

Potomac River Yacht Clubs Association



Volume 4

Issue 1

February 1992

Officers 1992

Commodore

John Sullivan
(National Potomac)

Vice Commodore

John Robey
(Mt. Vernon)

Rear Commodore

Ned W. Rhodes
(Occoquan)

Secretary

Linda Bussard
(National Potomac)

Treasurer

Harriet Douglas
(District)

Immediate Past Commodore

David L. Goodman
(Aquia Harbour)

Members-At-Large

John Handcock
(Aquia Harbour)

Paul Fleury
(Tantallon)

John Locke
(Washington)

From the Commodore

John Sullivan

I would like to welcome all PRYCA members to the 1992 boating year. As we start out this new boating season, I would like to take this opportunity to close out the old by giving a special thanks to our outgoing Commodore, Dave Goodman. All of us who have had the pleasure of working with Dave over the last couple of years know well his commitment to this organization and to boating on the Potomac River. While Dave may be leaving us as an active leader, his presence will still be felt on the bridge. He has agreed to chair the Membership Committee to ensure the continued growth of the association and to hopefully return it to the level of member clubs it had in the past.

Many of the members have asked why the association does not do some of the activities it did in the past. The following could be a perfect way to rejuvenate an old favorite. We have several committees that need to be filled by volunteers. These groups are the means for the association clubs to let us, your board, know which course you, the members, want the PRYCA to travel. Over the last few years most of these committees have gone unstaffed, and your guidance has been missed. Many of your club members are already involved in the types of activities with which we need help, and serving on one of these committees would not be a major problem. In many cases, your current committees within your own club could cover both groups in a specific area. I ask that you bring this subject up at your meetings and if anyone is interested, ask them to give me a call.

As we move into the starting events for this year on the river, the first one we have is the Blessing of the Fleet, scheduled for May 17, 1992 in the Washington Channel. According to Marty Clune, he has everything under control and he is attempting to schedule the first information meeting on this event for some time in the middle of March. Each Club Fleet Captain will be hearing from Marty soon. The PRYCA Float-In is scheduled for the weekend of July 17-19, 1992 at Aquia Harbour. Now is the time to pick your teams and start training for the rowing contest. Last year's winners are determined to retain their well-earned championship in this field for another year. Word has it that the Capital Yacht Club has been seen late at night in the channel sharpening their skills for this event. If your club is having an event and you would like to open it up to association members, have your delegate bring it up at the meetings or give me a call and we will put it out in the newsletter.

Speaking of getting the word out, I need each club to send me a copy of their current roster of club members and a list of the names and telephone numbers of the club's 1992 officers and bridge members. Also, it would be helpful if you could provide me with your club's current mailing address for club correspondence, the name of your PRYCA delegate/alternate, the day of the month your general membership meetings are held and, if you have one, the name and telephone number of your newsletter publisher.

The last item I would like to discuss is dues. The PRYCA membership fees for 1992 are due. They will remain the same as last year, \$45.00, and should be mailed in as soon as possible. Included in this newsletter is a form which we

would appreciate your using when sending in your dues.

Once again, I would like to welcome all PRYCA boaters to the 1992 season and commit the PRYCA to supporting those activities which will help all of us enjoy the beautiful Potomac River.

From the Editor

Ned W. Rhodes

Here we are with the first issue of the newsletter for 1992 and a new Bridge of Officers for the coming year. The elections were held at the December Delegates meeting at the Mount Vernon Yacht Club and congratulations to one and all.

Time is a little short between the publication of this newsletter and the Delegates meeting on March 2 (once again at the Mount Vernon Yacht Club) and I apologize for that. Most importantly, all club delegates should fill in the attached roster form and return it along with the 1992 dues of \$45 as soon as possible. We will be happy to take the information at the Delegates meeting. It is important that we have an updated roster so that this newsletter will get into the proper hands. We thank you for your help.

In addition, I will be putting together a PRYCA calendar of events for the coming year. If you would like to have your club's events listed, then you need to get me a copy of them. I will enter them all onto my computer and then publish a monthly calendar that lists the events of all the PRYCA clubs. Once you have that, you will know which parts of the river to avoid or where all the parties are for the coming year.

