



# Potomac River Yacht Clubs Association

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Volume 7

Issue 3

July 1995

## Officers 1995

### Commodore

John Hancock  
(Aquia Harbour)

### Vice Commodore

Penny DeMarco  
(National Potomac)

### Rear Commodore

Bud Clark  
(Tantallon)

### Secretary

Ineke Lavoie  
(National Potomac)

### Treasurer

Harriet Douglas  
(District)

### Immediate Past Commodore

Ned W. Rhodes  
(Occoquan)

### Members-At-Large

Steve Wexler  
(Occoquan)

Mark Viehoever  
(Washington)

Steve Donock  
(Mount Vernon)

# PRYCA Float-In July 1995 Fort Washington





## **Welcome To The Big Tent**

Steve Wexler

When I agreed to assume the responsibility for this year's Float-In, I thought that I had some idea of the magnitude of the task undertaken. The reason I had underestimated the amount of effort necessary was the tremendous job done by PC John Robey for the previous two years. Therefore, I want to publicly express my gratitude to John for his fantastic assistance in helping me plan and organize this year's Float-In. In addition, I would like to thank each of the Club's delegates for organizing the attendance of their members—without your efforts there would be no Float-In.

There are some special notes of appreciation:

Commodore John Hancock for his leadership and personal assistance.

VC Penny DeMarco for the flyers, registration packages and overall information. Thank goodness for Penny's computer, historical background, and boundless energy. (In addition, I appreciate the telephone and facsimile lines, of which Penny has mastered endless usage.)

RC Bud Clark for arranging the tent, chairs, tables, and particularly those fans.

MAL Mark Viehoever for The Wright Touch and the PRYCA Bar.

Joe Orth (NPYC) for arranging the Aquia Cup competition, particularly that tremendous scavenger hunt list.

IPC Ned Rhodes and Tom Coldwell (OYC) for publicity.

Jane Sullivan (NPYC) and Linda Bussard (NPYC) for selling the raffle and 50/50 tickets.

PC John Robey for once again making the arrangements with Ma's Kettle for the catered meals.

MAL Steve Donock and his Coast Guard Auxiliary members for their assistance and cooperation.

Treasurer Harriett Douglas for always being there with the Association checkbook.

Secretary Ineke Lavoie for preparing letters and other mailings which let all of you know what was happening.

PC Darrell Edgar for getting us all into our slips without massive confusion and for making the arrangements for Association inventory (hats, shirts, etc.)

The Fort Washington Boating Association as the "home" club.

Occoquan Yacht Club for serving as the "host" club and putting up with my rantings at Board meetings over the past months.

Fort Washington Marina for successfully "pulling off" another fantastic event—thank you Aneisa Hall and Cindy Ciulla!!

And a personal note for all of the business sponsors who contributed door prizes:

Boat/U.S.

Chesapeake Bay Magazine

Prince William Marine

Potomac Canvas

Aquia Harbour Marina

Tyme 'n Tyde Marina

West Marine

Overton's

Swan Creek Associates

Holly Acres Marine and RV

Alexandria Drafting Company

Washington Marine

And remember the companies which provided services:

Ma's Kettle

McLean Rentals

The Wright Touch

Waste Management of Greater Washington

I hope that each of you will note the contributors and service providers. Please use their services and products whenever possible.

I sincerely hope that each of you enjoyed the Float-In and remember to tell your friends and fellow Potomac River boaters to attend next year.

## **From The Commodore**

John Hancock

As many of you read this issue of the PRYCA newsletter you will be enjoying the tenth annual PRYCA Float-In at Fort Washington Marina. Advance registrations and planning indicate this will be the best attended and organized Float-In in our decade-long history of fun and frolic. Hopefully, we are also being blessed with good weather!! A special thanks goes to PRYCA Bridge member Steve Wexler who has served as overall Chairperson and has orchestrated all the myriad of activities that are necessary to produce a successful event such as the Float-In. Of course, he has been ably assisted by the entire PRYCA Bridge, Past Commodore John Robey, and many other folks who have served as Committee Chairs and in a host of other capacities. Occoquan Yacht Club under leadership of Commodore Sandy Leathers has served as Host Club, and Fort Washington Yacht Club has assisted greatly with the logistics involving Fort Washington Marina. As the opportunity presents itself, give these folks a big "thank you" for a job well done.

It does not seem possible, but we are already halfway through the 1995 boating season and therefore into the second half of my year as your Commodore. In reviewing the objectives that your 1995 PRYCA Bridge established and that were endorsed at the Delegates meeting in February, I am pleased to inform you that we are well on our way to accomplishment of those objectives. We will give you a full report as we draw closer to the end of the year, but the following provides you a brief status report.

- A committee structure consistent with the current By-laws has been established and is being executed with committee responsibilities assigned to members of the Bridge. The By-laws are also in the process of being reviewed with the objective of revising the By-laws to be more practical in meeting the current needs of the PRYCA.
- Bridge members-at-large (MALs) have been assigned specific clubs to assist in meeting their needs and enhancing their involvement with the PRYCA. Hence, you have experienced much more correspondence and personal contact these last few months from the MAL assigned to your club.
- The PRYCA has entered into a special arrangement with the Chesapeake Bay Yacht Clubs Association (CBYCA) to foster sharing of legislative information which affects us all as recreational boaters. We have also been very active in our membership in the National Boating Federation (NBF) and provided a special presentation on the NBF at our April Delegates meeting.

