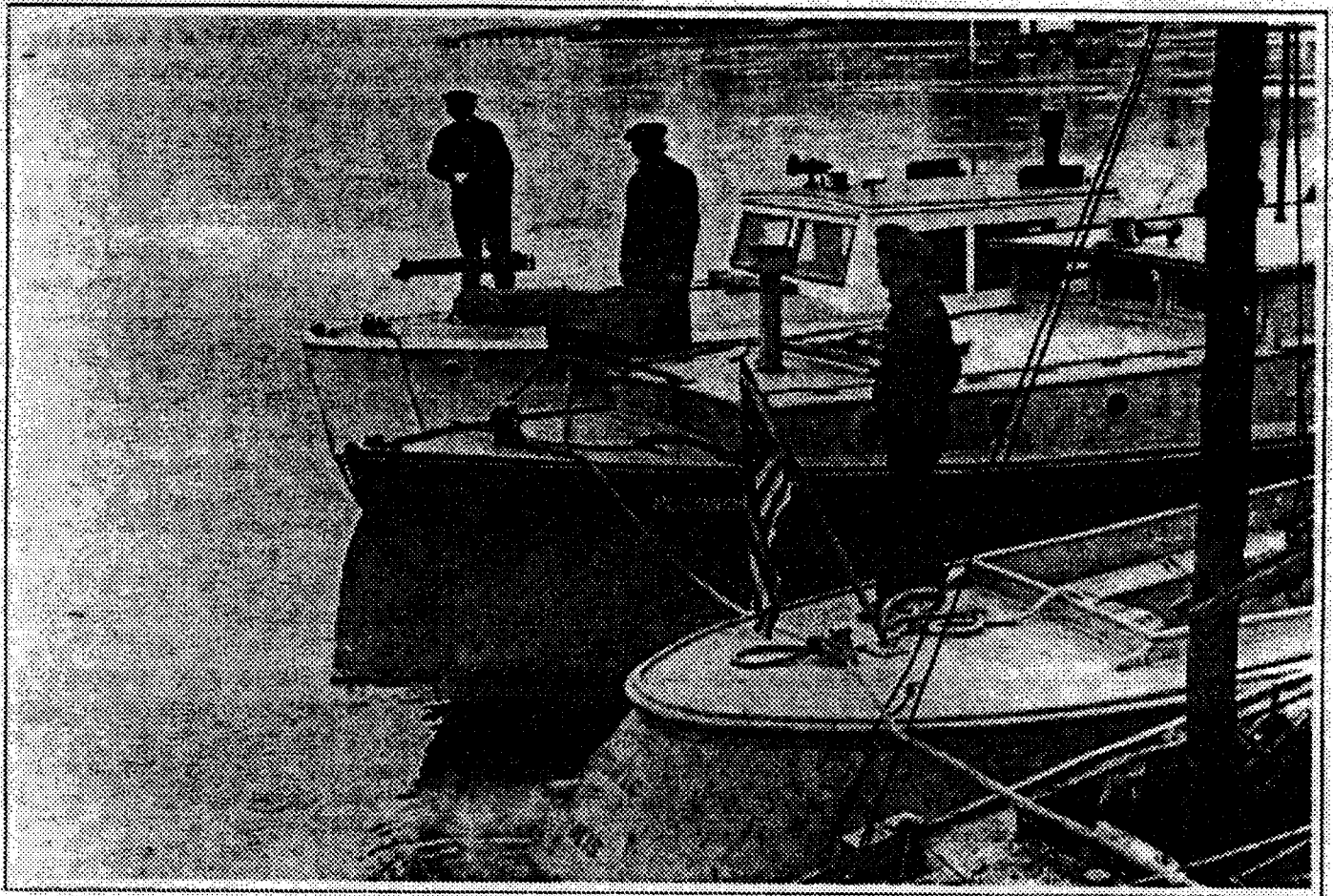
This rapid and unexpected change is thought to have resulted from the unusual cool, wet spring and early summer that occurred in 1989. And although such conditions were not repeated last year, the hydrilla situation on the Potomac in 1990 was very similar to that of 1989.

As a result of this, only a little more than 45 acres out of the proposed 118

acres of hydrilla had to be cut in the harvesting program. Harvesting occurred at only 12 of the 21 program sites, as well as at three new sites. These three new sites are located in the lower Potomac.

Although hydrilla was still rather scarce in the upper Potomac, there were signs that hydrilla might be recovering. Two sites in the upper Potomac that did not require cutting in 1989, did contain enough hydrilla that each site had to be cut once in 1990. The Virginia Institute of Marine Science will soon be releasing the SAV acreage and distribution for the entire Bay, and we will be able to, at that time, determine if hydrilla has begun to recover.





determine holdings. At this time, Maryland claimed that the Shenandoah River was the mainstem Potomac, and claimed all the land to the north. The commission, however, decided that the North Branch Potomac was the mainstem Potomac. Maryland did not pursue its claim, and the Fairfax stone was placed at the headwaters. The move established the Maryland-Virginia boundary, but ownership of the river itself was still unclear.