Hope to see many of you at the Delegates meeting.

Delegates Meeting

Mount Vernon Yacht Club

March 2

The next Delegates Meeting will be held on March 2 at the Mount Vernon Yacht Club (4817 Tarpon Lane, Alexandria VA 22309, 703-780-8850). There will be a Board meeting at 7PM and the Delegates Meeting will begin at 8PM. All delegates are requested to 1) read the article describing the duties of a delegate that is contained in this issue of the newsletter, 2) bring a copy of your

club's events for the coming year for inclusion in the newsletter, 3) update your club's roster on the enclosed form and bring it to the meeting, 4) be prepared to give a 2 minute summary of your club's goals and activities for the coming year and 5) bring along your club's dues of \$45 if they have not already been paid.

Your club input is needed for our future events and it is requested that each club send their Delegate. We look forward to a successful meeting.

Directions by car: From the Beltway, take exit 1 South 4.5 miles to Old Mount Vernon Road. Turn left for 2 miles to Mount Vernon Highway. Turn right for 1.2 miles to Forest Haven Road. Turn left for 3 blocks to Tarpon Lane. Turn right and proceed to the Club.

POTOMAC RIVER YACHT CLUBS ASSOCIATION BOARD MEETING February 3, 1992 Capital Yacht Club

Present

Comm. John Sullivan
Rear Comm. Ned Rhodes
MAL John Hancock
Secretary Linda Bussard
Past Comm. Dave Goodman
Past Sec. Andrea Storey

The meeting was called to order at 7:35 p.m. by PRYCA Comm. John Sullivan. PRYCA burgees and jacket patches were given to the officers who were unable to attend the January Change of Watch. The minutes of the last Delegates meeting and the Board meeting were read by Andrea Storey and were accepted as read.

Reports of Officers

Rear Comm. Ned Rhodes reported that Occoquan Yacht Club will be having a Nautical Swap Meet and Flea Market on April 4, 1992. Breakfast will be served from 8:30-10:30 a.m. for \$3.00. All clubs are invited. This notice will be published in the PRYCA newsletter.

Occoquan will also be raffling off a dinghy and motor. With the approval of Aquia Harbour Yacht Club, tickets will be available at the PRYCA summer float-in.

Past Comm. Dave Goodman presented an application from Prince William Yacht Club complete with initiation fee for approval. An application was given to Yeocomico Yacht Club after interest had been expressed. Other targeted yacht clubs will be invited to the February delegates meeting. They include Fairfax Yacht Club, Yeocomico Yacht Club, Quantico Yacht Club, and Neabsco Yacht Club.

A motion was made by Dave Goodman, and seconded by Ned Rhodes, that money be allocated for the purchase of PRYCA letterhead paper for 1992. Marty Clune will be contacted for buyer information.

The appointment of a Fleet Captain for PRYCA was discussed. It was decided that Sam Hess of Aquia Harbour Yacht Club would be asked to fill this position and Gordon Gould of Capital Yacht Club would be asked to be alternate.

Andrea Storey reported on the extent of damage caused by the oil spill on the Anacostia which has affected 150 boats from four yacht clubs. Boats must be hauled, cleaned, repaired, and painted. Tommy Long has been given the contract by the insurance appraiser. The yacht clubs have asked PRYCA for support in settling this matter.

A reminder of 1992 dues will be in this month's newsletter, along with a form for paying the annual \$45.00 and for listing new 1992 officers, delegates, and alternates for the new roster.

The Blessing of the fleet is scheduled for May 17 by the Washington Waterfront Association.

The February PRYCA Newsletter will advertise for members to volunteer for the following standing committees:

- Qualifications
- Legal and Legislative
- Membership
- Finance
- Entertainment and Liaison
- Nominating
- By-Laws
- Commodores' Steering Committee
- Coast Guard and Harbor Police
- Liaison
- Publicity and Communications

A survey will be sent out to all commodores asking for input into the objectives of the Commodore's Steering Committee.