- The PRYCA has thus far this year sponsored three of four scheduled events (Change of Watch Dinner/Dance, Blessing of the Fleet Dinner and Float-In), with the End of Summer Party still to come. In addition, the PRYCA co-sponsored a Safety Day in April which was held at Mount Vernon Yacht Club.
- A PRYCA Boat Roster has been published and is being continually updated.
- Ft. Washington Boating Association has been added as a new member club, numbering fifteen PRYCA clubs with another "down river" club currently being courted for membership. In an effort to attract additional Potomac River yacht clubs, a membership package has been prepared which explains what the PRYCA is all about and the advantages of membership.
- The PRYCA newsletter has already been published three times this year with a like number more scheduled for the remainder of the year. A new inclusion in the newsletter is a calendar of events which highlights PRYCA and member club activities as well as boating events of interest to all.

Our prime objective is to meet the needs of our member clubs, and hopefully we have met your expectations thus far. We are already planning for our Delegates meetings scheduled for late summer and fall, so please let us know how we are doing. It has certainly been a distinct pleasure and honor to be part of this year's most aggressive and enthusiastic PRYCA Bridge. I thank each of our member clubs for proving such talented and caring folks.

Do have a very enjoyable and safe remainder of the boating season and we look forward to your participation and support in our fall events.

### **From the Editor**

Ned W. Rhodes

As I put this newsletter together, the weatherman says that we will be having a hot and sticky Float-In. After the two previous years of excellent weather, I guess we are due for the hot stuff. I hope you are enjoying this special Float-In issue of our newsletter. Instead of distributing this issue only to the Club delegates, we decided to distribute it to everyone attending the Float-In. This issue is jam-packed with information about the Float-In and what PRYCA has been up to this year.

As always, we are looking for contributions for this newsletter. Please send any news items and articles to me at 2001 North Kenilworth Street, Arlington, VA 22205-3130. Or, if you are electronically inclined, we may be reached at rhodesn@aol.com. If you have any ideas or suggestions concerning this publication, please try and discuss them with me at the Float-In. We are always looking for ways to improve the publication and make it more useful to the member clubs.

For now, keep cool and enjoy the fun, food and dancing.



## **From the Vice Commodore**

Penny DeMarco

As you read this you are either at the 1995 Float-In or it is just after this great event. With an expected 116 boats and more than 250 persons for the Float-In, this should be the best ever in celebration of 10 years for the event. MAL Steve Wexler (Occoquan) certainly has done a great job in organizing this event. Believe it or not, he VOLUNTEERED to take on the overall responsibility for the Float-In. (Of course, that meant he could delegate all the chores he didn't want to do, but he is to be congratulated for a job well done!) I believe that through this Float-In and the successful events held so far this year, PRYCA is fulfilling its goal of promoting greater camaraderie between its Member Clubs. We are all getting to know one another better and many of us belong to more than one Member Club. I know that I really enjoy meeting people from other clubs and appreciate getting this opportunity through the PRYCA events.

Besides having parties, Commodore John Hancock (Aquia Harbour, Landmark, and Marinette) has been busy keeping his Board of Directors on the straight and narrow and assigning each of us many jobs. I have been selected to be the Liaison between the PRYCA Board of Directors and the Chesapeake Bay Yacht Clubs Association (CBYCA) Board of Governors. PRYCA and CBYCA have entered into a formal cooperating agreement of mutual support, with non-voting representatives on each Board. CBYCA, with its larger membership, has a whole group of people dedicated to legislative and regulatory issues, with a long history of successes in lobbying for and against issues of interest to recreational boaters. It will be good to have CBYCA actively at our

side for issues specifically relating to the Potomac River.

Under the leadership of PC John Robey (Mt. Vernon and Occoquan), there is a committee which is reviewing the PRYCA Constitution and By Laws. You will be hearing more about this in September, when we expect to distribute any proposed amendments to the Delegates. Voting on the proposed amendments will take place at the November Delegates Meeting.

I want to add a special thank you to Secretary Ineke Lavoie (National Potomac and District). She continues to volunteer to do so many of the little and big chores that come up during our Board meetings. She took the lead in the PRYCA Boat Roster, which is really becoming popular. Several clubs were skeptical and worried about this in the beginning, but most have now come to realize how neat it is to be able to identify other Member Club boats on the water. Ineke does everything so well and quickly that it is easy to take for granted. Thank you, Ineke, for all your hard work!

As you are enjoying the Float-In, remember to mark your calendars for the PRYCA Fall event—the End of Summer Party at Tantallon Yacht Club on September 16 and 17.



## **A Potpourri of Boating Trivia**

Rear Commodore, Bud Clark

• **Economic Impact of Recreational Boating in Maryland.** Sometimes we may overlook the fact that boaters are not just users of resources, but also make major economic contributions to the local communities, as the following information extracted from the CBYCA newsletter Chartroom Chatter indicates:

> **Number of Maryland Registered and Documented Boats.** (in 1993, presumably the latest year with complete data):

- Trailered Powerboats	100,087
- In-water Powerboats	60,021
- Sailboats	30,328

*(It is interesting to note that in-water powerboats outnumber sailboats two-to-one, and that total powerboats outnumber sailboats over five-to-one. And this in a "sailing capital of America".)*

> **Expenditures by Boat Owners.** Spending related to recreational boating in Maryland in 1993 was over a billion dollars:

- Boating Trips	\$438M
- Boating -related Spending	\$428M
- Purchase of New/Used Boats	\$144.5M
TOTAL	\$1,010M

> **Economic Activity.** Total income from boater spending (business profits, proprietor income and personal income) was \$574 million. Over 18,000 equivalent full-time jobs can be attributed to Maryland-registered recreational boaters. Transient boaters make the total income from recreational boaters even higher.



(This information may be useful in dealing with officials and individuals in the local community who do not recognize how much our boating activities and presence contribute to the overall economy.)

