



Potomac River Yacht Clubs Association

Volume 6

Issue 4

September 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)

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(District)

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John Robey
(Mount Vernon)

Members-At-Large

David L. Goodman
(Aquia Harbour)

Mark Viehoever
(Washington)

Bud Clark
(Tantallon)

From the Commodore

Ned W. Rhodes

The Board is pleased to put together this issue of the PRYCA Newsletter for publication and distribution at the September Delegates meeting. Besides the usual reporting on the workings of the Board, we have included individual Club articles concerning the July Float-In. Each article is slanted to a particular audience and sometimes I wonder if all the clubs were at the same event!

By all accounts, the Float-In was a huge success. We made some money and we had a great time. I once again have to thank the Board for all of their efforts in planning and executing this event. IPC Robey will be making a full report at the Delegates meeting.

As you read this, Tantallon is busy making plans for the End of Summer Party. I know the Occoquan Yacht Club is looking forward to attending, because we moved our regularly scheduled event for that weekend to the next weekend so that we all could attend. I look forward to seeing you all there.

From the Vice Commodore

John Hancock

For all those who attended, you know by now what a fabulous, fun-filled, successful PRYCA Float-In we had at Fort Washington in July. The weather held and the camaraderie was at the highest peak I can ever remember. We all look forward now to the "End of Summer" Party at Tantallon Yacht Club.

As we near the close of another boating season with PRYCA events, we urge full club participation at Delegates meetings and the election of officers this Fall. The next few months are critical to the planning and organization of the PRYCA for next year. We need

folks to not only serve on the Bridge but also to participate on the various committees which form the nucleus of the PRYCA organizational structure. Fun and satisfaction is promised, the workload light, and the company great! Seriously, we do have a lot of enjoyment at our monthly meetings which also provide an opportunity to visit other member club facilities. We are planning a very active committee structure for next year, which will be announced later this Fall. But do let your intentions be known now for serving either on the Bridge or on a committee so you can be included. Just let me or any PRYCA Bridge member know of your desire.

We look forward to seeing you and your club at the end of Summer and Fall events and as a full participant in 1995.

Boat Development

MAL Bud Clark

A previous article discussed the potential impact of advanced information processing technology on boating operations. In a similar way, advances in materials and propulsion technologies enable continuing changes and variations in forms and characteristics of our watercraft. It's interesting to consider just where all this will take us.

Where Did We Start? The "Basic" Hull Forms

Traditional hull forms date from the days of sail and oars, with major changes as powered vessels appeared on the scene. Basic types include:

- Displacement Hulls which can reasonably be driven at "hull speed," based on waterline length. Once the wave formed by the boat reaches a length that matches the hull, application of lots of additional power causes only small changes in speed. Trawlers,

long-range cruisers and most sailboats are the standard examples of displacement hulls.

- Hydroplanes combine relatively light hulls and substantial power with lifting shapes in order to escape the drag of displacement hulls and skim over the surface. For these planing shapes, increases in power can indeed result in speed increases. Racing hydroplanes and many small craft (e.g., "bass boats") all fall into this category. Interestingly, so do some sailboats; the high-speed racing scows of the Great Lakes are an example. At the extreme end of this category are the special shapes designed to reach speeds on the order of 50 knots. Not your usual watercraft, these "vehicles" consist of sails, a minimum frame and floats, with some carefully formed and located hydrofoils to develop the thrust vectors necessary for control; the whole thing is sort of a sailboat with keel, sails and rigging, but without a hull.

- Deep Vee Hulls combine some of the characteristics of displacement hulls and hydroplanes, to provide a reduction in drag while retaining some ability to deal with realistic (i.e., rough) water conditions. Commonly seen examples are offshore racers ("cigarette boats") and the high-powered sport fishermen that make fast trips to the offshore canyons for fishing.

- Multi-Hull Vessels attempt to obtain the advantages of long, narrow hulls at reasonable overall hull lengths. They have a long history in Polynesian watercraft and are used in current craft, both power and sail.

All of this is sort of a common-knowledge summary as a prelude to a survey of newer developments. Then you can make your own predictions of how boats may evolve in the future.

