



# Potomac River Yacht Clubs Association

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Volume 6

Issue 3

July 1994

## Officers 1994

### Commodore

Ned W. Rhodes  
(Occoquan)

### Vice Commodore

John Hancock  
(Aquia Harbour)

### Rear Commodore

Penny DeMarco  
(National Potomac)

### Secretary

Ineke Lavoie  
(National Potomac)

### Treasurer

Harriet Douglas  
(District)

## Immediate Past Commodore

John Robey  
(Mount Vernon)

## Members-At-Large

David L. Goodman  
(Aquia Harbour)

Mark Viehoever  
(Washington)

Bud Clark  
(Tantallon)

## From the Commodore

Ned W. Rhodes

Welcome to this special issue of the PRYCA newsletter. We rearranged our deadlines so that the publication of this issue would coincide with the 9th annual Float-In at Fort Washington. For those of you reading this issue at the Float-In, I hope you are having a good time. For those of you reading this at your Yacht Club, you probably missed a great party.

For your information, this newsletter is published 4-6 times a year, right before each Delegate's meeting. The newsletter will be passed out at the Delegate's meeting and then mailed to those who did not attend the meeting. Besides the quarterly Delegate's meetings, this newsletter is our main method of communications between the PRYCA and the member clubs. In it you should find information about the workings of PRYCA, Board reports, legislative reports, a consolidated events calendar and other articles of interest to the boating community. Since I am the Editor as well as PRYCA Commodore, please pass along any compliments or suggestions as to its content. In addition, please be sure to pass on any club news for publication.

The Float-In is the third PRYCA sponsored event for the 1994 boating season. As you may recall, the first event was our Change of Command Banquet in January, followed by our Dinner at Fort McNair the night before the Blessing of the Fleet in May. Our final event for the year will be participation in Tantallon Yacht Club's End of Summer Party in September. MAL Bud Clark has some information about this party in his article inside and we will be sending out a flyer next month.

I have enjoyed being your Commodore this year and I have especially enjoyed meeting and talking with

all the PRYCA members up and down the River. Let's have a great time here at the Float-In and I can hardly wait to see which Club will walk home with the coveted Aquia Cup. I hope the weather turns cooler for the balance of the summer, but, in any case, enjoy your boating adventures. And if you see *Southern Nites* on the River, say hello to Arleen, Jess and me.

## From the Vice Commodore

John Hancock

### Midsummer Update

It doesn't seem possible, but we are already into midsummer and approaching what is shaping up to be the best PRYCA Float-In yet. As you read this update, the Aquia Cup contest is probably in full swing and once again the camaraderie and benefits gained from PRYCA membership are at a peak.

However, as we enjoy our summer float activities, we must be ever mindful of the perils that any recreational activities present. Safety and educational awareness are absolutely critical for us all to "practice and preach." Of particular note are the many new boaters that join our ranks daily. These folks need friendly advice and reminders as to how to operate safely on the water but at the same time take full advantage of the blessings we have with the Potomac River and Chesapeake Bay. Practical and enjoyable training courses are also very available for which we would be happy to provide additional details.

In that regard, we have word of new clubs forming on the Potomac which would certainly benefit from PRYCA and CBYCA membership. Please talk-up the many advantages to be gained from such membership and

invite representatives to our next Bridge or Delegates meeting to find out what we are all about. In addition, we would be most pleased to send interested clubs a membership package for their perusal. Please give me a call or have them contact me for information.

I look forward to seeing you all at the PRYCA events scheduled throughout the year. If I can be of any assistance or if you should have any questions/comments, don't hesitate to contact me at 703-659-2882 (home) or 202-663-0247 (office). Have a most enjoyable and safe summer.

**From the Rear Commodore**  
Penny Demarco

I want to thank all the clubs for their support in completing their registrations for the Float-In and submitting them with full payment in a timely fashion. As of July 5, 1994 (when I am writing this article), we have a great turnout—90 boats and nearly 200 people! PC John Robey is already at work assigning slips to the participants!

The cooperation of all the club coordinators has made the registration process very smooth this year. We are happy to have Landmark Yacht Club and Tantallon Yacht Club represented this year in addition to the clubs that attended last year. Also, we expect to have members of the Ft. Washington Boat Club join us for the festivities. Ft. Washington Boat Club has submitted an application to join PRYCA.