• **U. S. Coast Guard Services.** Another item of interest from the CBYCA Newsletter covers Coast Guard services. The toll-free **Consumer Infoline** is available at 1-800-368-5647 from 8am to 4pm, Monday through Friday. The Consumer Infoline provides information on Coast Guard services, boating safety recalls, how to obtain information on hurricane preparations, courtesy marine examinations, boating safety, boating rules, regulations about marine radios, boat documentation, pollution control, and other subjects.

*Yachting* Magazine (July 1995) tells us that the **Coast Guard Navigation Information System (NIS - formerly GPSIC)** now has **Fax-on-Demand** service for electronic navigation system information, including GPS, DGPS, Loran and Omega. The Local Notices to Mariners also is available on demand. Access by calling (703) 313-5931 or (703) 313-5932. (I have tried it and it is very easy. The first document you order is an index of available documents, which then allows you to get any other document. You can order as many as five documents at a single session.)

Another NIS service is the **Navigation Information Services Bulletin Board Service (BBS)** which is available 24 hours a day, every day, to anyone with a personal computer and a modem by calling 703-313-5910 from your computer. NIS supports 300 to 28,800 BPS; use 8 data bits, no parity and one bit stop (8, N, 1). Perhaps one of you with a computer and modem will give this a try and report on it.

• **Recreational Boat Violations** To keep our boats in tip-top shape, it may be helpful to know what violations are commonly found during Coast Guard boarding of recreational vessels. This information was compiled during 1993 and 1994 by the Fifth Coast Guard District (Groups Baltimore, Eastern Shore, Hampton Roads, Philadelphia, Cape Hattaras, Cape May and Fort Macon) and reported in the CBYCA Chartroom Chatter.

**Recreational Boat Violations**

Year >>	1993	1994
<b>Powercraft</b>		
# Boardings	5335	6467
% Violations	40-53%	33-46%
<b>Sailboats</b>		
# Boardings	519	350
% Violations	41-67%	39-65%

The common categories of safety violations are: bell and sound devices, personal flotation devices, fire extinguishers, navigation lights, visual distress signals, and negligent/intoxicated operations. Common administrative violations included: vessel number and certificate, marine sanitation devices, pollution and garbage placards, waste management plan, and FCC license. (There are Coast Guard Auxiliarists in our member yacht clubs, and they are always ready to arrange Courtesy Marine Examinations.)

• **Potomac River Yacht Clubs Association Activities.** By the time you get this newsletter, the **10th Annual PRYCA Float-In** will be underway at Ft. Washington Marina. As always, this promises to be a great event, with nautical activities, dinner, dancing, brunch and lots of fun and fellowship. Of course, it's never too early to think about the next PARTY!

So get ready for the **PRYCA-Sponsored End of Summer Party at Tantallon Yacht Club on September 16 and 17**. All the PRYCA yacht clubs will be participating, so make your plans now—you won't want to miss it. Details are in the flyer that accompanies this newsletter. And, believe it or not, we are already planning for the **PRYCA Change of Watch Dinner Dance in January 1995**. So when the weather gets cold, we will still have a chance to get together. Expect a new location—very convenient and attractive surroundings.

• **Boat Engine Developments.** To complete this mish-mash of topics, here a few comments on boat engines—the power plants that make us go. For diesel engines, one of the more interesting accomplishments is the rigid inflatable boat that was taken on a round-the-world cruise using a diesel engine that burned only diesel fuel derived from renewable resources (soy beans). This **"biodiesel" engine** burns cleaner with less particulate matter in the exhaust, and substantially less carbon monoxide and total hydrocarbon emissions. Reportedly there is less smoke and easier starting, and it smells good to boot. Unfortunately, current costs for biodiesel are between \$4 and \$6 per gallon, partly because there is no established production and distribution system for biodiesel. Well, biodiesel use may become more common as environmental concerns rise. An article by Diana Jessie on page 20 of the April 1995 issue of *Yachting* Magazine has more details.

In a similar trend of increased efficiency and reduced environmental impact, *Power and Motor Yacht Magazine* (pages 76-78 in the July 1995 issue) reports on a comparison of two Mercury outboards, both of 50 horsepower—one a four-stroke and the



other two-stroke. The improved efficiency of the four-stroke engine is quite remarkable.

These data make it clear why there is a current interest in four-stroke outboards. Despite the extra purchase costs, the four-stroke engines do, indeed, reduce the use of non-renewable resources (oil and fuel), as well as lowering the environmental contamination. Certainly, the four stroke engines are preferable to some of the proposed bans on boat engine operation. In passing, it should be noted that steps to improve the efficiency of two-stroke engines are underway, but the four-stroke engine is just inherently more efficient. In any event, it is worth watching these developments, since they may impact on our future boating activities.

### **From the MAL**

Mark Viehoever

The Clubs along the Anacostia River are rich in history. The Washington Yacht Club and the Eastern Power Boat Club were organized in 1910. The Eastern clubhouse, purchased from the U.S. Navy, had formerly been home to Navy Commanders. Both WYC and Eastern were moved from the east side to the west side of the Anacostia River in the mid-1920s.

The Seafarers Yacht Club has been a driving force in initiating and continuing the annual Anacostia River cleanup that has been taking place for nearly twenty years. It just celebrated its 50th anniversary. I was honored to represent PRYCA and assist in the club's elaborate awards ceremony.

Washington, Eastern, District, and Seafarers clubs formed the Anacostia Boating Association (ABA), which has been instrumental in negotiating with the Park Service and other agencies.

The Pre-Blessing Dinner at Columbia Island more than doubled the previous year's attendance at Ft. McNair. The setting under a large tent provided boaters a less formal and more accessible way to meet and mingle with fellow boaters from different clubs.