General Discussion

— Dave Goodman will be reimbursed for expenses incurred at the January Change of Watch at Fort Myers.

— Members at Large will be contacting their respective clubs with which they will be acting as liaisons.

— Aquia Harbour Yacht Club will be hosting the annual Float-In on July 17-19.

The next meeting will be held before the delegates meeting on March 2 at 7:00PM at Mount Vernon Yacht Club. Delegates meeting to follow at 8:00 PM.

The meeting was adjourned at 9:15PM.

Respectfully submitted,
Linda Bussard, Secretary



Beautiful Mattawoman Creek

For those of you who missed the Fall Occoquan/PRYCA shrimp feast, I wanted to publish a picture that sums up the picturesque beauty of Mattawoman Creek. Notice the beautiful trees and how boats can come right up to the shore. Notice also that there is a slight tide.



Notice

To: Commodores and Delegates
All Member Clubs

From: Linda Bussard
Secretary
Potomac River Yacht
Club Association

The Prince William Yacht Club has submitted an application to become part of the PRYCA organization.

The Prince William Yacht Club is organized for the slipholders of Prince William Marine, Sea-Sea, and Riverview to promote and encourage safe, enjoyable, and responsible boating activities; to promote the exchange of mutually beneficial ideas; to provide a means of communication and assistance among the three marine dock areas involved, and to help provide instruction, education and training in the skills necessary for enjoyment of boating.

The Prince William Yacht Club currently has 28 active members.

Any comments from member clubs should be submitted within 15 days of this publication to:

Commodore Bill Sutherland
Chairman
Qualifications Committee
1015 Columbus Drive
Stafford, Virginia 22554

The Delegate

Eve Finch

Quoting from that venerable and time-honored source, the Britannica World Language Dictionary: "A delegate is a person appointed and sent by another with power to transact business as his representative." "To delegate is to send as a representative, with authority to act."

It is that last phrase with which I am primarily concerned—"...with authority to act."

Within the yacht club structure, a delegate is appointed, not elected. Usually, the commodore will choose a member of his club who is familiar with that club's membership and with the prevailing philosophy of that membership. Generally speaking, the newest member of the club should not be chosen for this position.

The delegate chosen is, by tradition, empowered to speak for that club. It serves no purpose to limit the powers of the delegate. If the delegate has been informed that he cannot speak or vote on an issue unless the issue is first brought back to his membership, then obviously the appointee is not considered a true spokesman for that club, and, in fact, does not have the confidence of his club.

It is the responsibility of the commodore to captain his vessel, the club. It is the responsibility of the delegate to politicize that club, to speak on its behalf, to be a true representative of his club, to project the true image of his club: in fact, when he attends a meeting of club delegates, he is that club — so choose wisely.

Conversely, it is the responsibility of the delegate to keep his club informed on the issues of the day and of the actions of the larger organization or association at which he represents his club. It is his responsibility to explain the issues and to impress upon his membership the importance of these issues. It is seldom that a matter will come to discussion at a delegate's meeting that has not been previously mentioned — whether formally or informally. If your delegate is doing his job, he will know, in advance, what is happening and can act accordingly.

The delegate is the true liaison between his club and the association.

A delegate should serve for more than one year. His importance and worth to the club is enhanced with each passing year. As is so often heard, there is no substitute for experience.

In today's era of fast-paced negotiations, that delegate cannot say, "Stop the ship! We cannot vote on this issue because I must first go back to my club membership, explain the issue, seek their counsel, have their vote! Then, at the next Association meeting, three or four months hence, I will inform you on their thinking and then the Association can bring this matter to a vote!"

No way!!! He would, in many organizations, be asked to abstain from voting because he was not prepared for the business of the day. And what then has been accomplished?

Your club delegate, to be truly effective, must have your complete confidence, and conversely, the more confidence you have in your delegate, the better he will serve and represent you. Your delegate must be able to state with the utmost conviction and confidence — "my club agrees!" or "my club disagrees!" He must be able to vote "yea" or "nay" — not "maybe" or "I'll let you know."