What's Been Happening Lately? Some Recent/Current Developments

Before considering current watercraft developments, a note on materials and power plants is in order. Most of the new pleasure boats are based on the application of fiber-reinforced plastics, which provide for building advanced hull forms at reasonable costs. Glass is the most commonly used fiber, with special forms and layups available to improve strength. Advanced fibers, such as Kevlar and carbon, and resins can provide even better strength-to-weight ratios and water resistance, but at increased costs. Even the construction of wooden boats are likely to make some use of resins (e.g., wood saturation and cold molding). Metals are also available, but mostly appear in very large and quite small vessels.

Advances in nautical propulsion systems also are continuing. Water jets seem to have started in mega-yachts and are now found on personal watercraft. Outdrives with surface piercing propellers or counter-rotating propellers can provide high speed performance. If you can stand the initial cost and high operating expenses, gas turbines can provide tremendous power-to-weight ratios. Throughout all this is the search for improvement in powerplant efficiency (e.g., diesel and four-stroke gasoline outboards).

- Water Jet Applications have started a whole new field for boating. Personal watercraft offer speed and thrills at low cost and are the "motorcycles of the water." Small jet boats started with Boston Whaler's "Rage" and now are available from a number of producers. These craft are very agile; as members of the boating community, we need to find ways to help these new operators find safety as well as sport.

- Multi-Hull Craft are making impressive showings, both in sail and power versions. The very large catamarans designed for short-handed races across the Atlantic reach truly impressive speeds (but how do single-handers maintain a constant lookout?). On the powerboat side, the Awesome 69 from New Zealand takes advantage of its long, narrow hulls to achieve speeds of 3.5 to 4.4 times the square root of the waterline length, while maintaining displacement hull fuel efficiencies. The result is a vessel which can sustain 20+ knot speeds in significant (6') seas.

- Planing Hulls also have some interesting developments, as illustrated by the Swedish-developed F-28. This design couples a very lightweight structure of advanced materials with a deep-Vee hull that incorporates aerodynamic fins, much like the feathers of an arrow. The result is speeds up to 75 knots, and the ability to maintain high speed in rough seas. Like the Awesome cats, the F-28 features increased efficiency (25% reduction in power required or a 30% reduction in fuel consumption).

- Combination of Types also are appearing. Perhaps the most extensive is a rigid-bottom inflatable with water jet propulsion. The rigid inflatable provides a very usable hull with great stability and capacity, together with the safety and low draft of the water jet. This seems like a great combination of features for a sport-utility boat.

- Submersible Yachts which carry eight or more people and can remain submerged for many hours are now being offered. While the prices are high (over \$1 million for a 40+ foot boat), it's encouraging to see that the technology for recreational submersibles is at hand. Perhaps it is not unreasonable to expect that similar capabilities will appear in smaller and more affordable personal submersible watercraft.

- Air Cushion/Surface Effects Vessels and Hydrofoils are non-traditional craft that ride on a "bubble" of air or use small hydrofoils to reduce the drag of a hull immersed in water. These techniques have been applied to both commercial and military use (hovercraft are examples), but have yet to see much use in recreational boats. The combination of surface effects with a multi-hull craft seems to offer basic simplicity, sea-keeping ability and very high performance. Perhaps combinations such as this will be available to the recreational boater before too long, as may other more exotic and specialized hull forms.

- Boat Construction is largely dependent on materials available and, as noted earlier, these are changing continually. Still, there are many holdovers from the past. The absolute reliance on caulking to provide long-term waterproofing is really amazing, perhaps a carry-over from the times when there was no other solution. Examples are the installation of window/ports and the use of screws to fasten teak decks, even at the cost of introducing hundreds or even thousands of screw holes in an otherwise water-tight fiberglass deck. Given the materials now available and shapes that they can provide, perhaps this dependence on caulking, and the damaging leaks that often result, can be avoided.

Implications and Observations

Obviously, the preceding summary just lists some highlights; there are many more and different boat forms being developed. Some of these may appear on the market and even fewer will be real winners. All of these changes are based on new or different applications of design, materials and propulsion techniques. Now you will have to decide what may appear and

what you would want. A few elements to consider are:

- Performance Improvements are always driving elements. But, do you want increased speed, lower operating costs, longer range, greater seaworthiness, or some other performance improvement? What will you pay for it? For PRYCA, perhaps we should consider not only the performance changes, but also what this means in terms of training, safety, and impact on our member yacht clubs.

- New Capabilities imply even more fundamental changes. What will the appearance of small submersibles or the availability of 50 to 70+ knot vessels mean to our activities on the Potomac? What can or should we do to integrate these kinds of new capabilities into our boating world? As before, training, safety and club operations will be key concerns.