I have been a member of WYC for ten years, and of Tantallon for one year. I received my Coast Guard license in 1987. I was PRYCA Delegate from WYC before becoming Member-at-Large, and am honored to have been asked to serve a second term. I am also a board member of my Citizens Association in the Fort Washington area. I am an engineer, and my first mate Sylvia Lynch is a program analyst for the Department of Transportation. When Sylvia and I are not aboard *Take Five* (sometimes we take more than five), we may be bicycling, or involved in one or more of various volunteer functions. Sylvia is Vice President of Soroptimist International of Alexandria, and is also on the Board of Directors of Stop Child Abuse Now (SCAN) of Northern Virginia.

PRYCA Rear Commodore Bud Clark, TYC Entertainment Chairman Steve Wellington, and others are busy arranging this year's End of Summer Party at TYC. Last year's party was a big success, in spite of a storm that knocked out power just as the party was getting started.

I wish to commend MAL Steve Wexler for his tremendous job in planning and organizing this year's Float-In—the biggest ever!

I look forward to seeing you at the Float-In, the End of Summer Party, and/or on the water!

### **From the Secretary**

Ineke Lavoie

PRYCA decided to publish a Boat Roster for the first time in 1995. The basic purpose of such a roster is to help in identifying and communicating with other PRYCA boaters on the water, and it contains key information such as boat name, hailing port, marina, member yacht club, Captain and First Mate names, and some boat information such as make, type, length and power. The Roster is alphabetized by boat name, so that when you hear a boat name on your VHF radio, you will be able to look it up on your roster and see if it is someone from a PRYCA Member Club, 10 of which are currently participating. Please note that participation in the Boat Roster is entirely voluntary, and no personal data (such as address and phone number) is included.

Additionally, a Membership Package has been put together for yacht clubs interested in joining PRYCA. PRYCA held its first formal meeting on September 18, 1971 at the Aqua-Land Yacht Club, and its charter members present were Aqua-Land, Landmark, National Potomac, Prince George's and Wicomico Yacht Clubs. Over the years, the PRYCA has supported a number of activities to "...encourage and promote yachting, boating safety, and the advancement of yacht clubs within the Potomac River Basin." In 1979, PRYCA joined the National Boating Federation as a charter member. PRYCA published its first newsletter in April, 1990. This newsletter is currently published 4-5 times a year and mailed to all member clubs. Quarterly delegates meetings are held at various member clubs throughout the year. At present, the member clubs of PRYCA are fifteen. Prince William Yacht Club joined PRYCA in 1992 and



our newest club, Fort Washington Boating Association, joined in January of 1995. There are certain procedures for a yacht club to follow in order to become a PRYCA member, which are all fully explained in the Membership Package itself, and our Membership Chairperson will be more than happy to assist you any way possible.

703-824-3405 (voice)  
703-379-3778 (fax)  
rlavoie@msis.dms.o.mil



**PRYCA Items for Sale**

Darrel Edgar

This year the PRYCA is introducing some new items to our inventory of goods. These items include lapel pins, embroidered hats and shirts. These items can be ordered from PRYCA through Fleet Captain Darrell Edgar (703-659-6569).

Please remember that the sale of these goods is one of the few ways PRYCA has to raise operating capital.

**Price List**

- Burgees.....\$15.00
- Hats (blue) .....\$3.50
- Visors.....\$2.50
- T-Shirts (all) .....\$5.00
- Drink Holders .....\$1.50
- Embroidered Shirts.....\$30.00
- Embroidered Hats .....\$10.00

CHECKS ARE PREFERRED

**Aquia Harbour Yacht Club Celebrates Platinum Anniversary**

The Aquia Harbour Yacht Club (AHYC) celebrates their twenty year (Platinum) anniversary this year and recently held a weekend-long party in honor of its members and club achievements. The AHYC, a long-time member of the PRYCA, is over one hundred families strong and has one of the most intensive shore and fleet activity schedules of any yacht club on the East Coast. The motto of the AHYC is "FIRST ON THE WATER" and AHYC is the current holder of the coveted Aquia Cup for competition held at the annual PRYCA Float-In. The AHYC has provided strong leadership to the PRYCA over the years, including current PRYCA Commodore John Hancock and Fleet Captain Darrell Edgar. Commodore Michael Leahy and all the members of the AHYC are to be congratulated on a very successful twenty years of existence and service. We all wish you a most successful future.

**Reporting Unsafe Boating Incidents**

As many of you may know, the PRYCA has recently requested assistance from the Maryland Department of Natural Resources (DNR) Boating Administration in addressing certain unsafe boating operations in several areas of the Potomac River. The DNR promptly responded by letter dated March 128, 1995 (included elsewhere), which provided an 1-800-628-9944 number for reporting violations of safe boating regulations. Please let the Natural Resources Police, berthed at Smallwood State Park, know of improper conduct by calling the 800

number provided or by contacting them on channel 16. In addition, please inform a member of the PRYCA Bridge if you continue to experience unsafe practices which do not get resolved.

**Just When We Thought the Bay Was Safe**

**Chartroom Chatter**  
March 1995

The Maryland House Environmental Matters Committee has been told that the Bay needs protection from foreign organisms hauled in via ship borne ballast water. It is estimated that 3 billion gallons of ballast water are pumped into the Bay every year from ships visiting Baltimore and Norfolk. The best way to decrease the chances of an organism invasion is to require ships to replace their ballast water with seawater while still out on the ocean. Such a requirement already exists for ships entering the Great Lakes.