I look forward to meeting all of you when you pick up your registration packages at the Float-In. I will know your names, your club, and your boat name from doing the name tags and it will be nice to put faces with the names. Speaking of boat names, I real-

ly do enjoy the creativity you see with boat names. If you want to have fun at the Float-In, do look at the name tags of the people you meet and look at the boat names. Some are very clever!

If you are looking for someone in particular that you know from another club, just come up to the registration desk and I will be able to tell you if they are attending and what slip assignment they have.

HAVE A GREAT TIME AT THE FLOAT-IN!!!



**Potomac River Yacht Clubs Association**

**Treasurer's Report**

**June 6, 1994**

Beginning Balance		\$1,392.28
Deposits:		
Interest	\$ 3.51	
5/9/94	297.00	
5/20/94	379.50	
6/6/94	<u>115.50</u>	
Total Deposits		795.51
Deductions:		
Service charge	\$ 11.64	
Ft. McNair Dinner <sup>1</sup>	<u>1,069.25</u>	
Total Deductions		<u>1,080.89</u>
Ending Balance		\$1,106.90

Respectfully submitted,  
Harriet Douglas, Treasurer

<sup>1</sup>Dinner at Ft. McNair 5/14/94. I received cash and checks in the amount of \$792.00, plus one check made out to Dave Goodman that I could not cash in the amount of \$165.00

Bill Total	\$1,069.00
Receipts	<u>792.00</u>
	277.25
Dave's check	<u>165.00</u>
Shortfall	\$112.25

## PRYCA Clubs Exchange Events

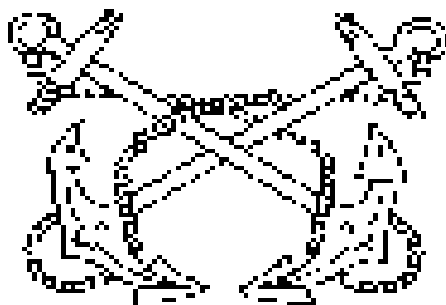
Member-at-Large  
Bud Clark

• The tradition of social exchanges among the PRYCA member clubs continues. On the 5th of June, a number of Tantallon Yacht Club members came by car and boat to attend the Sunday brunch held by National Potomac Yacht Club. Held under the trees at Columbia Island Marina, the brunch was another of the delightful gatherings held by National Potomac (the fall Oktober Fest is another great event which is not to be missed). Tantallon visitors included Commodore Michael Strunk and his wife Dottie and Immediate Past Commodore Bud Clark and his wife Marge. Tantallon Fleet Captain Alan Lee and his wife Katie arrived on their beautiful trawler with Treasurer Georgie Dalferes and her husband George. Among those greeting the visitors were NPYC Commodore Joe Orth and Immediate Past Commodore Jim McInnis. PRYCA Rear Commodore Penny DeMarco was among those responsible for feeding the assembled crowd. Since it was a nice day (although a bit breezy), there was an opportunity to do a little "boat hopping" and visit the host club's boats. All in all, a very pleasant way to enjoy participation in PRYCA—thanks to National Potomac!

• Later, on the 25th of June, Occoquan Yacht Club visited Tantallon Yacht Club for a Special Steak Night, and a great time was had by all. (Incidentally, Tantallon usually holds a Steak Night each Saturday night, and other PRYCA clubs and individual members are always welcome to attend; just bring your steak or other entre to grill and a covered dish, salad or dessert to share.) With so many people in attendance, there was an incredi-

ble collection of foods. Dan Yeager and his band provided danceable music till the wee hours of the morning, and the weather cooperated by cooling off so we could be comfortable. The Tantallon bridge was well represented, while Occoquan Vice Commodore Sandy Leathers introduced his Commodore Ray Steele. PRYCA Commodore Ned Rhodes and his wife also were among the notables present. The function was also attended by a group of young Native Americans who are part of an internship program with various departments and agencies of the federal government. But the formalities didn't take long, and everyone got down to some serious partying with great music and conversation. Sunday morning was spent on visits to the boats of both clubs, followed by a wonderful brunch. As it should be, the party was slow in breaking up. Many thanks to Tantallon's Mary Ann Garges for organizing such a grand event!