- Operating Efficiency can also be improved. Which of these should we support and what are the implications for our club activities?

Obviously, changes and improvements in our watercraft are going to continue. This review has just highlighted some of the possibilities. The purpose is to encourage some forward thinking about what can happen, what should happen and the kind of actions we in PRYCA should take.

Potomac River Yacht Clubs Association Board Meeting Ft. Washington Marina Monday, 11 July 1994

Present:

Commodore Ned Rhodes
Rear Commodore Penny DeMarco
Treasurer Harriett Douglas
Secretary Ineke Lavoie
IPC John Robey

MAL Bud Clark
MAL Dave Goodman
MAL Mark Viehoever
Guests: Steve Wexler, OYC
Darrell Edgar, AHYC

The meeting was called to order by Comm. Rhodes at 7:00PM. Most of the meeting concentrated on the Ft. Washington Float-In, and IPC Robey gave a detailed report on all the preparations. Door prizes, raffle items, PRYCA items for sale were discussed, and club slip assignments were handed out.

Old Business:

1. Comm. Rhodes reminded all of 6 September deadline for newsletter submissions.

2. The September 12 Board/Delegates Meeting will be held at Mt. Vernon YC.

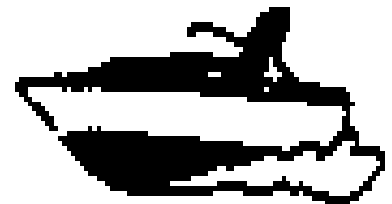
3. 17-18 September "End of Summer" Party will be held at Tantallon YC.

4. MAL Goodman sent letter to Ft. McNair regarding \$112.25 overcharge.

5. Comm. Rhodes sent information package to President of Old Dominion Boat Club.

The meeting was adjourned at 9:00PM until the next Board Meeting Monday, 8 August, aboard *Jolly Roger* at District YC at 6:45PM.

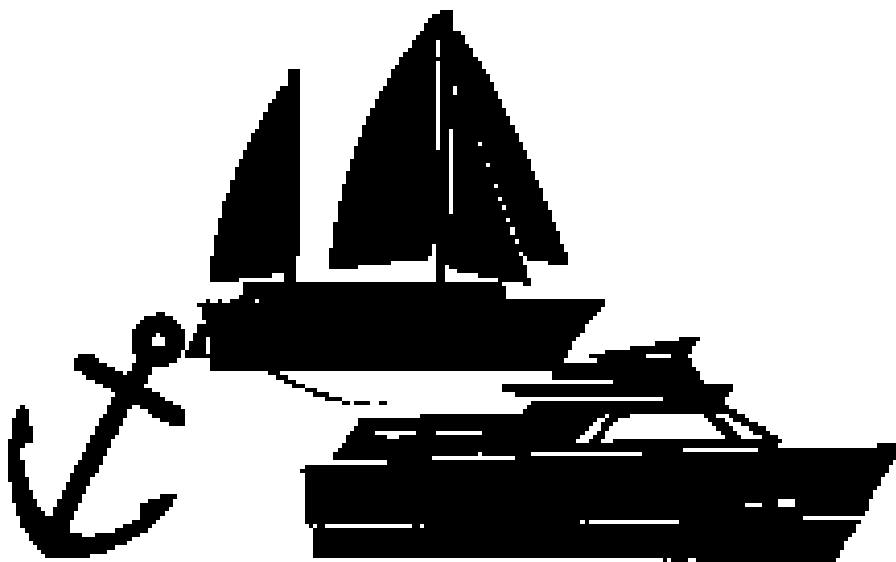
Respectfully submitted,
Ineke Lavoie, Secretary



Potomac River Yacht Clubs Association
Treasurer's Report
July 11, 1994

Beginning Balance (10/1/93)		\$1,271.90
Deposits:		
7/1/94	\$6,657.25	
7/7/94	3,781.10	
7/7/94, Interest	3.21	
7/11/94	214.00	
Total Deposits		10,655.56
Deductions:		
6/6/94, Liquor Licenses	\$50.00	
6/7/94, Newsletter	102.21	
Check printing fee	76.79	
7/7/94, Service charge	10.87	
7/1/94, Caterers	1,000.00	
7/1/94, Rentals	1,000.00	
7/1/94, PRYCA caps	325.00	
7/11/94, Float-In refund	98.75	
Total Deductions		<u>\$2,663.62</u>
Ending Balance		\$9,263.84