The most fearsome example of a foreign invader is the zebra mussel, first brought to the Great Lakes in 1986. The mussel most likely came from ballast water picked up in Europe. The organism has since spread throughout the lakes and several rivers, denting the food supply for native species and clogging intake pipes for industry and water treatment plants.

Delegate Michael Weir (D-Baltimore) has introduced a resolution to ask Congress to direct Federal agencies to come up with a program to monitor ballast water brought into the Bay.



**FCC Reduces VHF Marine Radio Fee**

News from BOAT/U.S.  
June 22, 1995

The Federal Communications Commission (FCC) has adopted a new regulatory fee schedule that will reduce the \$115 fee now being assessed on VHF marine radios to \$75, according to BOAT/U.S. (Boat Owners Association of The United States). The reduced fee is effective September 18, 1995.

At the direction of Congress, the FCC had sharply increased the fee from \$35 to \$115 over the past two years, to recoup the overhead costs of the agency's regulatory activities, cover the cost of processing a one-page license application and issue a call sign. Since the \$115 fee is nearly the cost of a marine radio, many boaters told BOAT/U.S. that they would do without a radio rather than pay the exorbitant fee.

"Reducing the fee to \$75 is a small step in the right direction," said BOAT/U.S. Government Affairs Director Michael Sciulla. "This is still a substantial amount to pay for a device which recreational boaters use primarily to call for help, listen to weather forecasts or hear another's call for assistance. For the safety of those going out to sea, Congress should simply get rid of the fee," he said.

A bill to eliminate the VHF marine radio license fee, H.R. 963, has been introduced in the U.S. House of Representatives by Rep. Jack Fields of Texas, Chairman of the House Telecommunications Subcommittee, and Rep. Bart Stupak of Michigan. BOAT/U.S. is urging boat owners to contact their representatives in Congress to ask them to support the bill.

**A Brief History of the Origins of the Ship's Bell Clock**

Weems & Plath

The present ship's bell clock actually evolved from a crude sand clock dating back to the time of Columbus. This primitive clock was called a sand or sandglass clock and was an absolutely essential device for controlling the routine of duties at sea as well as for navigation purposes.

Records of epic voyages tell us that this device was generally measured by the helmsman in half hour increments. Watches or shifts were organized into increments of four hours: a tradition that today is still widely observed aboard ship.

With the sandglass at his side the helmsman would signal the passing of half hour increments starting with the strike of one bell at the end of the first half hour, two at the 2nd and so on until reaching 8 bells which signaled the end of the watch.

The tradition of the sand clock continued for hundreds of years and was replaced only by the development of the pocket watch from Italy and Germany and the chronometer from England.

It wasn't until the 19th century that the first mechanical ship's bell clock was produced in America. The working principal of this American innovation remains almost unchanged to this day.

**The Ship's Bell Code:**

4:00	8:00	12:00	=	8 bells
4:30	8:30	12:30	=	1 bell
5:00	9:00	1:00	=	2 bells
5:30	9:30	1:30	=	3 bells
6:00	10:00	2:00	=	4 bells
6:30	10:30	2:30	=	5 bells
7:00	11:00	3:00	=	6 bells
7:30	11:30	3:30	=	7 bells
8:00	12:00	4:00	=	8 bells

**It's Time for Some Action**

Adapted from Coastal Cruising  
February/March, 1995  
by PD Joe Orth.

Almost every boating publication has presented at least one report on the current sad state of affairs in the chart making business. A few years ago the situation was brought into focus when the QE II found some uncharted rocks in Long Island Sound. We all have experienced the rapidly changing buoy locations in the Bay and the long delay in getting updated charts. This is compounded by the flood of new electronic charts which rely on the outdated chart data, but convey the image of being new and accurate. The alarm has been sounded by the media.

Recently, I have spotted the same basic letter in just about every boating magazine I get. The letter is from Robert Foss of Bransom West, Missouri. Mr. Foss has written the Secretaries of Commerce and Transportation, the NOAA Administrator, and the NOS Administrator to raise his concerns over vessel safety and the lack of timely chart updating. Mr. Foss quotes the response from Dr. Stanley Wilson, Assistant Administrator of NOS stating, "In order to balance chart production and avoid reprinting costs, each new edition that was previously printed annually will now be scheduled to print every 30 months."

The boating community must get behind the efforts to get NOAA to address the need for the conduct of new surveys, using available technologies which are far more accurate than the old instruments and techniques, to get new charts and to keep them up to date. It means that NOAA must alter some of their priorities and this can only happen when the public demands

such changes. Get your club to encourage your members to write to the following about your concerns about old charts.

Dr. James Baker, Administrator  
NOAA Washington, DC 20230

Dr. W. Stanley, Assistant  
Administrator NOS, 1305 East West  
Highway, Silver Spring, MD 20920-  
3282

Remember, charts may become more important if the suit resulting from the grounding of the Glacier Bay in Cook Inlet is successful. The plaintiff is suing for \$55 million and argues that available survey technology would have located the obstruction but was not used by the government. By law, NOAA is held accountable for chart accuracy.

### **DOT Is at it Again!**

Chartroom Chatter

March 1995

The Lookout, March/April 1995 reports another example of how the Federal government is attempting to change without considering the full impact of their actions. It is important that we keep alert to the many events taking place which may impact our ability to enjoy recreational boating. National organizations like the National Boating Federation (NBF) perform a valuable service in keeping its member organizations, including CBYCA informed. In return, we must respond by getting our members to express their viewpoints on the planned actions. Here is an excellent opportunity to demonstrate that CBYCA members are both informed and care about what is happening in the recreational boating world.

The US Department of Transportation (DOT) held a hearing on 15 February in San Francisco on the

Department's pending reorganization. Despite the very short notice, there were at least 100 persons in attendance. The meeting was chaired by "A Senior DOT Official" who requested his name be withheld. A DOT position paper was made available.