• By the time you read this, the PRYCA Float-In at Ft. Washington Marina on 15-17 July will be at hand. As it has in the past, the PRYCA Float-In is sure to be a winner. And now you can look ahead to the PRYCA Fall Event—the End of Summer Party at Tantallon Yacht Club on 17-18 September. More information accompanies this newsletter, so make your plans now to attend. (I'll get back to some more serious comments on boating in the next newsletter.)



## Potomac River Yacht Clubs Association Board Meeting District Yacht Club May 2, 1994

### Present:

Commodore Ned Rhodes  
Vice Commodore John Hancock  
Rear Commodore Penny DeMarco  
Treasurer Harriett Douglas  
Secretary Ineke Lavoie  
IPC John Robey  
MAL's: Bud Clark  
Dave Goodman  
Mark Viehoever

The meeting was called to order by Comm. Rhodes at 6:30 PM. The Secretary and Treasurer's reports were accepted as read.

### Officer Reports:

VC Hancock mentioned the CBYCA meetings he has attended and the legislative issues discussed concerning boaters.

RC DeMarco mentioned Eric Slaughter and the WWA Organization of the 15 May "Blessing of the Fleet," and that a trawler category has been added to the award size categories for the first time this year.

### New Business:

1. MAL Dave Goodman talked about preparations for 14 May dinner at Ft. McNair and the 15 May Blessing of the Fleet.

2. MAL Mark Viehoever mentioned that Washington YC had their elections and their new roster will be published soon. Their past Commodore John Jackson was successful in getting his 54' Chris Craft out of the murky Anacostia River waters! Mark will ask Seafarers' Comm. Howard Gasaway to please inform



PRYCA earlier of Anacostia River Clean-Up date so more clubs can participate in that event.

3. Newsletter. Comm. Rhodes mentioned that current deadline submission for newsletter articles isn't being adhered to, and there was discussion on how to do better. New established deadlines for the newsletter are:

Tuesday, 5 July for Float-In Newsletter and Monday, 11 July Meeting

Tuesday, 6 Sept. for Monday, 12 Sept. Meeting

Monday, 31 Oct. for Monday, 7 Nov. Election Meeting

4. Float-In. IPC Robey mentioned that the sign-up deadline is Monday, 27 June, and slip assignments will be given to each Club's PRYCA Delegate. RC DeMarco will send registration packages to each Club's Commodore and PRYCA Delegate. Final details to be worked out at 6 June meeting. A separate newsletter will be published by 18 May regarding the Float-In, and RC DeMarco suggested handing out the newsletter as part of the Float-In registration package to all participants.

5. PRYCA Fall Event. It was decided to attend Tantallon Yacht Club's 17 September "End of Summer" party.

6. Treasurer Douglas will have an additional 100 checks printed.

The meeting was adjourned at 8:40 PM until the next Board/Delegate Meeting on 6 June aboard *Penny Pincher* at Columbia Island Marina at 6:30 PM.

Respectfully submitted,  
Ineke Lavoie, Secretary

**Potomac River Yacht Clubs**  
**Association**  
**Board Meeting**  
**M/V "PennyPincher,"**  
**Columbia Island Marina**  
**Monday, 6 June, 1994**

Present

Commodore Ned Rhodes  
Vice Commodore John Hancock  
Rear Commodore Penny DeMarco  
Treasurer Harriet Douglas  
IPC John Robey  
MAL Bud Clark  
MAL Dave Goodman  
MAL Mark Viehoever

The meeting was called to order by Comm. Rhodes at 6:40PM. The Secretary and Treasurer's reports were accepted as read.

Officer Reports

Dinner at Ft. McNair Sat. 14 May:  
PRYCA out \$112.25; it looks like we were charged for the total order of 65 as initially given to Ft. McNair. MAL Dave Goodman to contact McNair Catering Manager to try to straighten out.

RC DeMarco mailed out the Float-In Registration Packages 19 May to PRYCA Bridge, all Member Club Commodores, PRYCA Delegates and Fleet Captains.

New Business

1. MAL Dave Goodman talked about NBF Meeting 10 May in Florida: any activity, stores, water transports to have \$150M worth of insurance. The Oil Spill bill passed, and the Interior Dept. has implementation responsibility. Dave to write newsletter article about NBF and its desire to have PRYCA member clubs join them.

2. Comm. Rhodes reminded all of Tuesday 5 July deadline for Float-In

newsletter and Monday 11 July meeting.