Respectfully submitted,
Harriet Douglas, Treasurer



Potomac River Yacht Clubs
Association
Board Meeting
on Jolly Roger at District Yacht
Club
Monday, 8 August 1994

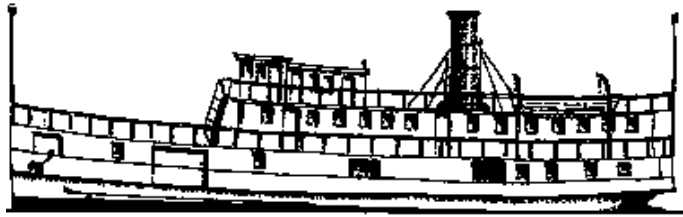
Present:

Commodore Ned Rhodes
Rear Commodore Penny DeMarco
Treasurer Harriett Douglas
Secretary Ineke Lavoie
IPC John Robey
MAL Bud Clark
MAL Mark Viehoever

The meeting was called to order by Commodore Rhodes at 6:45 PM. The Secretary and Treasurer reports were accepted as printed.

Old Business:

1. There was a general discussion and much feedback was provided on the Summer Float-In, specifically:
 - handle registration and sales separately
 - appoint someone to collect meal tickets
 - suggest no \$ refund policy after a certain date
 - possible liability insurance to be discussed at Febr 95 Board Meeting
 - start Sunday brunch earlier.
2. PRYCA has large inventory of merchandise, including hats, visors, T-shirts, cooler cups and burgees.
3. Comm Rhodes to write thank-you letters to stores that donated items and gift certificates.



New Business:

1. Ft Washington Boating Association is a new club and Tantallon Yacht Club will sponsor them for PRYCA membership. IPC Robey to write letter on Club's physical inspection, and VC Hancock to perform Qualifications Review. The Member Club Delegates will be informed at the 12 Sept Meeting of this new boat club's application.
2. PRYCA Fall Event at Tantallon YC: MAL Bud Clark has impressive and detailed program of events scheduled for weekend Sept 17 & 18. Information to be sent out to Commodores, Delegates, Fleet Captains and Newsletter Editors week of 15 Aug for 10 Sept notification deadline.
3. Delegate Meeting 12 Sept: MAL Mark Viehoever to invite Officer McDonald with DC Fire Rescue to be guest speaker.
4. MAL Mark Viehoever to get free copies of video "Killer Tornadoes" to be lent out to interested Clubs.

The meeting was adjourned at 9:25 PM until the next Board / Delegate Meeting Monday, 12 September at Mt. Vernon Yacht Club at 7:00 / 8:00 PM.

Respectfully submitted,
Ineke Lavoie, Secretary



Potomac River Yacht Clubs Association

Treasurer's Report

August 8, 1994

Beginning Balance (10/1/93)		\$9,263.84
Deposits:		
7/7/94, Interest	\$4.57	
7/12/94	974.25	
7/16/94, Cash from sales	73.25	
7/20/94	5,021.25	
7/26/94, Refund-Ft. McNair	128.75	
7/26/94, Initiation Fee/Dues, Ft. Washington	70.00	
Total Deposits		6,272.07
Deductions:		
7/7/94, Service charge	\$13.22	
7/12/94, Cash for Bar	80.00	
7/16/94, Cash for Bar	40.00	
7/26/94, Newsletter	92.69	
7/11/94, Supplies	90.55	
7/16/94, Shirts	650.00	
7/16/94, Band	550.00	
7/16/94, Bar supplies	175.94	
7/17/94, Caterers	4,355.00	
7/17/94, Ft. Wash. Marina	3,120.05	
7/16/94, Liquor	312.51	
7/17/94, Ice	32.25	
7/18/94, Oars	20.00	
7/18/94, Rentals	2,203.55	
7/18/94, Rentals	93.45	
7/21/94, Returned check	150.00	
7/21/94, Returned check fee	3.00	
8/2/94, GPS prize	518.32	
Total Deductions		\$12,500.53
Ending Balance		\$3,035.38
Collected for the Float-In		\$16,721.10
Two refunds	(200.50)	
Bad check & fee	(153.00)	
Balance		\$16,367.60
Float-In expenses	(14,616.62)	
100 gallons of gas prize	(130.00)	
Balance		\$1,620.98

Respectfully submitted, Harriet Douglas, Treasurer



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The Aquia's Cup Is Back!!!