Once again, let us quote the definition of a delegate: "A delegate is a person appointed and sent by another with power to transact business as his representative."

Deep-Cycle Battery Capacity and Charging

Lt. Phil Arcuni, The Ensign, October 1991

If you use a deep-cycle battery, you may have noticed it loses capacity as it ages. In other words, it no longer provides the same power for as long as it did when it was new. Common to all batteries, this phenomenon is most noticeable in those used in a manner that significantly depletes the charge before recharging. Although this is a natural part of the aging process, the effect can be brought on early by improper care.

Can existing capacity be determined? Yes.

Can reduced capacity be increased? Maybe.

Can reduced capacity be prevented?

Yes.

A battery's capacity, specified in amp-hours, is a measure of the number of hours it will provide useful power at a certain current before it's effectively dead and needs recharging. In addition to "reserve capacity," capacities of deep-cycle batteries are typically specified at the 20-hour rate, that is, 20 hours multiplied by the current that depletes the battery when applied for 20 hours. For example, a battery that gives five amps for 20 hours before the voltage falls to 10.5 volts has a 100 AH rating. At a discharge rate greater than five amps, it won't provide the full 100 AH.

To determine the capacity, apply a full load (lights are good to use) of approximately five percent of the stated battery rating and monitor the battery voltage to determine when it falls to 10.5 volts. If the battery has its full capacity, this process will take 20 hours. If the 10.5 volts are reached sooner, the capacity is less, either because the battery was overrated in the first place or it has lost capacity.

In this case, actual 20-hour capacity can be determined using this table:

<u>Hours</u>	<u>Capacity</u>
20	100%
10	89%
5	78%
3	66%
1	45%

Multiply the test current by the hours, and divide by the percent for that number of hours. For example, if a five-amp test goes for 10 hours: $5 \times 10 / .89 = 56$ amp-hours.

If your capacity test proves disappointing and the battery isn't too old, you can probably improve the capacity using proper charging techniques. The now-dead battery should be hard-charged at 25 to 40 percent of its capacity until it begins to gas vigorously, about 14.5 volts. This provides about a 75 percent charge. The charging rate must be reduced at this point to avoid boiling the battery dry.

A charging rate of 10 percent of the rated capacity will increase the charge to approximately 85 percent. Again, the charge rate must be slowed, this time to about four percent until it won't go any higher. In three to four hours, the voltage

of a good battery will rise to about 16 volts.

If yours won't go that high, you should terminate the charging anyway to avoid possible damage, and you'll have to live with the reduced capacity. Obviously, you should check the electrolyte level before the capacity test and both before and after the charging cycle. Also, turn off most equipment while the voltage is over 14.5 volts. At this point, another capacity test should show increased capacity, especially if the battery reached a high voltage during the final portion of the charge cycle.

The long, slow charge has become popular because it's a more forgiving one, providing a cushion against the possibility of the user forgetting his charging battery and cooking out all the electrolyte. This philosophy has been carried over to the usual marine battery charger. Although it may be advertised as a 40-amp charger, it puts out that much for only a few minutes into a dead battery. The charge is then drastically reduced to a near trickle, and a complete charge takes hours and days to complete.

Your alternator won't do the job either because of a similar design but for a different reason. It has been adapted from automobile equipment, which is designed to carry the car's electrical load and float the battery at about 14.2 volts.

By the way, 14.2 is too high a voltage for a long-term float, which should be down to around 13.0 volts. High-float voltages tend to boil off the electrolyte and shorten battery life.

So, what equipment do you use to accomplish the specified charging schedule? The least expensive choice is adding a manual regulator to the engine-driven alternator. With this device, you can set the charging current exactly, reducing it appropriately to maintain the desired schedule.

Obviously, you also need an ammeter and an accurate voltmeter. You must exercise caution to assure that the charge isn't carried too long, which can cause battery overheating and severe, perhaps violent, damage. Although automatic shut-off devices are available, you should monitor the process periodically.

The usual automotive alternator isn't designed to be used at a high percentage of its capacity for extended periods. Although good results have been

achieved with loads remaining below 65 percent of alternator rating, alternator failure is still possible. Available high-capacity alternators can put out 100 amps or more forever, even when they're hot.