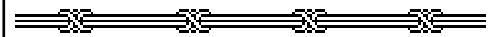
3. IPC Robey mentioned interest at Ft. Washington Marina to join PRYCA, possibly join as FWYC. They currently don't have bylaws but hope to meet soon and will submit their application.

3. IPC Robey had detailed status report on 15-17 July Float-In preparations, final details to be worked out at 11 July meeting at Ft. Washington.

5. MAL Bud Clark handed out detailed plan for Tantallon YC's 17-18 Sept. "End of Summer" party; possible profits to go to TYC, PRYCA does not need to share in it.

The meeting was adjourned at 8:00PM until the next Board Meeting Monday, 11 July at Ft. Washington Marina at 6:30PM.

Respectfully submitted,  
RC Penny DeMarco,  
Acting Secretary



**U.S.C.G. Discovery Policy**  
**The Lookout, NBF, May/June 1994**

Henry Pratt III, Dept. Chief of Operations USCG Aux., spoke to the subject of Non-Emergency Search and Rescue (SAR). SAR is a topic of controversy whenever it comes up. The policy has evolved to the place where all parties are equally unhappy (which is about as good as it will get). The existing Maritime SAR Assistance Policy (MSAP) is the result of a 1982 law directing the CG Commandant to review policies and procedures for towing and salvage of disabled vessels in order to minimize the possibility of CG competition or interference with commercial enterprise. The review was initiated because Congress wanted to

avoid Government competition with the private sector in non-life threatening situations.

The portion of MSAP most often questioned is the non-emergency SAR situations. Generally in cases where commercial services exist and can reach the disabled vessel in a timely fashion, the CG is required to refer the case to the commercial salvor. The CG Patrol or CG Auxiliary Vessel is constrained to assist only in life threatening cases. The single exception to the non-emergency SAR policy is called the "Discovery Clause." Specifically it states: "When an Auxiliary Vessel on routine safety patrol or otherwise on orders discovers a vessel requesting assistance but not in radio contact with the Coast Guard, it should relay a request to the Coast Guard and MAY undertake to provide assistance if capable. If a tow is undertaken, the Auxiliary vessel is required to notify the operational commander of the identity of the vessel, the location of the vessel and the destination to which the vessel is being towed. No Auxiliary vessel may undertake the tow of another vessel unless the Auxiliarist is reasonably assured of the safety of both vessels and the people aboard." [Underlining added for emphasis.]

Note that the use of your radio to contact the Coast Guard or a commercial provider precludes the Auxiliarist from assisting you. Also note the word "MAY"; permission is not required but safety judgments are to be the basis of his action. If you use your radio to seek assistance you forfeit the Auxiliarist's help but you still have a right to seek a good Samaritan or friend. If in response to your call, a salvor directs you to change channels, you are not required to change, you may wait on the calling channel for someone else to respond before going the tow for hire route.

### **Did you know...**

J. Schoshinski, Potomac Basin Reporter, April 1994

Why does the Potomac River except in Washington, D.C., belong to the State of Maryland? In 1632 King Charles I of England granted to Lord Baltimore a tract of land that was to become the proprietary colony of Maryland. Part of the boundary was described as *Unto the true meridian of the first fountain of the River of Pattowmack, thence verging toward the south, unto the **further bank** of the said River, and following the same on the West and South, unto a certain Place, called Cinquack, situate near the mouth of the said River, where it disembogues into the foresaid Bay of Chesapeake....*

It is the usual practice when rivers are used as interstate boundaries to divide them down the middle, but King Charles said "further bank" and it has caused problems off and on between Maryland and Virginia ever since.

### **Spring Cleaning on the Potomac**

Potomac Basin Reporter, April 1994

A growing stewardship ethic was visible throughout the Potomac watershed on April 23, when citizens and private organizations, often backed by government agencies, spent half the day clearing trash from their neighborhood streams. About 1,000 people used the sunlit day to donate their time and muscles to improving local environments.

The longest-running of the river cleanups during the day was organized by the Seafarers Boat Club on the Anacostia River in Washington, D.C. It was the club's ninth consecutive annual effort. Organizer Howard Gasaway

and the club's efforts were aided by the city government, other boat clubs, the Potomac River Pilots Association, the D.C. Lottery Board, a construction company, and others. Volunteers included citizens, club members, and volunteers from some of the city's halfway houses. "It's a lot of work," Gasaway said, but worth it. "The folks enjoy it. We couldn't stop doing this, especially now, with all the good happening toward cleaning up the river, and we've accomplished that goal." The volunteers were joined by Mayor Sharon Pratt Kelly for a cookout afterward on the warm, sunny afternoon. "I think this is the first year that it hasn't rained," the smiling Gasaway said.