After a video on the proposed reorganization, and some introductory remarks by the "Senior Official," the meeting was opened to questions. Two members of the panel requested elaboration, as they had no information that this proposed reorganization was in the works.

Another speaker pointed out the absolute contradiction on opposite pages of the DOT position paper, one page giving the Coast Guard "regulating waterway bridges to ensure rights to navigation," the opposing page stating "US Coast Guard includes current USCG activities less permitting for bridges crossing navigable waterways."

The "Senior Official" stated, "no decision has been made in this matter, and DOT would like to have input." Deadlines for comments were not specifically stated, but the sooner the better. If DOT is concerned enough to both take this road show to the West Coast and to have already made a video, we need to both examine what's planned and to express our thoughts.

Get busy and send a short note to: DOT Restructuring, 400 Seventh St., SW, Washington, DC 20590; Fax # (202) 366-9693.

Ask for a copy of the plan regarding the Coast Guard reorganization and a copy of the video. Review the material and then prepare your comments and express them to DOT. Don't forget to send copies of all correspondence to CBYCA. Swamp DOT with letters!

### **Harming the Environment Is Costly**

Chartroom Chatter

January, 1995

Did you know that if you have a problem which may only possibly impact the environment and the Coast Guard stands by to clean up the situation, you are financially responsible for the Coast Guards expenses? The January, 1995 Yachting reports the following laws and penalties:

#### **Used Oil and Other Petroleum Products:**

**THE LAW:** Boats over 26 feet must display an "Oil Discharge is Prohibited" placard. Federal law prohibits the discharge of any oil or oil-based products into marine waters. This includes all products associated with engine maintenance.

**THE PENALTY:** \$20,000 per day per discharge occurrence and the cost of environmental clean-up and any forthcoming damage claims.

#### **Bilge Water Must Be Free of Oil:**

**THE LAW** and U. S. Coast Guard regulations state: "No person may intentionally drain oil or oil waste from any source into the bilge of any vessel." It is also illegal to use liquid detergent or other dispersant on an oily sheen resulting from an accidental discharge of oil or other petroleum products.

**THE PENALTY:** \$20,000 if any oil from the bilge reaches the water and the cost of environmental clean-up and any forthcoming damage claims; \$25,000 for the practice of using any dispersant to hide an accidental discharge of oil or other petroleum products.

#### **Reporting Hazardous Waste Spills:**

**THE LAW:** The person in charge must report any hazardous waste spill from his or her vessel.



THE PENALTY: \$25,000 for failure to report an oil spill and the costs of environmental damage claims. In summary, when working on your boat, it is especially important to prevent any discharge of oil or other pollutants. This means taking the extra time and precautions to prevent spillage and to dispose on the waste properly. If you don't, in addition to harming the environment, you may find yourself facing a healthy penalty.

### **A Hint From the Fleet Navigator**

Tantallon Yacht Club  
The Cygent

"Aren't all clouds high?" editorialized a radio announcer after reading the weather forecast recently. In a word, no. the forecaster was conveying a useful bit of information. Clouds can tell us a lot about present and future weather. For the moment let's consider just the high clouds, those with bases above 20,000 feet.

They are called cirroform clouds. In this family of thin, transparent, ice crystal clouds we have cirrus, cirrostratus, and cirrocumulus. Cirrus looks like wispy threads or horses' tails. Cirrostratus is a web; the sun or moon shining through cirrostratus produces a halo. Cirrocumulus has the appearance of little bumps or puffs or fish scales.

What do cirroform clouds tell us about the weather? They may be seen on fine, sunny days. If they overspread the sky and thicken, they usually portend the approach, in a day or two, of a weather front with its accompanying wind; hence the sailors' warning: "Mackerel scales and mares' tails make tall ships carry low sails."

### **C & D Canal Museum To Be Renovated**

Chart Room Chatter  
May 1995

The Army Corps of Engineers is soliciting bids for the renovation and rehabilitation of the Chesapeake and Delaware Canal Pump House Museum. This structure is over 160 years old and was designated a National Historic Landmark in 1965. It is located in South Chesapeake City on the spit of land on the east side of the anchorage basin. The history of the canal is depicted through exhibits presenting such items as buckets used to excavating the canal, pages from the toll books, to a three story water wheel that supplied the lock with over a million gallons of water per hour. The renovations should be completed near the end of 1995.

### **Boating Green.... Heads, Holding Tanks & Pump Outs**

Probably no other issue draws the attention of regulatory and environmental groups to boaters more quickly and vehemently than the illegal dumping of raw sewage.

It is a practice that must stop if we hope to put boaters' environmental issues behind us.

Many people, understandably, want nothing to do with pumping out their boats. Yes, it can smell bad. Yes, you're dealing with exactly what you think you're dealing with.

Because you don't want to think about it, however, doesn't mean you can pump directly overboard, where "out of sight, out of mind" quickly takes over. Your boating friends and neighbors still have to live with it.

And yet, all boaters must share the blame for this ongoing problem; we now need to step forward to share the responsibility in finding solutions.

To date, this problem continues to exist partly because we have not been more insistent in asking for an adequate number of reliable, convenient pumpouts.

Like most things in the free market system, supply will rise to meet demand. And honestly, the demand from boaters just hasn't been there. That has to change.

### **What Can Boaters Do?**

We must start by using our holding tanks and by using pumpouts. By changing our habits, marina owners, the industry and the agencies will need to follow our lead and offer adequate services. Here are a few simple things we can do to help move in that directions:

- *Encourage more marina owners to install pumpout units.* They can be portable, stationary or come floating in on a barge, but we must continue to encourage more marina owners to make pumpout services available. To encourage wide-spread boater use, pumpout units need to be convenient, reliable and affordable.