There are few battery chargers with the required capability. The only recourse is to charge to 85 percent with a manually regulated alternator, then complete charging with the shore-powered battery charger.

Here are a few guidelines for keeping your deep-cycle batteries in good health:

1) Don't connect batteries in parallel. Doing so accelerates the aging process, and the good battery will be dragged down if one goes bad. Use larger batteries and a battery switch; if those turn out to be gut-busting monsters, use two banks of six-volt batteries in a series.

2) Begin recharging when the battery is 50 percent discharged (about 12.2 volts at rest, after 24 hours of no load, no charge). Use a charging rate of about 25 percent capacity until vigorous gassing occurs (about 14.4 to 14.6 volts). This achieves about a 75 percent charge.

3) Switch to a 10 percent rate until gassing occurs again (about an 85 percent charge). If minimum charging time is a requirement, charging to a higher level isn't practical because it must be done so slowly. Once a month, follow the full charge method described here.

4) If long engine run time is available, use the alternator to complete the charge. If shore power is available, just turn on the charger. With most chargers, it's better to turn off the charger after achieving full charge, and then turn it on for a few hours once a week or so.

5) Monitor the electrolyte level often, until you know your batteries' water consumption rates on this more aggressive charging schedule. Then, monitor your electrolyte level regularly.

Using these guidelines will prolong the life of your deep-cycle battery, maintain its capacity, reduce charging time and give you peace of mind. A few available devices do all this automatically, and many say their relatively high cost is worthwhile. But if you use manual procedures, be sure you understand what you're doing and carefully monitor the charging process.



Bits and Pieces C B Y C A Chartroom Chatter

USA Today
reported in the

December 12th issue that the State of Maryland has raised \$3 million for Chesapeake Bay clean-up through the sale of 300,000 commemorative license plates.

The Potomac River is over 400 miles from headwaters to the Chesapeake Bay at Point Lookout, MD (or Smith Point VA, if you prefer). Only about 100 miles from the Bay to Great Falls near Washington, DC are navigable by large ships.

Fort Myer in Arlington, VA, is named in honor of General Albert J. Myer. It was General Myer who invented the communications system using semaphore flags.

Fort Washington Marina

CBYCA Chartroom Chatter

The Maryland Department of Natural Resources (DNR) has leased Ft. Washington Marina to a private operator. Criticized by some as competing with private investors, DNR reconstructed Ft. Washington into a modern facility, with docks resembling the Baltimore Inner Harbor Marina. Located on Piscataway Creek a short distance below Washington DC on the east bank of the Potomac River, Ft. Washington will surely become a favored rendezvous for boaters who want access to the tourist attractions of the Nation's Capital but more privacy than can be found near the District. The new operator of Ft. Washington Marina is Mitch Nathanson who operates marinas at Oxford Boat Yard, Town Creek at Solomons Island and Pier 4 in Annapolis. For information or reservations, call (301) 292-0611.



The Zebra Mussel

CBYCA Chartroom Chatter

The zebra mussel was recently introduced into U.S. fresh waters via ballast water from foreign vessels. The mussel has been described as the marine version of the cockroach. It is destructive, inedible and impossible to eradicate. The mussel is capable of destroying an entire ecosystem. They are enjoying American waters and are spreading faster and growing larger than their cousins in Europe. One reason may be lack of predators.

With the mussels' voracious appetites and prolific reproduction, phytoplankton, which is the main food source for other aquatic animals is being consumed at an alarming rate. Besides eliminating other aquatic species, the zebra mussel is clogging up and destroying boat motors and other water intake systems.

The mussel is in all the Great Lakes, the New York State Barge Canal and will soon be in all the Finger Lakes and possibly the Chesapeake Bay.

What can be done? There are a number of simple solutions. First, make an effort to let your boat hull and trailer dry out for at least three days if you move your boat from one area to another. If your anchor line was used, this should be thoroughly dried as well.