With the birth of the nation in 1776, Virginia ceded ownership of the river in its constitution, but reserved rights to free navigation and use of the river. Maryland did not accept the claim. The two states argued heavily over navigation rights both on the Potomac and Chesapeake Bay in the following years. Maryland did not wish to give free use of the river to Virginia while the later was collecting tolls on commercial traffic coming up the Virginia portion of the bay bound for Maryland. A series of joint conferences were held on the subject, to no avail.

During this time, George

Washington had been developing a keen interest in the Potomac as the major water route west, and that westward expansion was in the federal interest. In 1784, both states appointed commissioners to meet at a conference at Mount Vernon in March 1785. The group drafted the Compact of 1785, which was accepted by both states. Major points of agreement included the Chesapeake Bay being considered a common highway, with neither state charging tolls on shipping; that the Potomac was to be a common highway with riparian and fishing rights granted to shoreline owners in both states; that all laws regarding preservation of fish, navigation, and quarantine would be agreed to by both states; both were to have concurrent jurisdiction over criminal and civil matters, and that the compact could not be altered or repealed without the consent of both states. A historical rumor holds that the meeting at Mount Vernon consisted of Washington sequestering the commissioners and plying them with food and drink until they agreed on a course of action.

The Civil War brought a halt to the boundary negotiations, which were resumed with the establishment of another joint commission in 1872. With the threat of a Supreme Court decision deciding the boundary, the two states agreed to submit to binding arbitration in 1874. Both states agreed to the arbitrators' findings in 1877, in which Maryland was given the river to the low-water mark. Further, the boundary was extended through the bay to the Eastern Shore.

In 1899, another dispute arose, this time over an island just off the Virginia shore that was claimed by Maryland. A ruling was made by the U.S. Coast and Geodetic Survey that the low-water line should not follow into inlets and bays but that the boundary would follow a straight line from headland to headland.

Fishing rights were another major source of contention of the Potomac boundary. "Oyster wars" had been waged on the bay and river, first between oyster tongs and dredge boats, which plied the area by the thousands in the 1800s. The wars are extensively

documented in John R. Wennersten's book, "Oyster Wars of Chesapeake Bay." As oysters became more scarce, dredging was prohibited in rivers. Maryland instituted an oyster navy and later oyster police to enforce laws against dredging, and a shooting war became not only a conflict between watermen, but governments. After a decline in oyster harvests, the trade picked up again in the early 1940s, and greatly increased after World War II, when price controls were removed. Although Maryland and Virginia authorities cooperated in policing the oyster bars of the Potomac from the Route 301 bridge south, relations between the two grew tense as high-speed chases and gunfights became commonplace. Maryland officials also grew angry at the leniency shown Virginia watermen by the commonwealth's courts. The compact of 1785 ensured that they would be tried in their state of residence. In the 1950s, Virginia announced that it would allow dredging in certain areas of the Potomac, which Maryland completely prohibited. Maryland's legislature would not agree to the dredging, which legally prohibited any practice not agreed on under the

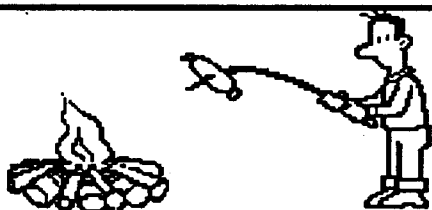
1785 law. The Virginia creeks became a refuge for dredgers of both states when chased by police.

In 1955, Maryland, without regard to the compact, decided that all Virginia watermen would be charged a Maryland export tax, inflaming matters further. The Virginia police at that point quit enforcing fisheries law on the river, and oyster piracy abounded.

Maryland passed a bill abrogating the compact in 1957, which Virginia took to the Supreme Court. Under the court's direction, a new treaty between the states was written, superseding the Compact of 1785. The treaty provided recognition of Maryland's ownership of the river to the low-water mark, preserved the riparian rights of both states from the earlier compact, and created the bi-state Potomac River Fisheries commission. After Virginia signed the accord, Maryland watermen had the question put to a statewide referendum, which was approved. The Potomac River Compact of 1958 was approved by Congress and signed by President John F. Kennedy in 1962, ending a shooting war that had lasted into the late 1950s.