- *Encourage better maintenance of pumpout facilities.* When the pumpout breaks down, inform marina management immediately. Let them know you need and rely on the service. Too often when a facility goes down for repairs, management never hears from the boaters. They assume no one misses the service. As a result, they are in no hurry to fix it.

- *Recognize there is a cost for both of the above.* Boaters have to recognize and share the costs of installing and maintaining pumpouts. The price doesn't have to be a burden, but neither should we expect it to be free.



– *Use shore-side facilities whenever possible.* Make the walk up the dock. The few minutes it takes to walk to the marina's bathroom is the few minutes it takes from illegally discharging to responsible change.

– *Educate your peers.* It should no longer be acceptable for friends and neighbors to dump directly over, it should no longer be acceptable to say, as is all too common, "I've never used my holding tank." Let other boaters know that you comply with sewage disposal regulations and that you expect them to comply as well.

– *Hire a Mobile Pumpout Service.* If you don't want to be bothered by pumping out, pay a commercial service to pump out your holding tank for you.

### **Tips on Pumping Out**

Pumpouts too often breakdown because they are improperly used by boaters. Many of the problems are avoidable, if we use a little common sense and follow instructions. Here are a few tips from marina owners on how to prevent some of the most frequent causes of breakdown:

– *Follow pumpout instructions.* It seems so simple, and yet so many people still ignore the basic operating instructions.

– *Ask, when instructions aren't posted.* If the pumpout instructions aren't posted or aren't clear, find someone who can explain the process. Encourage the marina to post clear, concise instructions.

– *Upon finishing, rinse water through the system.* A common cause of breakdown occurs when the marina's sewer lines are clogged by lack of adequate rinsing. It's an expensive repair, as the problem is often difficult to locate anywhere in several hundred yards of sewer line. After pumping your holding tank, take a minute to flush some

water through the system. It's cheap preventive maintenance.

– *Pump out only your holding tank.* The same principle applies to pumpouts as to heads: *nothing should go through a pumpout that you have not eaten first.* Pumpouts are not designed to handle bilge water; pumpouts cannot handle solid objects. Be responsible: pump out only your holding tank.

– *Turn off the pump when done.* It may seem silly to mention, but, yes, boaters too frequently pump out their boats and then drive off, leaving the unit still running. To ensure that the pumpout will work for the next boater, make sure the pump is off before pulling away.

From The Skipper, NPYC, as published in the 7/15/94 issue of Mariner

### **Wallops-Breaux Funds Zeroed Again**

The Coast Guard budget request for FY 1996 contains no funds for Recreational Boating Safety.

Instead the Coast Guard budget request refers to The "Boating Safety Bill" or the 103rd Congressional bill HR 5577 both of which died in the closing minutes of the 103rd Congress as follows:

"Due to budgetary constraints and the increased role of the States in boating safety activities, no discretionary appropriation is requested in FY 1996 from the funds deposited in the Boat Safety account of the Aquatic Resources Trust Fund."..."Current law, under the authority of Title V of the Oceans Act of 1992 (P.L. 102-587) authorizes the transfer of \$10 million for 1996. However it is anticipated that Congress will enact legislation (originally considered in 1994) to increase

the amount transferred in 1996 to \$30 million."

The full membership of the House Subcommittee on the Coast Guard are Republican Representatives: Chairman Howard Coble (NC); Tillie K. Fowler (AK); Susan Molinari (NY); Bill Baker (CA); Vernon J. Ehlers (MI) and Ex Officio Bud Shuster (PA); and the Democratic Representatives are Ranking Minority member James A. Traficant Jr. (HO); Walter R. Tucker III (CA); Bill K. Brewster (OK); James L. Oberstar (MN) and Ex Officio Norman Minetta (CA).

Boaters must again entreat their congressmen to see that our Wallops-Breaux tax funds are appropriated for our benefit. The Wallops-Breaux Boating Safety Account is the perfect example of a user's fee being passed on to the States to successfully meet the need to reduce boating facilities.

*Reprinted from The Lookout, NPF, March/April 1995*

### **Budget Impact on Boating Books**

Adapted from Ocean Navigator, No.69, July/August 1995

Another victim of the continuing budget cuts is the printing of Tidal Current Tables. This has made the publisher's of Reed's Nautical Almanac figure that they can now come forward with the same information now required on board vessels. The Coast Guard agrees and Reed's volumes are now acceptable sources for information on tidal currents, Rules of the Road, regional coast pilotage, and light list data. Reed's also can be used as the required first aid manual.



**Lighthouse Grounds**  
**Open on Potomac**  
**Potomac Basin Reporter**  
Aug. 1994

A new museum has opened on the tidewater Potomac, the centerpiece of which will retain a faded facet of river history. The Piney Point Lighthouse Museum, 14 miles upstream from the mouth of the Potomac River in St. Mary's County, Md., "is a work in progress," according to curator Mike Humphries. He also runs the St. Clement's Island Potomac River Museum for the county. He has been working on the project since the first grant was approved in 1990.

Visitors to the site can now stroll a new boardwalk around the site that features interpretive signs explaining the history of the lighthouse and the surrounding area. The exterior of the 35-foot tall conical brick tower, the only one of its type constructed on the Potomac, has been partially restored. The tower's interior restoration will occur in the near future. A separate building also has been renovated, and will serve as a museum for the lighthouse and exhibits on underwater archeology.