### **News From BOAT/U.S.**

May 4, 1994

WHAT COULD HAPPEN IF YOUR BOAT FUEL SYSTEM LEAKS? *KABOOM!*

Most boat explosions occur soon after refueling, according to BOAT/U.S. Just a half-cup of gasoline spilled in the bilge can blow a boat to pieces.

Here's how to gas up your boat safely:

- When taking on fuel, close all hatches and ports, shut off the battery switch and turn off the stove. After fueling is completed, operate the bilge blower for a few minutes and then sniff for gas odors before starting the engine.

- Stop filling the tank when it's 90-95% full. Gas expands as it warms and could overflow if the tank is filled to its capacity.

- It's easy to spill gas when filling a portable outboard tank. Take it off the boat and fill it on the dock.

- If you smell gas or it leaks into the bilge while you're away from the

dock, shut down the engine and electrical equipment—except for your VHF radio. Call the Coast Guard, marine police or a towing company for advice or assistance. At a dock, disconnect shore power immediately and notify marina management or the fire department.

With nearly 500,000 members, BOAT/U.S. is the nation's largest organization of recreational boat owners. For a free copy of a guide to refueling procedures and inspecting fuel systems for gas-powered boats, write BOAT/U.S., Dept. G, 880 South Pickett Street, Alexandria, VA 22304 or call 1-800-274-4877.

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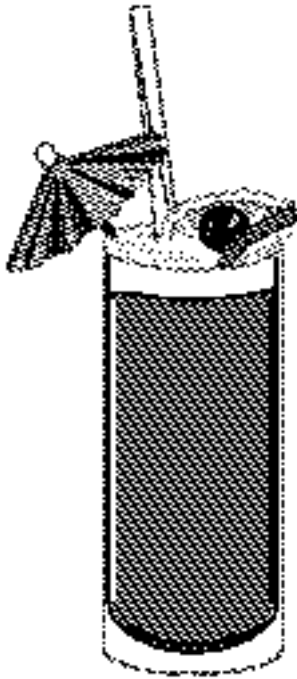
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### **Phonetic Alphabet**

Pat Harford, Spring Cove Yacht Club

As boating season is almost upon us (at last) this is just a reminder to review the Phonetic Alphabet which you will use many times during the season. There are some very strange words heard over the airways each year, but the list compiled here is the official one preferred for use by boaters.

A Alpha	N November
B Bravo	O Oscar
C Charlie	P Papa
D Delta	Q Quebec
E Echo	R Romeo
F Foxtrot	S Sierra
G Golf	T Tango
H Hotel	U Union
I India	V Victor
J Juliet	W Whiskey
K Kilo	X X-ray
L Lima	Y Yankee
M Mike	Z Zulu



### **Toxic Wood Along the Waterfront**

The Lookout, NBF, Sept./Oct. 1993

#### The Problem

The chromated copper arsenate (CCA) treated lumber, which accounts for 90% of the treated lumber sold in 1987, is widely used in marina applications. In recent years CCA has replaced creosote and pentachlorophenol as wood preservatives due to concerns about the health effects of the other two chemicals. Now laboratory and field experiments are showing that in service, the toxicity of CCA, which is essential to its purpose of preventing bore worm damage, is having unwanted side effects on other marine creatures. The CCA is leaching out of the wood and affecting a variety of marine life including fish, crabs, snails and algae. As might be expected, this effect is more dramatic on newly installed wood that it is on older panels as the concentration is leached away. Sediments near the wood however collect the metal leachates and appear to provide a route of transfer into sediment dwellers and hence into the food chain. Since the toxicity of the wood decreases with time it may prove possible to let the wood soak out for several months before using it. (Excerpted from Coastlines)

#### One Town's Solution

Ebba Heirta, staff writer for Soundings, described one solution for the CCA toxicity problem. When the four year old wooden bulkheads in Brightwaters, N.Y., on Long Island's south shore began failing, village officials looked for an alternative to the marine grade treated lumber they'd always used. "It was obvious we had to try something different," says village engineer Dan Falasco. "It's an

expensive project. We couldn't go back to the taxpayers every few years."