Sam Hess, Commodore, AHYC

Yes, we brought home the Cup. Aquia Harbour Yacht Club conceived the idea of the cup back in 1992 at our Float-In but Occoquan Yacht Club won the cup that year and also in 1993. On July 16 of this year our AHYC Olympic Team had one goal in mind, Bring Home the Cup, and they did. Under the direction of coach Sandy Doucette we were first in all the events. The athletes who spent months training the games are as follows: Shore Dexterity Team: Tom Scanlin, Ed Doucette, Mike Coffey, Don Ransome. Dinghy Race Team: Bill Campbell, Lloyd Harlow, Don Ransome, Paul Gohmann. Scavenger Hunt Team: Every AHYC Member that attended the Float-In. Congratulations to all the winners.

As always, the Potomac River Yacht Club Association did an outstanding job of hosting the Float-In. Commodore Ned Rhodes and his Bridge made sure that everyone had a great time. Months of planning and hard work are needed to pull off an event as large as a Float-In. From the time that Darrell Edgar assigned the boats to their slips till departure the PRYCA was a wonderful host.

—As published in AHYC's The Gull

PRYCA Float-In

Sandra Hense, Commodore, CYC

The annual PRYCA Float-In was a tremendous success. About 103 boats from 12 yacht clubs attended. Please mark your calendar and plan to attend next year. It's normally held on the third weekend in July, at Fort Washington Marina. The marina has over five feet of water, and excellent docking facilities. We arrived Friday night in time for the pot-luck dinner,

informal welcomes, and the beginning of the scavenger hunt. We made a quick assessment of available items for the hunt, and called Ruthie, back at CYC, to bring in missing articles.

Saturday morning, the games began with shore skills. These consisted of marlinspike (knot tying), piling lassos, and saving drowning victims (throwing a frisbee into a box from "shore"). Next came the dinghy race, in which two members of a yacht club row a rubber life raft across the fairway, tie up, climb out, and two more members climb in for the row back. CYC made a gallant effort, but were overcome by the dastardly Aquia Yacht Club, who had the effrontery to have practiced! It was great fun, and CYC won 7th place overall, giving us the noblest incentive to do better next year...revenge! Mark your calendars, and practice!

The Float-In

The Skipper, NPYC

As Commodore Joe said, the PRYCA Float-In was terrific this year. Even though NPYC did not win again this year, we certainly had a ball trying to win! Brook Davis took responsibility for the Scavenger Hunt and she deserves at least a Tony Award. The presentation she made to judges of the items we collected was something to see. At the end of her presentation, we were still one item short—a 1988 Coast Guard sticker. The one Brook took to the judges, just in the nick of time, was a beauty. Everyone in the club better watch out because I'm afraid that we have a professional forger in our midst. I'm not sure where the experience came from (I'm sure that no club member has a need for a fake ID) but the group that created the sticker was very, very good.

NPYC's shore dexterity team of Judy Voegler, Gene Bussard, Commodore Joe, and FC Roger Lavoie really tried hard, but the fire hydrant moved each time they tried to lasso it, the drowning person in the box just didn't want to catch any of their frisbees, and I don't know why the lines they used to tie knots were so slippery. I guess we need to practice these things as well as dinghy racing. Joe forgot to mention our great dinghy racing team: Judy, Jane Sullivan, Steve Shipley, and Bill Wilkerson.

Commodore's Comments

Ray Steele, Occoquan Yacht Club

The PRYCA Float-In and the 12 OYC boats participating in this event were given tremendous support by Captain Steve Wexler, who acted as our cruise coordinator and as a PRYCA judge. Thank you, Steve, your work was appreciated by everyone present. PRYCA Commodore Ned Rhodes, we are proud of your PRYCA accomplishments and pleased at your continued support of the OYC. In this weekend's shore-based events, Mrs. Commodore, Pat Steele, did a super job coordinating the collection of Scavenger Hunt items. Ned Rhodes, Tom Coldwell, Sandy Leathers and Dave Moore were the members of our Shore Dexterity team. This team put forth a Herculean effort and had fun doing so. WHAT A DINGHY OF A DINGHY RACE! Tom Egmore and Rick Sorrenti teamed up for the outbound leg, with Bob Michaud and friend Bill providing the paddle power for the return. Unfortunately, as a result of an inadequate alignment of the planets and other heavenly bodies, we won't be keeping possession of the Aquia Cup, but we expect our membership to maintain a high-energy training regi-

men until we meet in competition again. Thanks to all of you who worked together to make this a great weekend!