Other border problems have surfaced due to mapping errors, at times with amusing results. Such was the case with a U.S. Geological Survey cartographer who noticed something amiss in maps of the Dyke Marsh area south of the District of Columbia. In 1987, he noticed that the scribed line that usually surrounds federal land was absent from an island off the marsh, which is a wildlife refuge administered by the National Park Service. The cartographer's research revealed no record of the land on the county's tax roles. But when he began paying property taxes to the county for it, they were accepted, and he set about preparing to hunt ducks on the marshy island. He was caught hunting and convicted in federal court last year.

"It is comedy on the grand scale," noted Hank Snyder of the National Park Service. The man received two year's probation. Snyder noted the confusion over ownership occurred in the 1950s, when a resource exchange was made between the federal government and a sand and gravel mining company that dredged the area.



**OYC/PRYCA Shrimp
Feast/Dunes
Reservation Form**

Name: _____

Address: _____

Phone No: _____

Boat Name _____

How Many Pounds of Shrimp _____

**Enclose with check for \$7 per pound to Ned Rhodes,
2001 North Kenilworth Street, Arlington, VA 22205.
ABSOLUTELY NO LATER THAN SEPTEMBER 20TH.**

52 Regatta/Mini-Marathon
Washington, D.C.

Notice of Regatta, First Annual 52 Regatta/Mini Marathon, October 5, 1991

SITE: The 52 Regatta/Mini-Marathon will be held on Saturday, October 5, 1991 on the Potomac River, in the vicinity of the Capital Yacht Club of Washington, D.C., which is the host club and organizing authority. Also in association with the National Yacht Club and Potomac River Sailing Association.

RULES: This Regatta will be governed by the International Yacht Racing Rules, the prescriptions of the United States Yacht Racing union, this notice and by the Sailing Instructions.

ELIGIBILITY: The competition shall be open to mono-hulled sail yachts twenty (20) feet or longer of a type for which a PHRF certificate has been issued. A certificate is not required. There will be three divisions.

Division I: Spinnaker yachts rating 199 and below Division II: Spinnaker yachts rating 200 and above
Division III: Non-spinnaker yachts Handicapping will be by PHRF number.

SPONSORSHIP: As this is a fund-raising Regatta, boats will have corporate, group or individual sponsors. The 52 Association will name a sponsor for said boat. Sponsors will be assigned on a first-come, first-served basis; anyone not registered by August 24, 1991 cannot be guaranteed a sponsor by The 52 Association.

PARADE OF SAILS: All race boats are requested to prominently display their sponsors banner from the starboard side and to parade past spectator craft so that they will be seen by photographers and video cameras.

COMMEMORATIVE JOURNAL: The 52 Association for the Handicapped will be putting together a **COMMEMORATIVE REGATTA JOURNAL** which will include **BOAT/SPONSOR** Photo pages. The journal will contain a photo of your boat and the name of your sponsor(s). **TO BE INCLUDED IN THE JOURNAL WE MUST RECEIVE YOUR ENTRY APPLICATION NO LATER THAN AUGUST 24, 1991.**

SCHEDULE: Friday, October 4, 1991

1830 Reception and dinner at the Crystal Gateway Marriott will be a black-tie affair and details are still being worked out.
1900 For those not attending the above dinner there will be a barbecue at the Capital Yacht Club.

Saturday, October 5, 1991

0800 Check-in and pick-up sailing instructions at Capital Yacht Club
0830 Skippers' meeting at Capital Yacht Club
0930 Parade of Sails
1100 Race — warning signal
1600 Party and Awards by the Reflecting Pond

PRIZES: Prizes will be awarded to the first three finishing yachts in each division; except if there are fewer than 9 entries in a division then there will be 2 prizes; and if there are fewer than 6 entries there will be one prize. In addition, one prize in each division will be awarded to the winning team consisting of a yacht and "land runner". runners will be paired with yachts to form teams prior to the races by the 52 Association.


GENERAL: A limited amount of mooring facilities will be available at the Capital Yacht Club and nearby facilities. More information on this will be provided to registrants.

APPLICATION: Each application must be submitted on a registration form. Applications will be accepted until 2200 Saturday, August 24, 1991, and must be accompanied by a check for \$25.00 payable to the 52 Association for the Handicapped, Inc. and sent to the address below. Please note this entry fee is tax-deductible. Applications will be acknowledged by mail. Late applications will be accepted, subject to race committee approval.

CONTACT: Capital Yacht Club, 1000 Water Street, S.W., Washington, D.C. 20024, (202) 488-8110

September 28/29 – Occoquan/PRYCA Shrimp Feast at the Dunes
September 16 – Board Meeting at Capital Yacht Club at 7:30 PM.
November 18 – Board meeting 7:30 PM at the Mt. Vernon Yacht Club
November 18 – Delegates Meeting 8:30 PM, Mt. Vernon Yacht Club

Upcoming Events



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

Address Correction Requested