The Village chose "Trimax" lumber manufactured in nearby Ronkonkoma. The three year old company uses ground up recycled plastic bottles, combined with 20% loose fiberglass and extruded into a variety of planks and posts. Three colors are available—gray, green and brown—and the lumber can be produced in any length required. Trimax costs about 50% more than treated wood, says Jon R. Ronback, the marine construction contractor who installed the Brightwaters bulkhead (a mile long). But installation costs are the same, so the total job is the range of 10 to 15 percent higher. While costs are higher up front, a plastic dock or bulkhead will save money in the long run because the material lasts much longer. Trimax will not rot and is not affected by borers or termites, he says. And Trimax is guaranteed for 50 years.

The material has the same impact resistance strength as wood, Ronback says, and the plastic planks will not warp or split. The planks are homogeneous throughout, without knots and grain and can be cut and nailed just like wood. It's easy to work with and looks great. We've had nothing but praise from village residents. Plastic lumber weathers better than wood, it resembles stone more than wood and doesn't fade, crack or splinter with age. The first section installed is now three years old and shows no sign of weathering and withstood Hurricane Bob and the blizzard of 1993. Ronback, who is president of the company his father founded in 1945 says, "I've seen bulkheads fail completely in five years. It's becoming a serious problem. The wood is deteriorating at a faster rate than previously due in part to proliferating borers. Also the wood available to contractors today is primarily from

tree farms where fast growth is encouraged. The faster the tree growth the more soft wood is in the grain."

### **Noises That Mean Trouble**

*Boating Magazine, Nov. 1993*

You hear a thud coming from the engine room. Or a squeal emanating from the cockpit. Do these noises spell trouble or are they just the typical sounds of powerboating? Here's how to figure out what your boat is trying to tell you.

#### **Knocking in Engine Compartment**

*Sounds like:* A woodpecker chopping away on a hollow log, but in this case, it's your gas engine.

*Cause:* Probably a loose connecting rod. Old age will cause it to loosen, but so can a lack of oil, low oil pressure or excessive stress on the engine.

*Remedy:* Not a pleasant one. You need to replace the rod bearings, if accessible from inside the engine compartment. If not, you'll have to remove the engine and inspect related components such as the crankshaft and piston.

#### **Metallic Taping in the Engine Room**

*Sounds like:* A vaudeville tap dancer two-stepping on your gasoline engine.

*Cause:* The hydraulic lifters are worn out or are bleeding down oil pressure. It also could indicate trouble with the rocker arms.

*Remedy:* You'll need to replace the hydraulic valve lifters—they're not expensive. Problem is you'll also have to change the cam shaft, which jacks up the price considerably. The whole fix can cost as much as \$800.

#### **Whining Engine**

*Sounds like:* A high-pitched whir

that gets louder with an increase in rpm.

*Cause:* It's normal to hear this sound. Usually it's just the alternator charging the battery after the boat hasn't been used for a while. An alternator with high amperage output will be even louder. The noise will continue if you constantly use power.

*Remedy:* You'll have to be patient and allow the batteries to recharge. With batteries properly maintained and not completely drained, you may avoid this noise in the future.

#### **Flapping While Gas Engine is Idling**

*Sounds like:* An army of crickets taking over the engine room.

*Cause:* Some stem-drive engines have flapper valves inside the Y-pipe to prevent water from entering the engine through the exhaust. When the valve is worn, the exhaust beats the valve against the pipe, producing a metallic sound.

*Remedy:* You'll be able to get home, but when you do, remove the exhaust bellows to gain access to the valve and replace it with a new one. (The boat will have to be hauled out first.) It will take about an hour and cost almost \$200. It's a good idea to check the valve yearly. At the same time, look for exhaust leaks and tighten hose clamps that have loosened.

#### **Pinging from a Gas Engine**

*Sounds like:* Chirping birds in the engine compartment. Usually heard when running under severe load.

*Cause:* Probably poor-grade or low-octane flue. It's known as engine ping or detonation. Basically, it's produced by the uncontrolled burning of the fuel/air mixture.

*Remedy:* Pull back on the power slightly until the ping disappears. Get to a marina and buy higher octane. If they don't sell fuel, buy a can of octane

booster. (Don't use both.) If you allow this condition to continue, it can lead to engine damage. Severe detonation happens even before you hear the ping.