A major part of the museum will highlight the *Black Panther*, a sunken World War II German U-boat that lies in the Potomac's bed a short distance off the point. The site is Maryland's first underwater archaeological preserve. The exhibit might expand to cover other wrecks in the area that occurred around the time of the Civil War. "There are so many aspects to the history and culture of the tidewater Potomac," Humphries notes. "One aspect that I would like to expand on is the area's military history." The river environs house many military installations that build and test ordnance. The

Piney Point area once was the site of a station that tested Navy torpedoes built at a factory in Alexandria, which is now an arts complex, he said.

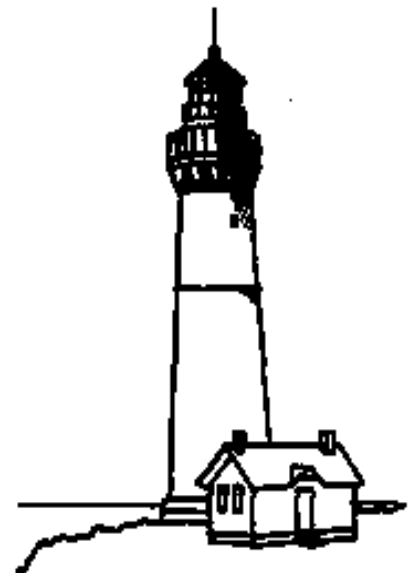
The lighthouse is one of the 11 that once guided mariners on the Potomac. It was built in 1836, and served until its decommissioning in 1964. It is one of four Potomac lighthouses still in existence. In 1836, the tower housed 10 oil lamps and 10 reflectors, casting a white light that could be seen for more than 11 miles. The lamps were replaced by a fresnel lens in 1855, and a stone breakwater was built to combat erosion of the point. The breakwater has done a good job, as the point has built up over the years, with the now-buried breakwater some distance from the present shore. Navigation problems because of fog prompted the installation of a bell tower in 1880. The wooden structure later was fitted with a reed horn in 1936. The bell tower was damaged by Hurricane Hazel in 1954, and was dismantled. According to "This Was Potomac River" by Fred Tilp, the white light was replaced by a cadmium yellow light in 1936 as an experiment to improve visibility. The lighthouse later fell victim to the many lighted mid-channel markers in the Potomac, Tilp notes, and along with the keeper's job, the facility was decommissioned in 1964.

During its heyday, the lighthouse was a well-known and appreciated place. Piney Point was a social center for Washington, D.C., between 1820 and 1910. A cottage known as the "Summer White House" was used by President James Monroe in 1820. Franklin Pierce and Theodore Roosevelt were frequent visitors to the area, which was served by steamboat excursions bringing many to enjoy the beach. Daniel Webster, Henry Clay, and John C. Calhoun fished and bathed at the beach. Tilp's book also

notes the presence of several "bath houses" on pilings on the water a short distance off the beach that served as "houses of ill fame."

Historical preservation in general is not an easy job, and Humphries has benefited greatly from the help of the area's residents and businesses. Stuart Petroleum, whose docks are adjacent to the lighthouse, has helped with the work, and the nearby Harry Lundeberg School of Seamanship has lent support. The 300-plus Friends of the St. Clements Island Potomac River Museum are working with the new museum as well. Humphries' ingenuity in restoring the site has helped. The old lightkeeper's house now helps keep the lighthouse. It was restored by local jail inmates and is rented out as a private residence. Proceeds from the arrangement go toward the site's upkeep.

The lighthouse can be visited daily from dawn to dusk. School groups or private tours can be arranged for a small fee by contacting the St. Mary's Division of Parks at (301) 769-2222.





Parris N. Glavin  
Governor

Maryland Department of Natural Resources

Towers State Office Building  
Annapolis, Maryland 21401

John R. Coffin  
Secretary

Edward N. Young  
Deputy Secretary

March 28, 1995

Mr. John R. Hancock  
Commodore  
Potomac River Yacht Clubs Association  
Box 41  
1000 Water Street S.W.  
Washington, D.C. 20024

Dear Commodore Hancock:

Thank you for your recent letter regarding the Potomac River Yacht Club Association's concern of high speed operation of water craft in the vicinity of anchored vessels, particularly in Spoils Cove.

I have enclosed a copy of our letter to Ms. Gina Puglisi wherein the process necessary to establish a speed restriction is explained. To initiate this process we have scheduled Spoils Cove for a survey during the 1995 boating season. Your letter of support will be included in the file and given full consideration in the decision process.

Much of the small vessel activity described in your letter is in violation of current regulations. Your offer to assist is greatly appreciated.

To this end, I have enclosed a number of publications for distribution through your organization. In addition, I ask that your members notify the Natural Resources Police (NRP) whenever they note a violation occurring. Although the NRP may not be able to respond in time to apprehend the violator, the report will be entered into the computer and the accumulated information used to allocate available marine police forces, and as an indicator of potential problem areas.

The NRP vessels in that area are berthed at Smallwood State Park. Violations can be reported on 1-800-628-9944 or channel 16.

Please contact me or Jack Arney, Chief, Recreational Boating Area Management at (410) 974-2918 if we can be of any assistance.

With best regards,

Sincerely,

  
Bruce A. Gilmore  
Director

BAG/BBC/lcj  
Enclosures


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 (704) 229-4884

Ned W. Rhodes, CEO  
 President

Software Systems Group  


Upcoming Events

Aug 7: PRYCA Board Meeting @ Alexandria 6:45 Sep 1: Deadline for September PRYCA Newsletter Sep 11: PRYCA Board Meeting @ MVMC 6:30 PRYCA Delegates Meeting 8:00
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**Potomac River Yacht Clubs Association**  
 1000 Water Street, SW  
 Washington, DC 20024

Address Correction Requested