Future of Loran-C

The Beacon, September 1994

Don't throw away your Loran-C receiver. Despite the emergence of the new satellite based Global Positioning System (GPS), Loran-C is alive and well. According to the Spring/Summer 1993 edition of the USCG Radionavigation Bulletin Loran-C will be around until at least 2015. Although all foreign stations are being turned over to the host countries, by agreement, they will continue to operate and expand their use. Further, the U.S. Coast Guard "continues to fully support, improve and expand Loran-C facilities in the U.S. and Alaska." Aside from the maritime community, another substantial user is the Federal Aviation Administration (FAA) which has designated Loran-C "...as an approved en route navigation system."

The Coast Guard and the FAA are also working toward approval of Loran-C as an approach navigation system. To date, the system is being used for non-precision approaches at over 20 airports. There are also many non-navigational uses of Loran-C, including its accurate time synchronization service, invaluable to telephone and utility companies, television and radio services, and satellite communications companies. It is also used to monitor the location of police and emergency vehicles, and in the transport of dangerous or precious cargos. The Weather Service uses Loran to monitor weather balloons; new auto alarm systems locate stolen cars; the railroads use Loran to keep track of trains. New uses are constantly being

developed. "Loran-C users can be assured that this system will remain an accurate and affordable radio navigational aid well into the next century."

From The Beacon, September 1994, as published in Corinthian News

Whither Loran C

The Lookout, NBF, Sept./Oct. 1994

A number of our readers, as well as members of the National Boating Federation, have expressed great concern that Loran C may "die" long before the originally announced date of 2010-2015. The question was raised at the meeting of the National Boating Safety Advisory Council, and the following is a summary of RADM William Ecker's reply.

"Regarding the phase-out of Loran C, we are also dealing with OMEGA in the same context. Loran C is operated by the Coast Guard for Department of Defense, and will no longer be needed by DOD after 1994 because of its commitment to GPS. For the past two years the Coast Guard has been shutting down or turning over the overseas stations to the host nations who will keep them in operation.

"The current plan calls for Loran C to be around until 2015. While preparing for the 1994 plan it became apparent that it could be shut down earlier than originally projected, possibly as early as right after the turn of the century. It is expected that, by 1996, Differential GPS will be in place for most of the U.S. which will be operated and maintained by the Coast Guard."

It should be pointed out that Loran C is still being sold in marine supply stores. It appears probable that, as the new century nears, the price of DGPS receivers will adjust to the demand.

Texas Boaters Pledge

The Lookout, NBF, Sept./Oct. 1994

The Texas General Land Office has developed and is promoting a "BOATER'S PLEDGE."

"I PLEDGE TO:

- Transport to shore, for proper disposal, all trash generated aboard my boat.
- Make every effort to prevent accidental loss of fishing gear or trash from my boat.
- Retrieve debris floating in navigable waters for disposal onshore.
- Be aware of the impact boating and fishing activities have on marine life and water quality.
- Encourage fellow boaters and anglers to take the pledge, and help protect "Texas" lakes, rivers and beaches." [You might substitute your state name for "Texas."]



Cheese Cookies

The Skipper, NPYC

Another recipe from Ineke Lavoie! She says these are good with cocktails.

- 1 cup soft margarine
- 1 lb. sharp cheese, grated
- 1 cup flour
- 4 cups corn flakes
- 1 tsp. salt
- 1/2 Tbsp. cayenne pepper
- Dash of Tabasco

Mix all ingredients. Form into 1-inch balls and place on cookie sheet. Flatten with fork, top with salted peanuts, if desired. Bake at 325 degrees for 25-30 minutes.

2800 BRIDLEWAY ROAD
ARLINGTON, VIRGINIA 22208
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(703) 834-2020

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MORNING 704-2297

Med W. Rhodes, CEO
President

Software Systems Group



Sep 17-18: Tanttallon YC & PRYCA End of Summer Party
Oct 3: PRYCA Board Meeting @ TBD Yacht Club 7:00

Upcoming Events



Potomac River Yacht Clubs Association



Box 41
1000 Water Street, SW
Washington, DC 20024

Address Correction Requested