### Clanking as Boat Planes

*Sounds like:* A bag full of aluminum cans rattling on the hull. Also heard when the boat slows down.

*Cause:* It may be a broken baffle in the fuel tank. When the boat stops or accelerates, fuel sloshes fore and aft, rattling the aluminum baffles.

*Remedy:* Tanks aren't cheap to fix, so hope it's not the baffle. Maybe it's just a few empty soda cans rolling around the bilge. If it's the baffle, see a mechanic when you get back to the dock.

### High-Pitched Screeching Gas Engine

*Sounds like:* A squealing pig. Especially shrill when boat hits high rpm.

*Cause:* Slipping fan belts. They tend to burn and squeal loudly when worn or coming loose.

*Remedy:* You're probably foresighted enough to carry a spare emergency V-belt onboard, but if the belt breaks and you don't have an extra, tie anything that can be tightened around the pulley—it may get you safely back to shore. In the future, inspect V-belts and tighten often; they tend to stretch out. For extra insurance, keep V-Links emergency replacement V-belts on board (\$17.95). To order, call 203/426-7070.

### Squeal from the Cockpit

*Sounds like:* Fingernails scraping against a blackboard.

*Cause:* If you hear this sound as you slow your inboard-powered boat down to an idle, it means coarse sand has gotten into the cutlass shaft bearing. If you hear the noise while travel-

ing at low rpm, it's probably a new cutlass bearing breaking itself in.

*Remedy:* Bearings are self cleaning so the noise should dissipate over time. The noise from a new bearing will also subside with regular use.

### Hollow Sound from Exhaust Port of Inboard Engine

*Sounds like:* The engine is running without a muffler.

*Cause:* Bad water-pump impeller.

*Remedy:* Check the raw-water flow and watch the temperature gauge. Overheating may follow so slow down, run on one engine or change the impeller. To doublecheck, place hand on water pump faceplate. If it's hot, you've cooked the impeller and need a new one.

### Squeal from Front of Engine

*Sounds like:* Grating metal.

*Cause:* A bad water pump bearing is the likely culprit.

*Remedy:* The pump will need to be rebuilt, so travel slowly back to the dock to avoid rendering the pump useless.

### Loud Chattering from Diesel Engine

*Sounds like:* Metal plates knocking against each other.

*Cause:* Poor quality fuel with low cetane rating, air in the fuel system or a bad injector nozzle.

*Remedy:* Cetane boosters added to the fuel will up the ignition quality; air in the system must be carefully tracked down (start at the filters). Injector problems usually require the services of a mechanic, but most of them can be traced to bad fuel or water in fuel that gets past the filter system.

### Clicking from Electrical Breaker

*Sounds like:* A pen click when you hit the head button, followed by silence if it's malfunctioning.

*Cause:* The motor is seized, usually from lack of use or sitting idle during the week.

*Remedy:* Unscrew the faceplate of the motor and, using a pry bar, twist the motor to unseat it. Hit the button—it'll work.

### Popping Noise Over the VHF

*Sounds like:* A muffled firecracker. Usually increases tempo when you shut off the engine.

*Cause:* It's the ignition. Each pop is a spark plug firing.

*Remedy:* Install a suppressor resistor in the high-voltage wire between the coil and the distributor cap. This fix will run you about \$17.



On an ancient wall in China  
where a brooding Buddha blinks.

Deeply graven is the message—  
it is later than you think.

The clock of life is wound but once  
and no man has the power

To tell just when the hands will stop,  
at late or early hour.

Now is all the time you own  
the past a golden link.

Go cruising now my brother—  
it is later than you think...