Next, inspect your boat and trailer for the presence of mussels. If you find any, scrape them off and expose them to the sun. In the development state the mussels are about the size of poppy seeds. For those who have rusted trailers — good luck! If possible, take your boat to a car wash and spray all the parts that were exposed to the water. Ideally, the water should be 140 degrees F. or hotter. Steam is even better.

The most effective preventative technique is to spray a 10% solution of household bleach with water, making sure the spray gets into the centerboard trunk. This solution can also be used in engines and outboard motors, but it would be wise to check with the manufacturer first.

Boat US publication Seaworthy (Jan 1992, Vol. 10, No. 1) reports that zebra mussels are in the Susquehanna River.

_____ YACHT CLUB

CLUB HOUSE _____
Address _____

Phone _____

COMMODORE _____
Address _____

Home Phone _____

VICE COMMODORE _____
Address _____

Home Phone _____

REAR COMMODORE _____
Address _____

Home Phone _____

FLEET CAPTAIN _____
Address _____

Home Phone _____

SECRETARY _____
Address _____

Home Phone _____

TREASURER _____
Address _____

Home Phone _____

PRYCA DELEGATE _____
Address _____

Home Phone _____

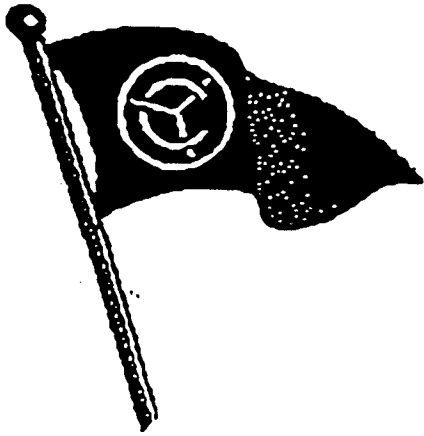
TRAINING OFFICER _____
Address _____

Home Phone _____

SAFETY OFFICER _____
Address _____

Home Phone _____

Please return with 1992 dues of \$45 to PRYCA, Box 41, 1000 Water Street SW, Washington, DC 20024.



Occoquan Yacht Club
P.O. Box 469
Occoquan, Virginia 22125

Commodore:
David Yarnell
(703) 491-3797

Vice Commodore:
Tom Coldwell
(703) 323-1675

Rear Commodore:
Garland Dobbins
(703) 221-4643

Secretary:
Monica Storz
(703) 451-3494

Treasurer:
Al Herskowitz
(703) 860-2043

THE FIRST ANNUAL
OCCOQUAN YACHT CLUB

SIZZLING BREAKFAST COOKOUT
AND
NAUTICAL SWAP MEET & FLEA MARKET
HARBOUR POINT MARINA PARKING LOT
(Marina next to Hoffmasters)

Saturday, April 4th
Breakfast at 8:30-10:30
\$3.00 all you can eat

Trading and Sales will commence after we eat!

Clean out yer Bilges Matey, and Go thru the Garage to revive those treasures of Nautical Nature and bring 'em to the Swap meet/Flea market to negotiate their destiny with someone who will truly appreciate their worth! Find that special "Nautical Necessity" your collection has been without for so long and talk the owner out of it...tell a few lies...and enjoy the boaterly comradery of those guys who belong to a fellow Yacht Club!

THIS IS AN OPEN HOUSE EVENT AND ALL PRYCA AFFILIATED YACHT CLUBS AND OTHER POTOMAC RIVER YACHT CLUBS ARE INVITED & ENCOURAGED TO PARTICIPATE!

THE PARKING LOT IS BIG SO YOU CAN SETUP AS A CLUB OR AS AN INDIVIDUAL !
(Used Boat Sales limited to Photos and Dingys Please)


FELLOW CLUBS R.S.V.P. to Dave Yarnell, Commodore, OYC. 703-491-3797

If you are coming by water, call Marina manager, Tom Tokash 703-491-1385

Dave Yarnell

March 2 – Board meeting 7:00 PM at the Mt. Vernon Yacht Club
March 2 – Delegates Meeting 8:00 PM, Mt. Vernon Yacht Club

Upcoming Events



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

Address Correction Requested