(Submitted by Joe Luton, Spring Cove Yacht Club)

**Italian Meat Loaf Sandwich**Ginny Leonard for Chesapeake Bay Magazine, May 1993

2 lbs ground beef chuck  
 1 lb. sweet Italian sausage, casing removed  
 1 onion, chopped  
 5 cloves garlic, minced  
 3 c. bread crumbs  
 1 c. chopped parsley  
 2 T. Italian seasoning  
 salt & pepper to taste  
 2 eggs  
 1/2 c. tomato juice  
 1/2 c. red wine  
 2 c. chopped fresh basil  
 4 oz. sun-dried tomatoes packed in oil, drained  
 1 lb. sliced mozzarella

Preheat oven to 375 degrees. Combine beef, sausage, onion, garlic, bread crumbs, parsley, Italian seasoning, salt and pepper in a large bowl. Add eggs, tomato juice, and wine; mix thoroughly. Lay out a large sheet of wax paper. Spread the meat mixture in a 15x12" rectangle on wax paper. Arrange the basil leaves over the surface. Scatter the sun-dried tomatoes over the basil and top with three-quarters of the shredded cheese. Using wax paper as an aid, and starting from one short side, roll the meat like a jelly roll. Peel back and remove paper as you roll. Place the loaf seam side down in a baking pan lined with aluminum foil. Bake one hour. Sprinkle remaining cheese on top and bake 10 minutes longer. Then cool and refrigerate. For sandwiches, slice loaf and arrange on rolls. Makes enough for a crowd of six to eight.

**Jarlsberg & Ham Salad Sandwich**Ginny Leonard for Chesapeake Bay Magazine, May 1993

6 oz. cooked ham, chopped  
 1/4 lb. Jarlsberg, grated  
 1/4 c. thinly sliced scallions  
 3 T. chopped green olives  
 2 t. pickle relish  
 2 t. horseradish  
 1/4 c. mayonnaise  
 1/4 c. sour cream  
 3 hardboiled eggs, diced

Mix all ingredients together. Spoon onto hamburger size buns. To serve hot, wrap sandwich in aluminum foil and bake at 325 degrees for 20 minutes. Serves 6-8.

**Tuna Dip**

Penny DeMarco, NPYC

1 small can tuna fish, drained (I use solid white, packed in water)  
 1-3 oz. pkg. cream cheese, softened  
 2 tbsp. chives  
 1 tbsp. mayonnaise  
 1 tsp. soy sauce  
 1/4 tsp. garlic salt  
 1/4 tsp. onion salt  
 1/4 tsp. celery salt  
 1-1/2 tsp. horseradish

Put the tuna fish in a bowl, separate, and break into small pieces. Add all the other ingredients into the bowl and mix thoroughly. With the horseradish in particular, I never measure, just add until it tastes good. This dip is much better if you make it a few hours in advance and let it sit in the refrigerator before serving. Serve with crackers. [Reprinted from The Skipper, NPYC]

**Easy (Delicious) Chili Cheese Dip**

Judy Voegler, NPYC

2 cans Hormel Chili with Beans  
 1 pkg. Velveeta Mexican Cheese (mild or hot, according to taste)

Cut about half the cheese into chunks and melt (either in a microwave or on the stove). Heat up the chili and add the melted cheese. Cut the rest of the cheese in chunks, melt and add to the mixture. Serve hot with chips. [Reprinted from The Skipper, NPYC]

**Chicken Salad****Joan McInnis, NPYC**

3 cups chopped cooked chicken  
 2 cups torn lettuce  
 1 cup cooked long grain rice  
 1 (10 oz.) package frozen peas, thawed  
 1/4 cup chopped parsley  
 1 cup thinly sliced cucumber  
 1 small sweet red pepper, chopped  
 1 small green pepper, chopped

**Dressing:**

1 cup mayonnaise  
 1/2 cup sour cream  
 1/2 cup finely chopped onion  
 1/4 cup sweet pickle relish  
 2 Tbsp. milk  
 1/2 tsp. each celery, dill seeds, dry mustard and garlic salt

Layer 1-1/2 cups chicken and the lettuce in 3 quart bowl. Combine rice, peas and parsley. Spoon over lettuce. Layer cucumber, chopped red pepper, chopped green pepper, and remaining 1-1/2 cups chicken. Spoon dressing evenly over top of salad, sealing to edge of bowl. Cover and chill eight hours. Toss before serving. Yield: 8 servings.

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 President

Software Systems Group  


**Upcoming Events**

July 15-17	PRYCA Float-in at Ft. Washington
Aug 8	PRYCA Board Meeting @ District 6:45
Sep 6	Newsletter Deadline
Sep 10	Deadline for Sign Up for Tantalion EOS Party
Sep 12	Board Meeting @ Mount Vernon Yacht Club 7:00
Sep 12	Delegates Meeting @ Mount Vernon YC 8:00


**Potomac River Yacht Clubs Association**  
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Address Correction Requested